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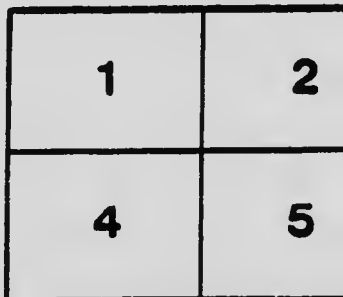
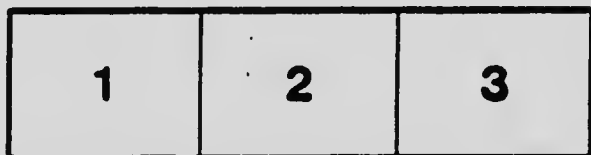
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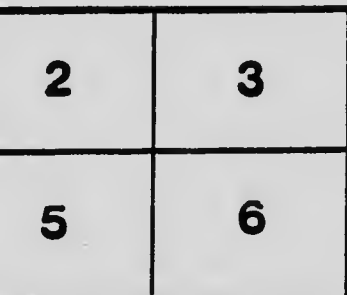
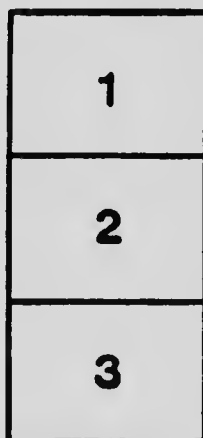
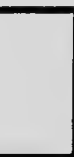
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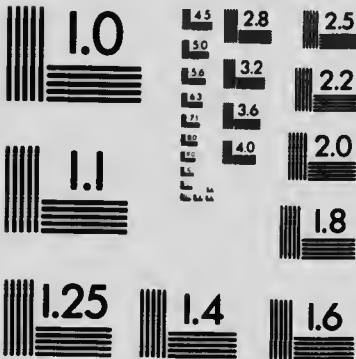
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OPEN THE ROAD TO THE OCEAN

The
St. Lawrence
Route
and the
Grain Trade



THE CANADIAN
DEEP WATERWAYS AND
POWER ASSOCIATION

OUR OBJECT:

"Every Lake Port an Ocean Port"



The following paper sets forth in a most comprehensive manner the benefits which would accrue to the grain trade of Western Canada as a result of the construction of a waterway with a minimum depth of 25 feet from the head of the Great Lakes to the Atlantic Ocean.

The paper was prepared by the secretary of the Fort William and Port Arthur Grain Exchange, and was read by Mr. Irving DeLamater, vice-president of the Fort William Board of Trade, at a conference of Western municipalities and public organizations held in Winnipeg, January 27th-28th, 1920, under the auspices of the Canadian Deep Waterways and Power Association.

The statement was corroborated and endorsed by Mr. N. L. Leach, secretary of the Winnipeg Grain Exchange, and by Mr. J. A. Maharg, president of the Saskatchewan Grain Growers' Association.

Great Lakes to the Sea

The Grain Trade of Canada, in general, is vitally interested in the development and the inauguration of the Deep Waterways Scheme from the Head of the Lakes to the Atlantic. The Grain Trade of Fort William and Port Arthur, in particular, is vitally interested in the project.

It is not necessary to outline the proposed project because pamphlets have already been printed thereon. The purpose of this memorandum is to lay before the Convention, to be held in Winnipeg on the 27th and 28th January, 1920, some advantages which will accrue to the grain trade of Fort William and Port Arthur in particular, and the grain trade of Western Canada in general, if the project is carried through to a successful conclusion.

This memorandum is prepared by the Fort William and Port Arthur Grain Exchange for submission to the above conference through the courtesy of the Fort William Board of Trade's representative, Vice-President I. DeLamater.

There will be seven outstanding advantages through the establishment of this route:

- (1) Reduction of freight rates.
- (2) Elimination of transfers.
- (3) Elimination of shortages in Eastern elevators.
- (4) Retention of identity of grain shipped.
- (5) Elimination of shrinkage and resultant reduction in quality, on account of the numerous transfers now necessary in Eastern elevators.
- (6) Elimination of delays to shipments, on account of waiting for ocean space.
- (7) Fort William and Port Arthur are final points for inspection of Western grain, and should be so treated.

