

STATISTICAL WHEAT REPORT.

WHEAT IN CANADA.

Stocks of wheat in Canada at principal points of accumulation are reported as follows:

Montreal	100,000
Toronto	31,000
Depot Harbor, Ont.	100,000
Coleman	100,000
Kingston	20,000
Winnipeg	150,000
Keweenaw	150,000
Manitoba elevators	3,500,000

Total Oct. 13	4,180,000
Total previous week	4,275,000
Total a year ago	4,420,000

BRADSTREET'S REPORT OF STOCKS

Total stocks in the United States and Canada at the close of the Winnipeg Grain Report, reported by Bradstreet's Oct. 13, were 4,361,000 bushels, as against 4,377,000 bushels the previous week.

Total stocks in the United States and Canada a year ago were 5,727,000 bushels, according to Bradstreet's report.

Stocks of wheat at Pacific coast ports on Oct. 13 were 1,060,000 bushels.

THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks of the United States and Canada, east of the Rocky Mountains, for the week ending Oct. 20, was 2,554,000 bushels, being an increase of 1,140,000 bushels a year ago; the visible supply of the United States for the week, a year ago, was 2,500,000 bushels, two years ago 2,500,000 bushels, three years ago 2,500,000 bushels, four years ago 14,500,000 bushels, five years ago 24,600,000 bushels.

STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains is 7,520,000 bushels, compared with 8,040,000 bushels a year ago. The visible supply of corn is 2,520,000 bushels compared with 13,450,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe at the close of the week ending Oct. 13 in each year for a series of years, were as follows—Bradstreet's report:

1902	130,000,000
1901	135,000,000
1900	134,000,000
1899	134,000,000
1898	134,000,000
1897	134,000,000
1896	134,000,000
1895	134,000,000

WHEAT MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets, from the time of the first movement, January 1, 1902, to date, compared with the same period of last year:

	This Crop.	Last Crop.
Minneapolis	20,850,729	20,419,724
Minneapolis	2,564,400	2,780,800
Duluth	15,264,851	14,882,735
Chicago	16,227,944	16,396,047
Total	55,199,465	64,549,388

The following table gives the receipts of wheat at the four principal United States winter wheat markets, from the time of the first movement, July 1, 1902, to date, compared with the same period of last year:

	This Crop.	Last Crop.
Toledo	8,410,212	8,025,065
St. Louis	18,073,329	11,926,146
Detroit	1,529,413	1,787,267
Kansas City	13,360,400	12,428,100
Total	41,365,545	30,980,580

GRAIN STOCKS AT LAKE PORTS.

Fort William.

Stocks of grain in C. P. R. elevators at Fort William on Monday, Oct. 20, were as follows:

Wheat—No. 1 hard, 802,000 bushels; No. 1 northern, 400,207 bushels; No. 2 northern, 113,856 bushels; No. 3 northern, 93,621 bushels; other grades, 27,488 bushels, making a total of wheat of 1,587,172 bushels.

Barley—None.

Receipts of wheat at Fort William during the week amounted to 1,296,725 bushels, and shipments to 1,260,725 bushels.

Port Arthur.

Stocks in store at King's elevator, Port Arthur, on Oct. 20, were:

Wheat—No. 1 hard, 41,413 bushels; No. 1 northern, 25,089 bushels; No. 2 northern, 281 bushels; other grades, 10,774 bushels, total, 153,228 bushels.

Oats—No. 2 white, 38,700 bushels.

Barley—None.

Receipts of wheat were 70,000 bushels, and shipments, 55,319 bushels.

Stocks of grain in store at the Canadian grain elevator at Port Arthur on Oct. 20, were as follows:

Wheat—No. 1 hard, 240,058 bushels; No. 1 northern, 229,153 bushels; No. 2

northern, 67,103 bushels; No. 3 northern, 12,624 bushels; No. 4, 8,052 bushels; feed, 1,883 bushels; making a total of 564,676 bushels.

Oats—Total, 2,924 bushels.

Receipts of wheat for the week, 463,962 bushels; shipped during the week, 328,867 bushels.

Manitoba Wheat Stocks.

There were 2,327,256 bushels of wheat in store at Fort William and Port Arthur on Oct. 20. A year ago stocks in store at Fort William, were 1,288,790 bushels. Stocks in store at Fort William, Port Arthur, Winnipeg, and interior points are estimated approximately at 5,200,000 bushels, compared with 2,700,000 a year ago, 4,800,000 bushels three years ago, and 2,700,000 bushels four years ago.

