

GRAIN AT THE HEAD OF LAKES.

Fort William, Nov. 11th, 1916.
Statement of stocks in store in terminal elevators at Fort William and Port Arthur on November 10th, 1916, with receipts and shipments during the week.

Elevator.	Wheat.	Oats.	Barley	Flax.
C. P. R.	1,219,516	478,135	106,949	.....
Empire	664,465	288,428	58,272	115,993
Consolidated	943,961	200,471	49,105	85,483
Cgilvies	911,875	209,954	63,470	.....
Western	1,073,194	244,046	31,086	96,650
Grain Growers'	1,234,737	593,846	101,308	.....
Fort William	651,753	452,550	32,732	13,156
Eastern	510,136	181,673	13,704	.....
G. T. P.	1,386,425	899,946	76,951	51,436
Can. Nor.	2,009,994	1,125,974	276,691	84,635
Horn & Co.	232,413	79,729	41,511	92,471
Canad. Govt.	781,330	305,565	72,756	73,047
Thunder Bay	666,624	289,150	69,849	32,257
Total	12,286,478	5,349,473	994,391	645,132
A Year Ago	18,251,048	4,013,561	531,577	450,117

Receipts	5,867,215	1,701,526	274,273	172,655
Ship. Lake.	6,196,202	556,569	137,584	28,849
Ship. Rail.	234,814	223,391	30,501	3,376
Stocks By Grade.				
Wheat.				
One Hard.	15,513			
One Nor.	1,289,883	1 C. W.	28,545	
Two Nor.	2,452,536	2 C. W.	2,636,674	
Three Nor.	2,769,993	3 C. W.	494,487	
No. Four.	1,669,162	Ex. 1 Pd.	495,556	
Others.	4,089,389	Others	1,690,208	
Total	12,286,478	Total	5,349,473	
Barley				
3 C. W.	140,336			
4 C. W.	471,089	1 N. W. C.	460,380	
Rejected.	54,637	2 C. W.	153,468	
Feed.	250,682	3 C. W.	15,332	
Others.	77,645	Others	15,951	
Total	994,391	Total	645,132	
Flax.				

MONTREAL PRODUCE RECEIPTS.

Receipts of the principal commodities at Montreal for the past two weeks follow:

	1916.	1916.
	Nov. 11	Nov. 4
Wheat, bushels	780,271	1,140,817
Oats, bushels	237,310	682,409
Barley, bushels	12,500	81,658
Flour, barrels	108,367	107,452
Eggs, cases	42,046	27,505
Butter, packages	10,394	9,858
Cheese, cases	59,078	64,052
Potatoes, bags	12,512	12,338
Hay, bales	54,976	50,553

AUSTRALIAN COASTAL SHIPPING.

Mail advices from Australia state that the Federal authorities who have control there over all Australian shipping have decided that all coastal companies which have any of their steamers away from Australia at the present time must bring them back without any undue delay. The coastal companies are also prevented from selling any of their vessels without the consent of the Minister of Marine.

THE PEOPLE.

After all, the mass of us and not the President is the main thing. It makes a difference what our government does, but it does not make all the difference. Other governments deal with our government, but they keep one eye on us. We are power, money, industry; we are public opinion, and in the long run we must be reckoned with.

Presidents are all sorts; governments are all sorts. Our national specialty is inexperienced rulers. If they get us in wrong we are to blame, for we prefer them untrained. But we can stand some monkeying, for we are a good engine.—Life.

"What do you understand by suffering for righteousness, sake?" questioned the Sunday school teacher.

"Please, miss, it means havin' to come to Sunday school," answered little Jack.—Life.

SHIPBUILDING AFTER THE WAR.

From present indications, shipbuilding will be one of the first industries to show feverish activity at the end of the war. Japan, Canada, Norway and even Australia have entered as competitors in shipbuilding. The United States is in a record-breaking era.

Before the war the world had just sufficient ships to take care of international commerce. There was a steady annual output to keep pace with demand and with normal maritime losses. This annual output of merchant vessels was as follows:

Year.	Number.	Tons.
1905	1,576	2,514,922
1906	1,836	2,919,763
1907	1,788	2,778,088
1908	1,405	1,833,286
1909	1,063	1,602,057
1910	1,277	1,957,853
1911	1,599	2,650,140
1912	1,719	2,901,709
1913	1,750	3,332,882
1914	1,319	2,852,753
1915	743	1,201,638

Since 1914, with diversion of shipyards to naval construction, shortage of labor and other causes, annual output decreased, leaving a shortage of new construction, conservatively estimated at 3,500,000 gross tons. The shipping destroyed up to the end of October verges on 3,500,000 tons. In addition to these ships to be replaced is average annual building of nearly 3,000,000 tons, based on 1911-13 figures, and an indeterminate quantity of construction for ships in service, due to incessant voyages and consequent extraordinary depreciation.

