

APPENDIX.

FREIGHT TRAFFIC TO AND FROM LAKE SUPERIOR¹.

SAULT STE. MARIE Canals.—Total Freight Traffic.

TABLE NO. 1.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound	36,429,399	68.13	55,377,687	76.42	59,305,853	74.27	39,470,653	71.29	56,369,242	79.07
Westbound	17,017,317	31.87	17,694,589	23.58	20,512,491	25.73	13,899,271	28.71	14,921,052	20.93
Total	53,447,216		73,072,676		79,718,344		53,369,924		71,290,304	

SAULT STE. MARIE Canals.—Origin of Freight Traffic.

FROM CANADIAN PORTS.

TABLE NO. 2.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound	2,934,609	8.65	4,026,348	7.27	6,103,847	10.30	4,078,546	10.33	6,255,996	11.14
Westbound	717,493	4.20	835,689	5.05	771,410	3.27	519,037	3.45	451,653	3.02
Total	3,652,162		4,882,037		6,875,257		4,627,608		6,733,651	

FROM UNITED STATES PORTS.

Eastbound	83,494,730	91.35	61,351,339	92.73	63,102,006	89.70	35,302,117	89.67	50,085,244	88.86
Westbound	16,330,324	95.80	16,239,300	94.95	19,741,081	96.73	13,360,209	96.55	14,469,669	96.98
Total	49,825,054		67,590,639		72,843,087		60,742,326		64,554,783	

Percentages are as to total freight traffic eastbound or westbound.

¹Tables 1 to 17 compiled for this report from tables in Annual Statistical Reports of Lake Commerce passing through canals at Sault Ste. Marie, Michigan and Ontario. (Prepared under direction of Lieut.-Col. Mason M. Patrick, Corps of Engineers, U.S. Army.)

SAULT STE. MARIE Canals.—Destination of Freight Traffic.

TO CANADIAN PORTS.

TABLE NO. 3.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound.....	2,175,461	5·97	3,129,637	8·97	3,619,636	6·11	3,423,211	8·67	2,937,066	5·21
Westbound.....	5,087,637	29·84	4,971,817	29·08	5,954,388	29·02	3,196,756	20·16	2,761,722	18·51
Total.....	7,263,098		8,101,454		9,574,024		6,619,967		5,698,778	

TO UNITED STATES PORTS.

Eastbound.....	34,263,438	94·03	32,247,760	91·03	55,586,217	83·89	36,047,452	91·33	55,432,186	94·79
Westbound.....	11,560,180	70·16	12,123,472	70·92	11,568,103	70·98	12,702,515	75·90	12,159,340	81·49
Total.....	45,823,618		44,371,232		67,154,320		48,749,967		67,591,526	

Percentages are as to total traffic eastbound or westbound.

SAULT STE. MARIE Canals.—Total Freight Traffic by Lake Districts and by Nationality of Vessels.

FROM LAKE SUPERIOR EASTBOUND TO

TABLE NO. 4.

Freight Carried by Vessels.	Lake Michigan.		Lake Huron.		Lake Erie.		Lake Ontario.		Total.	
	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.
1911.										
Canadian.....	14,606	·68	1,155,815	54·90	228,318	10·84	706,581	33·56	2,105,320	5·77
U.S.A.....	4,208,676	19·24	843,204	1·00	29,736,083	86·63	41,226	·19	34,324,179	94·23
Total.....	4,223,282	11·57	1,499,109	4·11	29,964,401	82·26	747,807	2·07	36,429,399	
1912.										
Canadian.....	6,758	·24	1,656,347	69·77	375,307	13·54	732,415	26·43	2,770,827	5·00
U.S.A.....	7,106,943	13·50	598,356	1·13	44,743,139	88·06	158,423	·30	52,608,860	95·00
Total.....	7,113,701	13·85	2,254,702	4·07	45,118,446	81·47	890,838	1·61	53,377,687	
1913.										
Canadian.....	15,794	·46	1,820,349	63·69	801,338	23·78	749,964	22·10	3,889,860	5·72
U.S.A.....	6,360,741	11·39	625,596	1·12	48,622,748	87·11	208,918	·37	50,815,993	94·28
Total.....	6,376,535	10·77	2,445,945	4·13	49,424,086	83·48	958,882	1·61	54,705,853	

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FROM LAKE SUPERIOR EASTBOUND TO—Concluded.

Freight Carried by Vessels.	Lake Michigan.		Lake Huron.		Lake Erie.		Lake Ontario.		Total.	
	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.	Tons.	Per cent.
1914.										
Canadian.....	39,459	1.22	1,625,024	50.46	1,033,637	32.09	522,316	16.21	3,220,336	8.15
U.S.A.	4,173,762	11.51	260,483	.71	31,720,742	87.50	96,338	.26	36,250,327	91.85
Total....	4,213,221	10.67	1,885,509	4.78	32,754,379	82.98	617,654	1.57	39,470,663	
1915.										
Canadian....	69,728	1.96	1,618,197	52.64	1,119,241	34.40	219,415	9.00	3,077,581	5.45
U.S.A.	6,071,906	12.23	415,610	.78	46,205,318	86.80	98,821	.09	53,291,661	94.55
Total....	6,632,634	11.77	2,033,813	3.61	47,324,559	83.96	378,236	.67	66,369,242	

TO LAKE SUPERIOR WESTBOUND FROM

1911.										
Canadian.....	25,830	1.69	314,264	20.57	785,746	51.43	401,904	29.30	1,527,744	8.96
U.S.A.....	269,074	1.70	128,613	.82	13,112,219	97.37	14,167	.09	15,520,073	91.04
Total.....	294,904	1.71	442,877	2.60	15,897,965	93.25	416,071	2.46	17,047,817	
1912.										
Canadian....	31,065	2.52	350,100	28.38	364,396	29.54	487,157	39.55	1,233,487	7.21
U.S.A.....	310,662	1.05	120,979	.76	15,311,519	90.53	118,142	.71	15,861,602	92.79
Total.....	341,727	2.00	471,079	2.76	15,675,914	91.68	606,349	3.55	17,094,989	
1913.										
Canadian....	33,960	3.21	345,854	22.46	735,300	47.74	494,706	27.58	1,539,789	7.50
U.S.A.....	293,666	1.84	94,091	.49	18,661,306	97.83	23,191	.14	18,972,782	92.50
Total.....	327,626	1.69	439,945	2.14	19,297,106	91.07	447,896	2.30	20,512,491	
1914.										
Canadian....	201	.02	304,688	18.13	1,178,355	70.11	197,359	11.74	1,680,603	10.67
U.S.A.....	250,287	1.76	123,212	.87	13,724,836	97.23	20,833	.14	14,218,668	89.43
Total.....	250,488	1.57	427,900	2.60	15,003,191	91.36	217,742	1.23	15,899,271	
1915.										
Canadian....	6,312	.47	263,701	20.13	913,255	68.39	147,044	11.01	1,335,312	8.96
U.S.A.....	268,776	1.16	290,749	2.14	13,008,567	95.78	20,666	.15	13,568,700	91.05
Total.....	275,088	1.84	554,450	3.74	14,921,822	93.18	167,700	1.24	14,921,062	

EASTBOUND AND WESTBOUND TOTALS COMBINED.