We will go into each one of these reasons fully, for the benefit of the delegates who are not thoroughly conversant with the grain handling facilities of Canada.

Reduction of Freight Rates

It is an established fact that water transportation is much cheaper than rail. At the present time grain can be shipped to the Atlantic sea-

board, during the period of open navigation three distinct ways:

- (A) By boat direct, but not exceeding maximum cargo of 110,000 bushels on account of water draft.
- (B) By boat to Port Colborne and then transferred to canal steamers or barges for transshipment to Montreal etc.
- (C) By boat to the Bay Ports and then transferred by cars to the seaboard.

It does not require any stretch of imagination to figure a saving in freight rates if large steamers could load at the Head of the Lakes and then proceed, without interruption, to the Atlantic. The quantity of grain taken, at the present time, by small steamers by this method is negligible. The saving in freight rates is proportionate to the saving in freight rates at the present time on account of freight rates not being stabilized through war conditions. Sufficient to say that a large saving would be effected.

Elimination of Transfers

At the present time the bulk of our export grain is handled as outlined in paragraph B and C, on page No. 4. This means that a bushel of grain is loaded into a steamer at Fort William, is carried by the steamer, say to Port Colborne, and then unloaded. It is then loaded either in canal barges or cars and shipped say to Montreal where the grain is again unloaded, as a rule, in the elevator. It is then finally transferred in the ocean steamers. This means that a bushel of grain is handled once at Fort William or Port Arthur, twice at the Bay Port and twice at the Atlantic seaboard.

If a steamer could load at the Head of the Lakes and proceed direct to Europe, four transfers would be eliminated, four transfer charges would be saved, and the grain would be delivered in better condition than at present. Transferring grain does not improve grain, but has a tendency to break the kernels and reduce the quality thereof. In addition to the transfer charges, insurance charges would also be saved at these Eastern elevators.

Elimination of Shortages in Eastern Elevators

At the present time the majority of steamers discharging cargoes at the Bay Ports have shortages. Irrespective as to who pays for these shortages,

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ages they occur, and are a tax on the grain trade. If the steamer pays for them the steamer takes care of the shortage in the freight rate quoted. If the steamer pays for them the shipper must of necessity take care of them in the charges he assesses.

The weighing facilities at Fort William and Port Arthur are conceded to be the best on the North American Continent. The Chief Weigh Master at these points, with his staff of assistants, all of whom are under the Board of Grain Commissioners for Canada, have exercised such a strong supervision over the scales and the loading equipment in the elevators, that the grain trade acknowledges, in general, the correctness of weights at the Head of the Lakes.

No such supervision is attempted in the Eastern elevators. In fact it has been substantiated, time and time again, that the equipment and weighing facilities in the Eastern elevators are far below the standard of the weighing facilities at the Head of the Lakes. The result? Shortages.

If the steamers taking on grain at the Head of the Lakes were permitted to proceed direct to Europe with the grain most of these shortages would be eliminated, and the exporter would be sure of receiving as correct weights as it is humanly possible to give. The saving in this regard alone would amount to an enormous sum during the crop year.

Retention of Identity of Grain Shipped

It has been the desire of many English importers, in fact their ideal, to be able to ship grain from Western Canada, store it in special bins at the Head of the Lakes, and ship direct to England, without losing the identity of the original grain purchased in Western Canada or at Fort William or Port Arthur.

At the present time this is impossible. Eastern elevators receive grain for transfer, and under the Canada Grain Act have the right to bin grain of the same grade together.

Grain transferred through the American elevators at Buffalo, etc., is entirely outside the jurisdiction of Canadian authority. The result is that in ninety-nine cases out of a hundred the identity of the grain is lost. It is not necessary to point out the merits and demerits of keeping certain parcels of grain intact. Sufficient to say that farmers in the Canadian Northwest have the right to special bin their grain and ship the same without contamination. The Deep Waterways scheme would give exporters the same facilities.