Destructions continue, and improvement in number of vessels launched has been comparatively slight. Therefore, if the war came to a sudden conclusion within a few months, shipbuilding yards would face the problem of constructing 10,000,000 tons of new ships with a capacity of about 3,500,000 tons, in addition to ships under construction and on order in the current year, while number of ships to be replaced increases daily. American yards already have orders to keep them busy up to 1918. German shipyards are working on mammoth liners, some of which have been delayed since 1913.

According to an important American shipbuilder, in construction of 10,000,000 tons of steamships, the quantity of structural steel, apart from machinery, would be between five and six million tons, and copper requirements for foundry work, without considering electrical equipment, dynamos, insulation, steam fitting, etc., would be about ten thousand tons. Machinery and electrical construction is so varied as to be beyond estimate.

WINNIPEG GRAIN RECEIPTS.

The receipts of grain at Winnipeg for the week ended Nov. 11, 1916, compared with the corresponding week a year ago were as follows:

	Nov. 11 1916.	Nov. 4 1916.	Nov. 13 1915.
No. 1 Northern.	595	862	.....
No. 2 Northern.	1,059	1,442	.....
No. 3 Northern.	881	1,207	.....
No. 4 Northern.	343	394	.....
No. 5 Northern.	195	222	.....
No. 6 Northern.	150	124	.....
Other grades	279	558	.....
Rejected	90	73	.....
No. grades	482	166	.....
No. 4 Special	276	367	.....
No. 5 Special	230	271	.....
No. 6 Special	126	234	.....
Winter grades	9	7	.....
Totals	4,813	5,928	9,027
Oats	1,106	1,257	1,727
Barley	260	298	252
Flax	186	129	126

C.P.R. CARS IN UNITED STATES.

The Boston News Bureau says: "Some roads have been in the fortunate position of having a comparatively large supply of cars, while others are being forced to pay some very heavy car-hire bills for foreign equipment on their lines. Few people probably know that there are fully 10,000 Canadian Pacific cars on American lines, either because they are in use or because it is impossible to unload them. Car rentals are 45 cents a car per day, which means that roads in the United States are paying over to Canadian Pacific \$4,500 a day, or nearly \$1,500,000 a year.



Canadian Service

MONTREAL TO LONDON
(Via Falmouth.)

From London. From Montreal
Nov. 4th. **AUSONIA** Nov. 23rd.

CABIN AND THIRD CLASS.

For information apply **THE ROBERT REFORD Co., Limited, General Agents, 20 Hospital Street.** Steerage Branch: 23 St. Sacramento Street, Montreal.



GLASGOW PASSENGER-FREIGHT SERVICE.

From Glasgow From Montreal
Nov. 4th. **CASSANDRA** Nov. 11th

Nov. 4th. Athenia Nov. 20
For information apply local Agents or **THE ROBERT REFORD CO., Limited, General Agents, 20 Hospital Street, Montreal.**

Canadian Northern

WHERE TO HUNT?

MONTFORT

HUBERDEAU

LA TUQUE

LAKEE EDWARD

Ask for booklet, "Where to Fish and Hunt," and full information, City Ticket Office, 230 St. James Street. Phone, Maine 6570.

AMALGAMATION OF BRITISH SHIPPING.

All the changes of management and consolidation which have been going on indicate that after the end of the war the control of British shipping will be much more centralized than it was two years ago. The general lack of cohesion among British owners in the past, and the new conditions directly caused by the war, made a change desirable. In so far as it will be of assistance in counteracting foreign competition after the war the present welding process is welcomed.

Including the Australian Commonwealth Government's acquisition of a fleet of steamers, the purchase of the Wilson Line by Sir John Ellerman is the fourth shipping transaction of the kind made public since the end of June which may be described as of first-rate importance. At the beginning of July there was the agreement for the acquisition of the New Zealand and Federal companies by the P. & O., and by the end of August Furness, Withy & Co. had completed their arrangements for obtaining a predominating interest in the Prince Line.

There have been other developments of the same character, such as the purchase of the London and Northern Steamship Company by Messrs. Pyman, Watson and Co., and a certain movement in the Canadian trade, the full significance of which is likely to be more apparent later.

BALED HAY.

No change is reported in the hay trade, business being carried on at the usual prices. Receipts of hay have not been as large as was expected as farmers have been too busy with their autumn farm work to come to market as often as usual. For the next few weeks the roads will probably be bad, which will hinder deliveries until the winter sets in in earnest. We are informed that the Government will require their full quantity of hay this month, contrary to former expectations.

The following quotations are for car load lots.

No. 1 hay, per ton	\$13.00	\$13.50
No. 2 hay, per ton	12.00	12.50
No. 3 hay, per ton	10.50	11.00
Clover, mixed	9.50	10.00
Baled straw, per ton	5.00	6.00