Freight Carried by Vessels.	Lake Michigan.		Lake Huron and Georgian Bay.		Lake Erie.		Lake Ontario and River St. Lawrence.		Grand Total.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
1911.										
Canadian.....	40,336	1.1	1,470,079	40.5	1,014,064	27.9	1,108,485	30.4	3,632,964	6.79
U.S.A.....	4,468,647	8.90	471,907	.93	44,818,302	89.00	55,393	1.11	49,841,249	93.21
Total.....	4,408,983	8.42	1,941,986	3.63	45,862,366	85.77	1,133,878	2.17	53,477,213	
1912.										
Canadian.....	37,812	.94	2,006,447	50.1	789,702	18.4	1,220,322	30.5	4,004,314	5.62
U.S.A.....	7,417,506	10.83	719,334	1.00	60,031,658	87.7	276,865	.4	68,468,362	91.48
Total.....	7,455,348	10.30	2,725,781	3.76	60,794,360	83.84	1,497,187	2.07	72,472,676	
1913.										
Canadian.....	49,774	1.01	2,166,203	43.9	1,539,533	31.25	1,174,069	23.8	4,929,599	6.18
U.S.A.....	6,651,306	8.90	719,687	.96	67,184,633	89.8	230,099	.31	74,788,745	93.82
Total.....	6,704,080	8.40	2,885,890	3.62	68,724,206	86.26	1,404,168	1.76	79,718,344	
1914.										
Canadian.....	39,660	.81	1,929,712	39.35	2,211,592	45.08	719,515	14.69	4,900,839	5.86
U.S.A.....	4,423,999	8.85	383,697	.77	45,645,578	91.00	115,721	.23	60,468,995	91.14
Total.....	4,463,669	8.36	2,313,409	4.16	47,757,570	86.97	835,236	1.51	65,869,934	
1915.										
Canadian.....	67,040	1.52	1,833,898	42.80	2,032,496	46.00	426,459	9.67	4,412,893	6.19
U.S.A.....	6,840,634	10.22	706,365	1.06	69,310,883	88.51	119,477	.18	66,877,411	93.80
Total.....	6,907,724	9.69	2,593,263	3.64	61,243,381	85.90	545,936	.76	71,250,304	

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SAULT STE MARIE Canals.—Freight Traffic of Canadian Origin.

BY LAKE DISTRICTS

TABLE No. 5.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to	636,696	22.71	1,259,548	42.91	980,669	33.42	27,961	.98	2,934,669
Westbound from	385,296	53.68	17,187	2.42	315,010	43.92	.....	.....	717,493
Combined total.....	1,031,992	28.82	1,276,735	34.92	1,295,679	33.50	27,961	.70	3,652,162
1912.									
Eastbound to	682,150	16.96	1,909,037	47.41	1,406,850	34.90	29,311	.74	4,026,348
Westbound from	486,276	66.82	21,367	2.50	318,046	40.68	.....	.....	855,689
Combined total.....	1,168,426	23.94	1,930,404	39.54	1,724,896	35.91	29,311	.61	4,882,037
1913.									
Eastbound to	718,169	11.68	3,298,667	54.04	2,007,980	32.89	84,031	1.88	6,108,847
Westbound from	394,148	61.09	23,867	3.09	383,396	45.81	.....	.....	771,410
Combined total.....	1,107,317	16.10	3,322,534	43.33	2,391,376	34.34	84,031	1.22	6,875,257
1914.									
Eastbound to	608,044	12.44	1,950,720	48.09	1,549,777	38.02	60,006	1.47	4,078,546
Westbound from	186,926	34.04	57,043	10.36	305,088	53.60	.....	.....	549,062
Combined total.....	694,970	15.02	2,017,763	43.61	1,854,865	40.08	60,006	1.29	4,627,608
1915.									
Eastbound to	264,361	4.31	4,264,658	67.86	1,627,706	25.90	127,273	2.03	6,283,998
Westbound from	141,020	31.23	41,710	9.24	268,823	59.53	.....	.....	451,553
Combined total.....	405,381	6.02	4,306,368	63.92	1,896,529	28.17	127,273	1.89	6,735,551

SAULT STE. MARIE Canals.—Canadian Freight traffic to Canadian Ports.

BY LAKE DISTRICTS.

TABLE NO. 6.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to.....	666,696	37.68	173,525	9.80	929,856	52.52	.....	.....	1,770,077
Westbound from.....	375,326	55.06	17,187	2.52	239,543	42.43	.....	.....	632,066
Combined total.....	1,042,022	42.51	190,712	7.78	1,319,899	49.71	.....	.....	2,452,133
1912.									
Eastbound to.....	682,150	29.31	346,971	14.58	1,299,829	55.81	.....	.....	2,328,950
Westbound from.....	474,182	58.21	19,017	2.33	321,710	39.46	.....	.....	814,909
Combined total.....	1,156,332	36.79	365,988	10.61	1,621,539	51.00	.....	.....	3,143,859
1913.									
Eastbound to.....	713,169	23.29	694,592	23.68	1,654,098	54.02	.....	.....	3,061,859
Westbound from.....	388,066	52.93	21,857	2.97	323,700	44.08	.....	.....	734,333
Combined total.....	1,101,835	29.02	716,450	18.87	1,977,798	52.10	.....	.....	3,796,092
1914.									
Eastbound to.....	508,044	17.61	869,363	30.11	1,503,564	52.28	.....	.....	2,885,471
Westbound from.....	185,447	35.02	49,998	9.44	294,029	55.54	.....	.....	529,474
Combined total.....	693,491	30.29	919,361	26.91	1,802,593	62.80	.....	.....	3,415,445
1915.									
Eastbound to.....	264,361	10.34	845,823	32.85	1,456,847	56.75	.....	.....	2,567,031
Westbound from.....	120,806	26.32	41,710	9.76	264,514	61.92	427,182
Combined total.....	385,167	12.86	887,533	29.67	1,721,461	57.52	2,994,163

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SAULT STE. MARIE Canals.—Canadian Traffic to United States Ports.

BY LAKE DISTRICTS.

TABLE No. 7.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to			1,096,023	93.26	50,663	4.35	27,916	2.40	1,164,592
Westbound from	9,970	23.18	2,350	5.76	25,467	71.82	.....	.....	35,427
Combined total.....	9,970	8.84	1,098,023	90.62	76,120	6.32	27,916	2.32	1,300,029
1912.									
Eastbound to			1,562,066	92.02	105,021	6.25	29,311	1.78	1,697,398
Westbound from	12,094	29.62	2,350	5.76	25,336	64.62	.....	.....	40,780
Combined total.....	12,094	7.70	1,564,416	90.00	132,357	7.62	29,311	1.68	1,738,178
1913.									
Eastbound to			2,604,876	85.60	353,882	11.63	84,031	2.76	3,041,988
Westbound from	5,482	14.74	2,000	5.38	29,696	79.87	.....	.....	37,177
Combined total.....	5,482	1.15	2,606,876	84.63	383,577	12.46	84,031	2.78	3,079,165
1914.									
Eastbound to			1,091,327	91.51	41,213	3.46	60,000	5.03	1,192,575
Westbound from	1,479	7.55	7,050	36.00	11,059	56.45	.....	.....	19,588
Combined total.....	1,479	1.12	1,098,407	90.62	52,272	4.31	65,000	4.96	1,212,163
1915.									
Eastbound to			3,418,835	91.98	170,859	4.60	127,273	3.42	3,716,967
Westbound from	20,212	82.76	.....	.....	4,209	17.24	.....	.....	24,421
Combined total.....	20,212	5.64	3,418,835	91.38	175,068	4.63	127,273	3.40	3,741,388

SAULT STE. MARIE Canals.—Freight Traffic of United States Origin.

BY LAKE DISTRICTS.