Winnipeg Grain Inspection.

During the week ending Oct. 21 there were inspected 53,712 bushels of 324 cars of grain, comprising the following:

Wheat—No. 1 hard, 1,170 cars; No. 1 northern, 674 cars; No. 2 northern, 268 cars; No. 3 northern, 98 cars; No. 4, 32 cars; rejected, No. 1, 10 cars; rejected, No. 2, 13 cars; no grade, 1 car; feed, 11 cars; making a total of 2,327,256 bushels.

Oats—Extra, No. 1, 1 car; No. 1 white, 14 cars; No. 2 white, 12 cars; 2 mixed, 2 cars; feed, 1 car; rejected, 1 car; total, 33 cars.

Barley—No. 3 extra, 1 car; No. 3, 4 cars; feed, 5 cars; total, 10 cars.

Flax—No. 1, 64 cars; No. 2, 4 cars; total, 68 cars.

Speck—Feed, 1 car.

The total number of cars of grain inspected as above was 2,224 of which 1,680 were on the C. P. R. and 544 on the C. N. R. roads.

For the previous week the returns included 2,108 cars.

The foregoing figures bring the total inspection of wheat since the first of September, the beginning of the crop year, up to 10,087 cars.

A year ago the total for the week was 1,711 cars, and two years ago 373 cars.

Grain and Milling Notes.

Morton & Pierson, of Gladstone, Man., are opening an office in the grain exchange at Winnipeg.

A launch counter has been introduced into the Winnipeg Grain Exchange building in order to accommodate the busy clerks, who seldom have time to get out for lunch.

The cylinder head of the engine in King's cleaning elevator at Port Arthur, Ont., blew out on Tuesday, disabling the elevator for three weeks until repairs can be made.

The Farmer's Elevator Company at Grenfell has the foundation ready for its building. The capacity will be 35,000 bushels. This will give Grenfell an elevator capacity of nearly 150,000 bushels.

It is estimated that the corn acreage in the Northwestern States this year was a hundred per cent. greater than last season. It was believed that the cultivation of corn will constantly increase since the farmers become satisfied that the crop is a safe one.

The steamer Saturn, wheat laden, on the way from Port William to King's elevator at Port Arthur, to complete a load, ran aground on a shoal inside the harbor on Tuesday. Tugs failed to release her, and it was necessary to lighten before further attempts were made to get the vessel off.

The Improvements to the King cleaning elevator at Port Arthur, have been completed and that building is now the fastest working elevator at head of the lakes. It is now possible to unload 80,000 lb. of wheat in seven minutes. Under the old system fifteen minutes were required to do the same. Just at present this elevator is out of commission owing to an accident to its engine.

Advance copies of the first annual report of the Standard Milling Company, the successor of the old United States Flour Milling Company, show a surplus after accrued interest and organization expenses on bonds, of \$50,444. The statement also shows a surplus of \$15,673.148. These include the surplus earnings of the following: Duluth-Superior Milling

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GRAIN

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Company, \$95,170; Northwest Consolidated Milling Company, \$340,845, and the Standard Company's proportion of the Hecker-Jones-Jewell Company, \$530,728.

In his report Chairman Braxton Ives states that the company owns twenty-four mills, located in New York, Syracuse, Buffalo, Milwaukee, Duluth, Superior and Minneapolis.

Commercial Men.

J. M. Macdonald has just returned from the east, and starts out at once on his semi-annual trip west. He is carrying all his old lines, namely, McIntyre Sons & Co., Alaska Feather & Down Co., American Silk Waist Co., Michael, Nairn & Co., and Boyd, Caldwell's goods. The samples which Mr. Macdonald is showing are the finest as ever brought west. He is being assisted by J. D. Scott, formerly with the Hudson's Bay Co.

Old commercial men who have been out on western routes lately state that they have never known the country hotels to be so much overworked as they are at present. The accommodation for travellers in many of the towns is decidedly inadequate. It is not at all an uncommon thing for the unucky traveller to have to sleep on the office counter or on a shelf in his sample room. Sometimes a seat in the station waiting room is the best that can be had, and yet many people envy the commercial traveller his lot.

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