Besides this there are some incidental items, such as interest on the money invested in this grain between the time it is paid for in Fort William until it is on board ocean steamer and draft can be drawn against ocean bills of lading; Also small items of exchange between west and east. From Winnipeg to New York this amounts to in the fall about one-eighth of a cent more on exchange and one-quarter of a cent more on interest and adding an exporting profit of one cent per bushel, will make a total cost of about twenty-two and a half cents between Fort William and foreign markets.

Ocean freights this fall, 1912, have been exceedingly high, much higher than we have ever known them in twenty years and I am satisfied much higher than they will be this coming summer. For instance, we find during the fall of 1911, a usual tramp steamer rate from standard ports like New York or Philadelphia to standard ports abroad ruled about six and a half cents instead of ten and a half cents this past fall.

Going back further than that we find a series of several years in which the standard rate was about four and a half cents per bushel.

Our own judgment is that by the time the Welland Canal is completed to its proposed larger depth the standard ocean freight will be found to be not over five cents per bushel. In our judgment this Welland improvement is exceedingly important to the grain growers of Western Canada. With that improvement we believe grain can be shipped during most of the open season of navigation via Montreal at something like the following cost:

Elevation and fees at Fort William..	$ .83
Lake freight on large steamers to say Ogdensburg for Tranship to Montreal..	1.50
Marine insurance Fort William to Montreal..	.60
River freight Ogdensburg to Montreal including elevation.	1.75
Harbour charges at Montreal..	.30
Ocean insurance..	.50
Seaboard commission for shipping and handling documents.	.25
Ocean freight to standard ports abroad..	5.00
Total..	$10.73

Adding interest and exchange, say one-half cent, and exporting profit of one cent and you have a total cost between Fort William and foreign markets of twelve and a quarter cents as against an average cost this past fall of twenty-two and a half cents.

In our judgment with normal conditions again in the ocean freight market and with the improvements in the Erie canal, the deeper Welland and a normal lake freight this cost of reaching a foreign market will be found not far out of the way.

The actual cost of exporting grain in the spring of 1913 via Montreal as given by a firm of Canadian dealers is as follows:—

Cost via Great Lakes, St. Lawrence River and Montreal:—

Charges at Fort William..	$ 1.00
Lake freight, Fort William to Montreal..	7.25
Lake insurance..	.35
Montreal broker..	.25
Ocean freight, Montreal to Europe..	9.75
Ocean insurance..	.25
Total..	$18.85