TABLE No. 8.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to.....	81,111	24	28,764,833	85 80	518,600	1 56	4,190,166	12 51	33,494,780
Westbound from.....	30,778	19	16,880,778	97 23	127,867	76	290,904	1 78	16,330,324
Combined total.....	111,886	22	44,685,631	89 48	646,467	1 30	4,481,070	9 00	49,826,054
1912.									
Eastbound to.....	208,688	41	43,209,409	84 15	848,832	1 63	7,064,390	13 80	51,351,339
Westbound from.....	120,073	74	15,654,547	96 38	123,033	76	341,647	2 12	16,239,300
Combined total.....	328,761	49	58,863,956	87 09	971,865	1 44	7,426,037	10 68	67,590,639
1913.									
Eastbound to.....	243,103	46	46,123,434	86 86	437,965	82	6,292,504	11 85	53,102,006
Westbound from.....	63,748	27	19,273,238	97 63	86,560	43	337,543	1 66	19,741,061
Combined total.....	296,851	41	65,401,672	89 78	524,515	72	6,620,049	9 08	72,843,067
1914.									
Eastbound to.....	109,510	31	30,793,656	87 09	335,732	9	4,153,216	11 74	35,392,117
Westbound from.....	30,816	20	14,946,143	97 37	122,812	60	250,438	1 63	15,350,209
Combined total.....	140,326	27	45,739,802	90 15	458,544	90	4,403,654	8 68	50,742,326
1915.									
Eastbound to.....	118,876	27	43,039,901	85 92	406,107	81	6,566,361	13 00	50,085,214
Westbound from.....	26,680	18	13,877,112	95 91	290,627	2 01	275,090	1 90	14,469,509
Combined total.....	145,556	22	56,937,013	88 18	696,734	1 08	6,780,451	10 52	64,554,723

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SAULT STE. MARIE Canals.—United States Freight Traffic to Canadian Ports.

BY LAKE DISTRICTS.

TABLE No. 9.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to.....	47,130	11.62	17,640	4.33	340,714	84.05	.....	.....	405,384
Westbound from.....	19,428	4.1	4,294,606	97.48	1,642	.04	83,408	2.04	4,405,581
Combined total.....	66,558	1.38	4,312,146	89.63	342,356	7.12	83,408	1.87	4,810,965
1912.									
Eastbound to.....	166,617	20.78	41,950	5.21	592,520	73.98	.....	.....	800,087
Westbound from.....	19,499	4.7	4,001,149	96.25	16,781	.40	119,179	2.8	4,156,608
Combined total.....	186,016	3.78	4,043,099	81.55	609,301	12.29	119,179	2.41	4,957,596
1913.									
Eastbound to.....	190,496	35.23	96,548	17.13	265,731	47.61	.....	.....	552,777
Westbound from.....	43,374	8.3	5,097,086	97.64	3,694	.07	76,001	1.46	5,220,155
Combined total.....	239,869	4.15	5,192,634	89.87	269,425	4.66	76,001	1.31	5,777,932
1914.									
Eastbound to.....	65,689	12.22	220,573	41.06	250,978	46.73	.....	.....	557,240
Westbound from.....	10,433	3.9	2,651,501	99.41	.....	.....	5,341	.20	2,667,282
Combined total.....	76,122	2.38	2,872,077	89.67	250,978	7.85	5,341	.17	3,204,522
1915.									
Eastbound to.....	76,583	20.69	99,786	26.97	193,656	52.31	.....	.....	370,025
Westbound from.....	6,024	3.6	2,322,228	99.47	26	.00	6,312	.27	2,334,590
Combined total.....	82,607	3.06	2,422,014	89.56	193,682	7.16	6,312	.23	2,704,615

SAULT STE. MARIE Canals.—United States Freight Traffic to United States Ports.

BY LAKE DISTRICTS.

TABLE NO. 10.

Direction.	Lake Ontario and River St. Lawrence.		Lake Erie.		Lake Huron and Georgian Bay.		Lake Michigan.		Total Tons.
	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	Total Tons.	Per cent.	
1911.									
Eastbound to.....	33,981	10	28,697,313	66.70	177,896	54	4,190,166	12.66	33,089,846
Westbound from.....	11,347	9	11,666,172	97.17	126,226	1.06	209,999	1.68	11,924,743
Combined total.....	45,328	10	40,373,485	89.48	304,111	67	4,391,165	9.78	45,014,699
1912.									
Eastbound to.....	42,171	08	43,167,459	85.40	266,332	51	7,084,800	14.01	50,560,359
Westbound from.....	100,574	83	11,653,898	96.45	106,297	88	222,468	1.84	12,032,692
Combined total.....	142,745	22	54,821,357	87.53	362,629	68	7,306,868	11.66	62,623,044
1913.									
Eastbound to.....	46,608	08	46,032,896	87.61	172,231	33	6,292,604	11.97	52,514,229
Westbound from.....	10,374	07	14,175,162	97.62	82,856	87	251,544	1.73	14,620,928
Combined total.....	56,982	08	60,208,058	89.78	255,087	38	6,544,148	9.78	67,065,166
1914.									
Eastbound to.....	43,821	13	30,573,093	87.69	84,754	24	4,153,316	11.94	34,834,877
Westbound from.....	20,363	16	12,294,639	96.86	122,812	97	245,093	1.90	12,682,927
Combined total.....	64,204	14	42,867,732	90.18	207,566	43	4,398,309	9.26	47,537,804
1915.									
Eastbound to.....	37,292	07	42,900,116	86.42	212,451	42	6,506,361	13.09	49,715,219
Westbound from.....	20,656	17	11,654,834	96.23	290,601	2.39	268,778	2.21	12,134,919
Combined total.....	57,948	09	54,554,950	88.15	503,052	81	6,774,139	10.96	61,850,138

SESSIONAL PAPER No. 19b

SAULT STE MARIE CANALS.—Classification and valuation of Vessels.

TABLE No. 11. CANADIAN VESSELS.

Class.	No.	Valuation.	TONNAGE.		Passengers Carried.
			Registered.	Freight, Short Tons.	
1911.					
Steamers.....	120	12,105,500	182,020	3,002,717	52,826
Sailing.....	4	100,000	3,564	18,780	.....
Unregistered.....				11,617	.....
Total.....	124	12,211,500	185,574	3,032,964	52,826

UNITED STATES VESSELS.

Steamers.....	536	104,892,500	1,407,820	45,977,416	27,626
Sailing.....	105	4,448,600	148,374	2,847,757	.....
Unregistered.....				19,079	.....
Total.....	641	109,336,000	1,556,194	49,844,252	27,626

CANADIAN VESSELS.

1912.					
Steamers.....	129	12,799,500	139,157	3,065,564	45,614
Sailing.....	5	128,000	3,493	5,378	.....
Unregistered.....				83,872	.....
Total.....	134	12,927,500	142,650	4,004,314	45,614

UNITED STATES VESSELS.

Steamers.....	606	120,307,800	1,636,726	64,012,749	21,263
Sailing.....	113	5,311,000	162,826	4,286,903	.....
Unregistered.....				138,713	.....
Total.....	719	125,618,800	1,799,552	68,438,362	21,263

CANADIAN VESSELS.

1913.					
Steamers.....	141	15,155,700	167,381	4,816,355	47,823
Sailing.....	3	140,000	3,177	4,013	.....
Unregistered.....				100,231	.....
Total.....	144	15,295,700	170,558	4,920,599	47,823

UNITED STATES VESSELS.

Steamers.....	594	122,418,600	1,644,064	70,337,467	29,369
Sailing.....	114	4,707,000	163,328	4,265,800	.....
Unregistered.....				174,469	.....
Total.....	708	127,125,600	1,807,412	74,778,745	29,369

CANADIAN VESSELS.