Elimination of Shrinkage, etc.

Grain cannot be transferred without inevitable waste, and a resultant reduction in the quantity of grain as pointed out in No. 2. The inevitable waste is, of course, problematical, but expert elevator superintendents state that in a thousand bushels of grain you transfer from a boat to an elevator, or from an elevator to a boat you lose thirty pounds on an average. This loss of thirty pounds does not seem such a large amount, when you take into consideration the enormous quantity of grain handled it amounts up to a considerable figure, when wheat is worth around \$3.00 per bushel. Transferring grain also breaks the kernels and reduces the quality.

Elimination of Delays to Shipments

It is a well known fact that grain is often held up in the Eastern elevator, waiting for ocean steamers to arrive. Delays of this kind have not only been felt at the Head of the Lakes but at points in Western Canada. Congestion in Eastern elevators soon makes itself felt in the grain business of Canada.

The storage capacity at the Head of the Lakes, at the present time, is ample to take care of large quantities of grain.

Final Inspection at Head of Lakes

The final inspection of our Western grain is made when the grain is shipped from Fort William and Port Arthur. The grade certificate issued by the Dominion Government, at the Head of the Lakes, follows the grain to its final destination.

Irrespective of the number of elevators a given parcel of grain may have been in, irrespective of the number of steamers and cars the same parcel of grain may have been in, and irrespective of the probable mixing of the said grain, the Inspection Certificate issued at Fort William follows the grain and finds its way to the European market.

Oftentimes the Inspection Certificate does not coincide with the sample of grain received and the result is a disgruntled English importer with a resultant injury to the grain trade of Western Canada. Everything that can be done to improve the value of the Canadian Certificate of grain on the European markets is worth while because the results would be transferred back to Canada in higher prices being offered for our grain.

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Conclusion

It can, therefore, be substantiated that if a steamer loads a cargo of grain at the Head of the Lakes and takes that cargo to final destination in the United Kingdom a saving will be effected:

- (1) In the freight rate.
- (2) Transfer charges.
- (3) Insurance charges.
- (4) Weight.
- (5) Shrinkage.
- (6) Delays.

The total saving effected cannot be brought down to dollars and cents, at the present time, on account of the freight rates not being stabilized. It should be pointed out, however, that during the next decade every nation will be setting forth to do a world-wide business, and that nation which is the best equipped, both in an economic and efficient way, will be the country that will secure the business.

Grain can be grown much cheaper in the Argentine, India, Australia, Russia, Roumania, etc., than in our North American Continent, where the price of land is sky-rocketing and producing expenses are rapidly increasing. Canada must, of necessity, eliminate every unnecessary tax on the grain if it wants to sell its grain at the best price, and in the best markets of the world.

We do not know of anything, at the present time, that will effect such a saving in the cost of transportation, which is an important factor in any country, as the inauguration of the Deep Waterways Scheme and this Exchange goes on record as being strongly in favor of the proposition.

For the Fort William and Port Arthur
Grain Exchange,

CHAS. BIRKETT,
Secretary.

Fort William, Ont.,
Jan. 24th, 1920.



Open the Barriers

Bring the grain markets of the world to the doorway of the Canadian West by unlocking the barriers in the St. Lawrence River.

Canada's future development depends on improved transportation facilities.

Rail freight rates have been increased forty per cent. in the last five years and another increase is imminent.

The cheapest transportation in the world is water transportation.

Let us use the water highway a beneficent Creator has provided for us.

Clear the way to the sea.

**CANADIAN DEEP WATERWAYS
AND POWER ASSOCIATION.**

**O. E. FLEMING, K.C., PRESIDENT
MAJOR ALEX. C. LEWIS, SEC-TREAS.
TORONTO, ONT.**

We Need The Open Road

BECAUSE

The railroads are taxed beyond their capacity by present traffic.

As the country grows the present system will break down under the strain.

We must provide for expansion by increasing our transportation facilities.

Water transportation is the cheapest transportation known.

Unlock the Locks!

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