Class.	No.	Valuation.	TONNAGE.		Passengers Carried.
			Registered.	Freight, Short Tons.	
1914.					
Steamers.....	140	16,678,700	178,688	4,839,933	31,105
Sailing.....	49	742,000	8,828	13,485	.....
Unregistered.....	.....	.....	.....	47,501	.....
Total.....	189	17,420,700	187,514	4,900,939	31,105

UNITED STATES VESSELS.

Steamers.....	529	113,076,500	1,481,611	47,223,513	23,696
Sailing.....	85	4,134,560	131,632	3,208,262	.....
Unregistered.....	.....	.....	.....	37,220	.....
Total.....	624	117,211,000	1,616,263	50,468,996	23,696

CANADIAN VESSELS.

1915.					
Steamers.....	135	15,621,000	165,877	4,311,817	26,922
Sailing.....	25	312,500	6,812	41,698	.....
Unregistered.....	.....	.....	.....	63,440	.....
Total.....	160	15,936,700	172,689	4,412,863	26,922

UNITED STATES VESSELS.

Steamers.....	533	118,967,200	1,584,750	62,766,967	23,314
Sailing.....	93	4,155,700	132,508	4,049,450	.....
Unregistered.....	.....	.....	.....	40,994	.....
Total.....	646	123,472,700	1,717,258	66,877,411	23,314

SAULT STE. MARIE CANALS.—Freight Tons Carried per Registered Ton.

CANADIAN VESSELS CARRIED.

TABLE NO. 13.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound.....	1,533,736	62.48	2,345,989	58.27	3,163,610	61.86	3,037,727	74.48	2,875,217	64.75
Westbound.....	16,747	99.89	866,689	100.00	761,536	98.71	641,612	88.68	451,431	99.97
Total.....	2,550,483	69.68	3,201,678	65.53	3,927,145	67.11	3,679,341	77.34	3,326,648	49.39

UNITED STATES VESSELS CARRIED.										
Direction.....	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound.....	1,100,833	37.62	1,580,359	41.77	2,938,237	49.14	1,040,517	25.52	3,408,781	64.25
Westbound.....	746	11	.....	.....	9,875	1.29	7,435	1.35	192	0.03
Total....	1,101,679	30.17	1,680,359	34.42	2,948,112	42.89	1,048,267	26.68	3,408,903	60.61

SESSIONAL PAPER No. 19b

SAULT STE MARIE Canals.—Freight Traffic of Canadian Destination, by Nationality of Vessels.

CANADIAN VESSELS CARRIED.

TABLE No. 13.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound.....	2,041,561	93.84	2,753,798	87.98	3,288,109	90.78	3,068,578	89.66	3,760,830	95.74
Westbound.....	1,493,053	29.34	1,192,767	23.78	1,612,437	25.40	1,668,466	52.19	1,311,013	47.47
Total.....	3,534,614	48.66	3,946,495	48.71	4,798,546	50.12	4,737,043	71.68	5,071,843	75.84

UNITED STATES VESSELS CARRIED.

Eastbound.....	133,000	6.16	370,149	12.02	333,627	9.22	854,633	10.34	167,661	4.26
Westbound.....	3,694,581	70.66	3,778,810	76.22	4,441,931	74.60	1,628,291	47.81	1,450,709	52.53
Total.....	3,728,481	51.34	4,151,959	51.29	4,775,478	49.88	1,832,924	28.42	1,618,370	24.16

SAULT STE. MARIE Canals.—Freight Traffic of United States Origin—By Nationality of Vessels.

CANADIAN VESSELS CARRIED.

TABLE No. 14.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound.....	271,484	.81	421,838	.82	221,250	.42	182,607	.51	202,261	.40
Westbound.....	810,997	4.96	377,798	2.32	773,201	3.94	1,138,991	7.42	883,881	6.11
Total.....	1,082,481	3.23	802,636	1.45	1,002,451	1.37	1,321,598	3.73	1,086,142	1.68

UNITED STATES VESSELS CARRIED.

Eastbound.....	33,223,374	99.19	50,928,501	99.18	52,877,756	99.58	35,200,510	99.49	49,832,880	99.60
Westbound.....	15,519,327	95.04	15,861,562	97.68	18,962,877	96.06	14,211,218	92.68	13,583,628	93.89
Total.....	48,742,601	96.77	66,788,063	98.56	71,840,633	98.53	49,422,728	96.27	63,416,508	98.32

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SAULT STE. MARIE Canals.—Freight Traffic of United States Destination—By
Nationality of Vessels.

CANADIAN VESSELS CARRIED.

TABLE No. 15.

Direction.	1911.		1912.		1913.		1914.		1915.	
	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.	Amount (tons).	Per cent.
Eastbound	63,659	18	17,089	03	103,751	19	131,758	42	308,186	58
Westbound	34,691	29	40,780	34	27,362	19	11,138	09	24,299	19
Total	98,350	21	57,819	09	131,053	19	163,906	33	332,485	51

UNITED STATES VESSELS CARRIED.

Eastbound	34,190,279	99.82	53,230,711	99.97	55,482,416	99.81	35,895,694	99.58	53,124,000	99.42
Westbound	11,925,485	99.71	12,062,692	99.56	14,013,267	99.41	12,690,877	99.91	12,135,041	99.81
Total	46,115,768	99.79	64,313,403	99.91	69,495,713	99.81	48,586,571	97.67	65,259,041	99.49

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SAULT STE. MARIE Canals.—Freight Tons Carried per Registered Ton.

TABLE NO. 16.

Month.	EASTBOUND.			WESTBOUND.		
	Net Registered Tonnage of Vessels.	Freight Carried Short Tons.	Freight Tons Carried per Registered Ton.	Net Registered Tonnage of Vessels.	Freight Carried Short Tons.	Freight Tons Carried per Registered Ton.
1911.						
April.....	318,018	370,326	1.71	487,772	422,262	.89
May.....	2,408,625	4,161,108	1.73	2,602,437	1,963,910	.78
June.....	2,914,976	5,092,093	1.75	2,945,640	2,363,389	.81
July.....	3,262,949	5,678,619	1.74	3,277,371	2,870,200	.88
August.....	3,362,761	5,800,896	1.71	3,394,614	2,747,976	.81
September.....	3,120,496	5,629,610	1.77	3,066,629	2,420,234	.79
October.....	3,062,026	5,605,612	1.83	3,109,146	2,321,060	.75
November.....	2,152,622	3,762,116	1.76	1,934,479	1,673,533	.87
December.....	268,299	436,575	1.69	175,214	244,863	1.41
Total.....	20,779,051	36,429,869	1.75	20,674,437	17,047,617	.81
1912.						
April.....	55,860	97,094	1.74	144,069	69,624	.48
May.....	3,758,720	7,031,068	1.87	4,013,613	1,900,636	.48
June.....	4,247,134	8,201,233	1.93	4,176,487	2,645,926	.61
July.....	4,091,320	7,936,644	1.94	4,143,634	2,644,660	.69
August.....	4,073,468	8,049,698	1.98	4,101,022	2,803,264	.67
September.....	4,151,634	8,297,804	2.00	4,019,413	2,169,974	.53
October.....	4,294,946	8,611,087	2.01	4,281,514	2,075,704	.48
November.....	3,182,738	6,260,620	1.97	3,003,166	2,136,499	.71
December.....	442,840	862,349	1.95	404,669	643,569	1.54
Total.....	28,298,960	55,377,687	1.96	28,438,247	17,094,989	.60
1913.						
April.....	568,861	1,028,123	1.83	948,742	807,432	.85
May.....	4,110,487	8,832,178	2.02	4,009,077	3,044,017	.74
June.....	4,701,178	9,836,821	2.09	4,399,364	3,207,792	.75
July.....	4,878,149	9,107,666	2.07	4,317,683	3,170,629	.73
August.....	4,036,066	8,283,973	2.04	3,996,887	3,226,189	.80
September.....	4,073,326	8,348,801	2.04	4,051,030	2,661,664	.63
October.....	4,233,721	8,678,690	2.04	4,300,612	2,243,684	.52
November.....	2,668,919	5,674,135	1.94	2,641,351	1,871,042	.70
December.....	489,014	950,363	1.94	267,640	330,236	1.23
Total.....	29,067,261	59,205,653	2.03	28,922,464	20,512,491	.70
1914.						
April.....	226,114	406,003	1.80	365,424	368,617	1.01
May.....	2,789,627	5,099,167	1.65	2,966,266	2,388,869	.80
June.....	3,213,291	6,091,146	1.90	3,451,843	2,406,936	.72
July.....	3,333,918	6,343,379	1.93	3,452,307	2,486,877	.73
August.....	3,420,486	6,360,454	1.86	3,373,469	2,674,632	.76
September.....	3,209,040	6,268,408	1.98	3,183,963	2,049,208	.69
October.....	2,940,072	5,780,018	1.96	2,898,613	2,009,967	.69
November.....	1,476,620	2,677,636	1.81	1,821,896	1,366,683	1.03
December.....	216,945	394,413	1.83	131,645	187,475	1.20
Total.....	20,831,013	39,470,663	1.89	21,185,326	15,899,271	.75
1915.						
April.....	561,180	1,090,077	1.94	672,665	344,656	.51
May.....	2,918,537	5,175,637	1.94	3,197,669	1,673,029	.53
June.....	3,262,900	6,240,618	1.91	3,268,301	2,120,314	.64
July.....	3,659,021	7,466,597	1.93	3,849,602	2,232,640	.58
August.....	4,158,002	8,219,237	1.98	4,126,472	2,291,644	.55
September.....	4,204,749	9,017,771	2.05	4,370,860	1,961,680	.45
October.....	4,662,819	9,399,436	2.06	4,720,441	2,168,418	.46
November.....	3,070,081	7,418,067	2.01	3,890,906	1,750,864	.45
December.....	923,869	1,812,002	1.96	647,034	368,418	.67
Total.....	28,316,208	56,369,242		28,082,939	14,971,029	

SAULT STE. MARIE Canals.—Classification of Commodities.

EASTBOUND.

TABLE No. 17.

Commodity.	1911.		1912.		1913.		1914.		1915.	
	Tons	Per cent.	Tons	Per cent.	Tons	Per cent.	Tons	Per cent.	Tons	Per cent.
Iron ore.....	30,715,477	84.31	45,203,423	83.59	48,076,977	81.20	31,410,069	79.57	45,212,104	80.21
Wheat.....	2,914,257	7.99	5,222,594	9.43	6,144,645	10.37	4,608,624	11.42	7,664,447	13.60
Grain (including flour).....	1,657,145	4.27	2,265,606	4.27	3,483,147	5.83	2,440,861	6.18	2,197,015	3.90
Lumber.....	907,428	2.49	1,112,181	2.01	978,697	1.66	754,882	1.90	783,478	1.40
General merchandise.....	157,174	.43	233,866	.43	403,063	.69	246,184	.62	332,164	.59
Copper.....	132,481	.36	116,864	.21	85,378	.14	91,764	.23	156,436	.27
Building stone, pig iron, etc.....	45,437	.12	28,111	.05	23,941	.04	18,879	.04	17,600	.03
Total.....	36,429,399	....	53,377,687	....	59,205,853	....	39,470,663	....	56,369,242	....

WESTBOUND.

Coal, soft.....	13,272,067	77.85	12,789,109	74.81	15,878,361	77.47	12,246,716	77.03	11,328,328	75.91
Coal, hard.....	2,000,209	12.08	2,142,486	12.63	2,744,574	13.37	2,240,606	14.09	2,030,730	13.61
General merchandise.....	1,228,744	7.21	1,425,918	8.34	1,367,792	6.66	1,071,130	6.73	1,263,284	8.46
Manf. iron.....	372,174	2.18	629,000	3.67	330,152	1.63	221,304	1.39	194,181	1.30
Salt.....	93,229	.57	98,415	.57	108,097	.53	118,861	.72	104,572	.70
Iron ore, etc.....	15,791	.09	10,002	.06	32,612	.16	3,762	.02	2,017	.01
Total.....	17,047,817	.....	17,044,889	.....	20,512,491	....	15,899,271	.....	14,921,062	.....

STATEMENT showing the Number, and Gross Tonnage, of Vessels Registered in Great Britain and Canada engaged in the Carriage of Passengers and Freight on the Great Lakes and connecting waters, the River St. Lawrence between Kingston and Montreal, the Rideau Canal, and the Ottawa River between Ottawa and Montreal.

TABLE No. 13.

Year.	Under 100 Tons.		100 to 249 Tons.		250 to 499 Tons.		500 to 999 Tons.		1,000 to 1,999 Tons.		Over 2,000 Tons.		Total.	
	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
1899-00.....	100	3,697	47	7,318	34	12,076	35	26,777	21	29,193	5	11,963	242	90,924
1900-01.....	100	3,868	49	7,639	29	10,391	37	27,361	19	26,940	7	17,319	240	97,638
1901-02.....	88	3,278	48	7,911	35	12,698	36	27,277	19	26,941	8	20,649	234	94,754
1902-03.....	95	3,696	45	7,292	33	12,251	38	28,646	20	28,804	9	23,008	241	116,600
1903-04.....	101	4,328	49	7,869	35	12,162	35	26,269	20	28,814	14	37,760	234	147,640
1904-05.....	91	3,851	47	8,025	38	13,748	42	30,325	38	58,723	12	32,970	238	157,628
1905-06.....	38	3,626	53	9,067	36	12,737	33	24,390	45	67,810	15	49,943	370	183,676
1906-07.....	83	3,238	47	8,207	30	16,658	29	21,282	32	47,862	15	44,390	333	135,227
1907-08.....	80	3,228	50	8,707	34	11,990	28	20,645	48	74,549	21	64,597	351	183,922
1908-09.....	61	2,710	39	6,514	34	12,102	29	21,329	56	90,644	28	87,629	347	250,546
1909-10.....	73	3,816	48	8,628	38	13,470	29	20,919	57	91,296	38	112,417	283	268,398
1910-11.....	65	3,297	50	8,789	41	14,524	28	20,005	60	96,602	37	116,211	281	263,792
1911-12.....	69	3,714	44	7,727	34	12,206	26	18,326	64	103,656	40	118,163	277	290,810
1912-13.....	54	2,781	48	8,274	32	10,940	29	19,841	65	119,773	45	134,201	273	310,176
1913-14.....	46	2,305	43	7,441	30	10,372	22	15,936	75	118,066	49	156,072	265	

* Figures cover only nine months owing to change in fiscal year to end March 31, instead of June 30.
Compiled from the reports of the Board of Steamboat Inspection.

STATEMENT Showing the Quantity of Coal Delivered at Fort William and Port Arthur by Months, Navigation Seasons 1911-13.

TABLE No. 19.

Month.	Carried by Vessels.	1911.	1912.	1913.
		Tons.	Tons.	Tons.
April.....	Canadian.....	8,206	.....	16,463
	United States.....	35,488	.....	103,684
	Total.....	43,693	.....	120,149
May.....	Canadian.....	114,914	10,280	79,613
	United States.....	278,409	327,812	592,578
	Total.....	393,314	338,092	672,191
June.....	Canadian.....	124,531	39,370	66,837
	United States.....	309,879	348,193	573,039
	Total.....	434,410	387,563	639,876
July.....	Canadian.....	127,833	65,749	92,218
	United States.....	370,101	467,189	586,571
	Total.....	506,434	532,938	678,789
August.....	Canadian.....	98,794	56,674	109,742
	United States.....	459,718	406,332	538,458
	Total.....	558,512	463,006	648,200
September.....	Canadian.....	77,188	48,788	155,923
	United States.....	479,311	314,692	424,766
	Total.....	556,499	363,480	580,689
October.....	Canadian.....	54,007	31,883	54,916
	United States.....	438,203	337,203	431,763
	Total.....	492,210	369,086	486,679
November.....	Canadian.....	22,066	40,453	30,520
	United States.....	343,246	374,596	285,301
	Total.....	365,312	414,049	315,821
December.....	Canadian.....	8,159	22,329	2,518
	United States.....	75,399	176,965	83,286
	Total.....	83,558	199,294	85,804
Total.....	Canadian.....	637,640	318,526	608,752
	United States.....	2,898,744	2,774,981	3,609,496
	Total.....	3,536,384	3,093,507	4,218,248

Specialy compiled for this report from official records at the above ports.

SESSIONAL PAPER No. 19b

STATEMENT Showing Monthly Quantities of Coal Carried into Fort William and Port Arthur, by Vessels which took Grain as Immediate Return Cargo, or Carried Coal as Immediate Return Cargo to Grain.

TABLE No. 20.

Month.	Carried by Vessels.	1911.	1912.	1913.
		Tons.	Tons.	Tons.
April.....	Canadian.....			19,875
	United States.....	23,831		6,095
	Total.....	23,831		25,970
May.....	Canadian.....	52,114	1,549	46,582
	United States.....	17,139	34,661	57,946
	Total.....	69,253	36,101	104,528
June.....	Canadian.....	16,250	25,430	49,265
	United States.....	13,687	18,340	20,963
	Total.....	29,937	43,770	70,218
July.....	Canadian.....	47,637	3,223	60,294
	United States.....	19,453	2,963	22,108
	Total.....	66,490	6,181	83,102
August.....	Canadian.....	24,832	5,947	40,351
	United States.....	12,814	16,414	
	Total.....	37,676	22,361	40,351
September.....	Canadian.....	31,898	4,660	63,582
	United States.....	13,217		49,182
	Total.....	45,115	4,660	137,734
October.....	Canadian.....	14,023	10,671	40,684
	United States.....	53,756	29,373	70,048
	Total.....	67,779	39,944	110,733
November.....	Canadian.....	12,033	35,833	41,722
	United States.....	98,777	82,621	110,676
	Total.....	110,810	118,454	152,398
December.....	Canadian.....		27,329	2,518
	United States.....	71,979	152,690	59,735
	Total.....	71,979	179,919	62,253
Total.....	Canadian.....	197,187	109,443	389,673
	United States.....	324,683	356,657	397,113
	Total.....	522,070	446,490	787,286

Specially compiled for this report from official records at the above ports.

Traffic to and from Lake Michigan.

CHICAGO Lake Shipments of Flour and Grain, to Canadian Ports, 1911-14, Inclusive.
TABLE No. 21.

From Chicago to	Flour.	Wheat.	Corn.	Oats.
	Brl.	Bush.	Bush.	Bush.
1911.				
Depot Harbour	49,330	75,000	1,105,000	653,000
Midland		230,900	3,313,700	1,102,100
Tiffin		90,000	2,763,000	1,610,800
Collingwood			1,263,700	
Meaford			1,370,500	122,800
Kingston			274,600	
Montreal		784,700	3,152,900	
Other Canadian Ports			2,123,000	
Totals	49,330	1,185,600	15,379,000	3,523,200
1912.				
Depot Harbour	47,810	456,200	870,100	551,800
Midland		80,000	1,181,300	128,000
Tiffin	200		722,500	1,469,500
Collingwood	7,000	86,000	2,091,400	
Meaford			555,000	
Kingston			248,000	
Montreal		505,000	73,000	397,800
Other Canadian Ports		75,000	876,800	604,500
Totals	55,010	1,213,200	7,189,300	3,155,000
1913.				
Depot Harbour	78,000	82,000	1,537,000	2,315,000
Midland		58,000	1,520,000	332,000
Tiffin		266,000	2,351,000	189,000
Collingwood			3,432,000	
Port Colborne		668,000		
Kingston			184,000	
Prescott			635,000	
Montreal		1,609,000	45,000	
Other Canadian Ports			55,000	
Totals	78,000	2,621,000	9,519,000	2,836,000
1914.				
Depot Harbour	21,000	5,843,000	1,578,000	2,653,000
Midland	1,600	601,000	724,000	442,000
Tiffin		3,223,000	484,000	1,363,000
Collingwood	1,000	138,000	2,841,000	
Port McNicol		2,365,000	61,000	141,000
Port Colborne		11,256,000	693,000	89,000
Prescott			695,000	
Montreal		4,792,000	23,900	114,000
Other Canadian Ports			55,000	
Totals	23,000	27,249,000	6,947,000	5,201,000

Compiled from the Chicago Board of Trade Reports.

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SHIPMENTS by Lake from Chicago, which Passed Through Canada in Transit to United States Points.

TABLE NO. 22.

Year.	Flour.	Wheat.	Corn.	Oats.
	Bbl.	Bush.	Bush.	Bush.
1909.....	23,401	1,183,470	5,758,425	1,683,210
1910.....	13,921	116,000	7,963,900	3,904,745
1911.....	18,333	308,897	9,163,196	2,162,471
1912.....	23,063	646,163	6,712,464	3,076,636
1913.....	18,367	89,500	8,673,538	3,517,181
1914.....	17,489	2,176,669	6,632,636	

Compiled from the Chicago Board of Trade Reports.

Future Development of Traffic.—Wheat and Flour.

STATEMENT Showing the average Weekly Shipments of World's Wheat and Flour Averaged for Nine Years, 1905-13.

Table No. 23.

(000 omitted.)

Week of	To all Destinations.	To Europe.	To United Kingdom.	To Continent of Europe.
	Bush.	Bush.	Bush.	Bush.
Jan. 1	8,600	7,240	3,648	3,592
" 8	8,608	7,581	3,640	3,744
" 15	8,728	7,592	4,096	3,698
" 22	9,200	7,840	4,218	3,650
" 29	10,914	9,464	4,664	4,509
Feb. 5	11,416	9,800	4,912	4,888
" 12	11,296	9,840	4,840	6,000
" 19	11,332	9,688	4,920	4,768
" 26	10,976	9,636	4,896	4,633
Mar. 5	11,644	9,944	5,168	4,768
" 12	11,128	9,696	4,760	4,936
" 19	10,664	9,072	4,592	4,480
" 26	10,888	9,280	4,456	4,832
Apr. 2	10,736	9,248	4,384	4,664
" 9	11,296	9,712	4,178	5,536
" 16	10,328	8,976	3,666	4,432
" 23	10,636	9,168	4,072	5,096
" 30	10,112	8,648	3,400	6,248
May 7	10,608	9,112	3,768	5,384
" 14	11,384	9,992	4,378	5,616
" 21	11,962	9,800	4,440	6,072
" 28	11,624	10,368	4,944	5,336
June 4	11,528	10,296	4,888	5,408
" 11	11,648	10,144	4,684	5,632
" 18	10,400	9,060	3,624	6,260
" 25	9,896	8,626	3,880	4,768
July 2	10,032	8,616	4,304	4,312
" 9	9,616	8,128	3,956	4,372
" 16	8,040	6,760	3,264	3,496
" 23	8,248	7,024	3,730	3,272
" 30	8,628	7,456	3,920	2,836
Aug. 6	9,648	8,280	4,192	4,080
" 13	9,132	7,896	3,562	4,362
" 20	9,616	8,784	3,672	5,112
" 27	11,168	9,830	4,104	5,752
Sept. 3	11,312	9,856	3,784	6,064
" 10	11,640	10,424	3,206	7,192
" 17	12,264	11,128	4,128	6,992
" 24	12,248	10,688	3,968	6,750
Oct. 1	13,180	11,560	4,096	7,464
" 8	13,016	11,392	4,678	6,896
" 15	12,504	11,068	4,130	6,792
" 22	12,360	10,920	4,160	6,760
" 29	11,944	11,702	4,416	5,864
Nov. 5	13,000	11,048	4,016	6,432
" 12	12,984	11,472	4,448	7,008
" 19	11,936	10,336	4,280	6,040
" 26	11,440	10,112	4,206	5,904
Dec. 3	10,920	9,408	3,816	5,692
" 10	10,688	9,160	3,956	5,240
" 17	9,544	8,040	3,832	4,200
" 24	9,688	8,088	3,816	4,266

Compiled from Broomhall's Corn Trade Year Book.

SESSIONAL PAPER No. 19b

STATEMENT Showing Weekly Shipments of Wheat and Flour Averaged for Nine Years, 1905-13, from Chief Exporting Countries.

TABLE No. 24.

(000 omitted.)

Week of	Canada and United States to World.	Russia to World.	Balkan States to Europe.	India to Europe.	Argentine to Europe.	Australia and New Zealand to World.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Jan. 1	3,808	1,672	1,188	728	320	456
" 8	3,896	1,663	1,068	662	360	720
" 15	3,668	1,416	976	684	664	1,232
" 22	3,224	1,704	648	472	1,280	1,728
" 29	3,216	1,266	760	532	2,288	1,976
Feb. 5	3,104	1,042	696	400	2,888	1,692
" 12	2,888	1,054	832	312	3,376	1,672
" 19	2,696	1,592	192	312	3,704	1,584
" 26	2,760	1,620	620	432	3,872	1,424
Mar. 5	2,832	1,728	712	456	3,704	1,632
" 12	3,114	1,676	712	428	4,312	1,472
" 19	2,876	1,666	584	336	3,762	1,464
" 26	2,916	1,692	632	496	4,016	1,312
Apr. 2	3,608	1,704	614	454	3,662	1,224
" 9	2,828	1,656	962	292	3,618	1,236
" 16	2,282	2,248	714	468	3,850	864
" 23	2,840	2,720	760	614	3,104	1,016
" 30	2,264	2,604	784	448	2,936	696
May 7	2,844	2,618	1,008	648	2,824	694
" 14	3,448	3,000	888	666	2,496	668
" 21	3,776	2,960	784	920	3,544	676
" 28	3,936	2,762	688	1,236	1,976	608
June 4	3,620	2,888	720	1,496	1,904	612
" 11	3,320	3,361	784	1,280	1,976	528
" 18	2,720	2,680	928	1,512	1,736	406
" 25	2,376	2,712	784	1,544	1,720	304
July 2	2,408	2,776	698	1,784	1,314	692
" 9	2,344	2,610	644	1,788	1,336	440
" 16	1,840	2,088	628	1,856	1,218	328
" 23	2,320	1,792	804	1,592	1,224	416
" 30	2,448	2,008	632	1,400	1,216	344
Aug. 7	3,240	1,718	904	1,392	1,384	576
" 14	3,250	1,868	1,048	1,160	944	424
" 21	3,632	2,504	1,480	936	788	380
" 28	3,872	2,712	1,776	1,036	704	464
Sept. 4	1,744	3,280	1,608	812	662	496
" 11	3,066	3,808	2,384	616	640	600
" 18	3,888	4,320	2,040	664	480	448
" 25	4,432	3,896	1,840	744	424	362
Oct. 2	4,944	3,968	1,914	688	662	448
" 9	4,712	4,868	1,920	768	490	392
" 16	5,096	3,560	1,912	636	448	440
" 23	4,880	3,632	1,656	640	376	472
" 30	5,040	3,662	1,430	456	486	416
Nov. 6	5,624	3,780	1,640	608	280	620
" 13	5,144	4,168	1,608	672	684	376
" 20	5,216	3,640	1,248	464	424	328
" 27	4,864	3,336	1,464	544	448	304
Dec. 4	4,848	2,944	1,456	636	416	363
" 11	4,962	2,664	1,704	352	280	336
" 18	4,624	2,024	1,440	368	264	362
" 25	4,312	2,304	1,660	460	232	384
Average 1st 3 mos	38,998	19,996	10,120	6,144	24,536	18,264
" 2nd 3 "	37,328	33,576	10,458	11,472	33,786	9,392
" 3rd 3 "	40,424	35,314	15,826	13,636	12,232	6,970
" 4th 3 "	64,266	43,920	21,232	6,832	5,280	5,176

Compiled from Broomhall's Corn Trade Year Book.

MONTHLY Quantities of Wheat Received at and Shipped from Fort William and Port Arthur, January, 1909, to August, 1916, inclusive.

TABLE No. 25.

Month.	Receipts.		Shipments by Lake and by Rail.	
	Bush.	Bush.	Bush.	Bush.
1909.				
January.....	2,900,014	2,873,862		
February.....	1,593,744	1,427,885		
March.....	3,446,330	1,733,850		
April.....	3,871,656	1,628,237		
May.....	1,616,888	6,880,356		
June.....	650,691	2,702,797		
July.....	1,453,628	1,793,137		
August.....	171,938	1,010,307		
September.....	11,115,607	5,281,626		
October.....	17,042,687	16,600,307		
November.....	15,095,061	16,375,476		
December.....	6,817,184	9,283,825		
Total.....	65,723,913	66,200,734		
1910.				
January.....	2,652,452	1,898,885		
February.....	1,717,366	1,301,073		
March.....	2,770,873	1,489,426		
April.....	4,183,470	5,208,050		
May.....	4,493,269	5,648,301		
June.....	2,158,186	3,522,210		
July.....	2,786,079	2,478,600		
August.....	1,458,126	3,373,145		
September.....	8,466,582	4,284,320		
October.....	18,604,400	10,467,600		
November.....	13,340,066	16,682,031		
December.....	6,143,821	3,867,892		
Total.....	68,769,031	61,121,983		
1911.				
January.....	989,719	1,358,662		
February.....	936,692	806,908		
March.....	4,198,047	2,063,170		
April.....	5,107,792	5,679,410		
May.....	3,517,136	8,746,679		
June.....	3,566,156	2,609,013		
July.....	4,460,516	3,767,454		
August.....	1,739,754	5,079,380		
September.....	5,674,405	4,360,232		
October.....	19,320,428	14,780,210		
November.....	19,941,566	22,315,785		
December.....	16,746,798	8,367,629		
Total.....	84,960,199	79,833,492		
1912.				
January.....	6,876,994	5,161,875		
February.....	6,683,311	4,496,309		
March.....	5,623,737	4,618,266		
April.....	3,674,869	3,261,341		
May.....	9,652,818	18,778,167		
June.....	6,637,795	9,644,435		
July.....	5,394,122	7,269,612		
August.....	3,060,375	4,891,793		
September.....	2,743,423	3,893,813		
October.....	19,586,631	12,663,182		
November.....	37,683,511	29,387,676		
December.....	14,076,147	12,963,924		
Total.....	111,698,269	115,058,763		

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MONTHLY QUANTITIES OF WHEAT RECEIVED AT AND SHIPPED FROM FORT WILLIAM AND PORT ARTHUR, JANUARY, 1909, TO AUGUST, 1915, INCLUSIVE—Continued.

TABLE No. 25.—Con.

Month.	Receipts.	Shipments by Lake and by Rail.
	Bush.	Bush.
1913.		
January.....	12,103,146	7,969,851
February.....	4,061,093	4,774,861
March.....	2,370,233	1,793,625
April.....	2,600,030	2,076,689
May.....	10,199,180	16,960,981
June.....	6,645,303	6,342,116
July.....	4,340,676	8,151,907
August.....	1,281,679	3,049,662
September.....	18,075,473	3,688,776
October.....	37,546,215	38,406,189
November.....	30,938,217	30,274,391
December.....	17,683,668	20,614,092
Total.....	147,067,633	145,693,461
1914.		
January.....	3,309,288	2,726,860
February.....	1,191,374	1,347,792
March.....	2,490,000	1,019,284
April.....	5,113,001	3,315,261
May.....	6,937,003	14,609,449
June.....	5,021,318	6,717,609
July.....	5,515,137	6,920,366
August.....	1,410,972	2,164,322
September.....	28,392,140	12,626,733
October.....	11,698,678	17,432,678
November.....	8,883,394	16,614,023
December.....	1,164,141	2,430,191
Total.....	81,312,965	86,732,361
1915.		
January.....	1,641,914	1,049,868
February.....	2,514,506	2,549,504
March.....	4,565,436	918,699
April.....	6,215,371	8,653,104
May.....	4,381,037	7,097,506
June.....	4,496,906	3,182,508
July.....	2,086,084	2,767,164
August.....	727,100	2,022,622
Total (for 8 mo.).....	24,658,223	29,069,874

Compiled from the Reports of the Department of Trade and Commerce. Part V, Grain Statistics.

MAXIMUM Quantity of Wheat in store, monthly, at Terminal Elevators, Fort William and Port Arthur, 1909-16.

TABLE No. 26.

Month.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
January.....	4,369,130	4,723,965	5,918,390	12,651,178	18,743,042	14,658,103	5,186,293
February.....	4,636,489	5,329,676	6,425,976	14,712,851	20,361,134	14,866,366	5,364,416
March.....	6,245,959	6,384,702	3,706,459	16,300,046	21,003,967	15,989,334	7,679,814
April.....	8,481,328	7,376,667	11,200,031	16,323,062	22,578,571	18,964,631	12,347,711
May.....	3,618,249	5,178,904	6,685,606	16,222,406	10,555,192	13,246,979	6,097,110
June.....	1,406,842	3,990,190	3,664,206	6,341,868	7,066,343	4,240,807	3,236,741
July.....	1,000,231	3,175,436	4,533,699	7,031,034	5,678,374	3,669,772	2,471,877
August.....	788,406	3,028,670	3,920,920	4,162,174	2,366,628	1,806,111	1,263,917
September.....	4,867,114	6,561,368	3,076,676	2,313,662	7,137,191	14,347,902	4,181,642
October.....	7,337,724	8,161,469	6,133,461	9,266,860	10,913,490	17,306,128	14,777,510
November.....	7,189,463	9,226,961	10,191,442	17,433,177	13,084,142	10,094,534	18,231,948
December.....	3,994,300	3,781,018	11,065,583	9,484,031	11,611,142	4,635,340	17,704,745

Compiled from the Weekly Bulletins, Department of Trade and Commerce.
Includes winter storage afloat.

MONTHLY Shipments of World's Wheat and Flour to United Kingdom 1909 to 1914.

TABLE No. 27.

(,000 omitted.)

Month.	1909.	1910.	1911.	1912.	1913.	1914.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
January.....	20,694	22,886	14,024	15,059	20,660	23,616
February.....	20,822	19,994	15,842	13,852	19,318	19,937
March.....	19,741	20,844	20,282	22,166	21,706	20,098
April.....	11,162	21,670	16,065	20,425	17,058	13,011
May.....	18,817	21,106	21,113	22,013	24,748	17,611
June.....	16,090	14,276	19,340	22,929	22,780	20,668
July.....	13,912	14,145	19,099	19,845	18,324	20,926
August.....	17,110	18,306	17,652	15,671	18,481	21,385
September.....	18,766	18,212	15,489	20,496	16,687	17,823
October.....	18,647	21,026	19,928	22,921	19,075	20,877
November.....	19,930	20,071	19,687	20,664	16,918	20,150
December.....	20,877	15,618	17,339	15,276	17,886	15,246

Compiled from weekly statements in Broomhall's Corn Trade Year Book, quantities in overlapping weeks being distributed according to number of days in each month.

SESSIONAL PAPER No. 19b

PRICES OF CONTRACT Grade Wheat—Liverpool Corn Exchange and Cash No. 1 Northern
Winnipeg Grain Exchange.

HIGH AND LOW per month January, 1909, to August, 1914 (in cents per bushel).

TABLE No. 28.

Month.	Liverpool.		Winnipeg.	
	High.	Low.	High.	Low.
1909.				
January.....	111 3	108 4	100	98
February.....	118 2	111 6	111	100
March.....	119 8	115 3	113	107
April.....	132 9	121 5	125	114
May.....	133 6	126 4	122	120
June.....	134 4	128 4	135	126
July.....	133 6	124 1	133	119
August.....	120 3	107 9	119	97
September.....	112 2	106 3	99	94
October.....	114	106 9	99	91
November.....	117 4	111 4	100	85
December.....	119 2	116 2	102	91
1910.				
January.....	121 9	118 8	105	101
February.....	120	118 1	103	101
March.....	119 8	115 9	102	102
April.....	118 9	104 7	105	98
May.....	108 2	88 5	100	86
June.....	97 0	90 6	101	87
July.....	110 1	94 3	117	101
August.....	112 0	105 3	106	101
September.....	109 2	102 7	104	97
October.....	107 1	101 1	100	91
November.....	102	97 0	95	88
December.....	99 7	96 7	91	89
1911.				
January.....	103 5	100 9	95	92
February.....	101 8	97 8	83	83
March.....	97 5	94 5	91	88
April.....	99 3	94 2	94	87
May.....	101 4	88 4	96	83
June.....	100 2	97 2	99	85
July.....	102 4	98 5	97	85
August.....	106 6	101 4	101	98
September.....	103 6	103 8	103	98
October.....	103 6	105 6	102	97
November.....	103 6	100 8	100	97
December.....	106 8	103 2	96	93
1912.				
January.....	111 0	106 2	97	93
February.....	115 2	110 4	83	92
March.....	120	114 6	99	97
April.....	123	118 2	105	99
May.....	118 2	111 6	104	102
June.....	113 4	111 6	109	103
July.....	110 5	100 1	108	106
August.....	110 5	105 7	107	104
September.....	111 6	108 7	106	89
October.....	115 5	110 7	92	88
November.....	109 8	103 5	87	78
December.....	106 9	103 8	82	78

PRICES OF CONTRACT Grade Wheat—Liverpool Corn Exchange and Cash No. 1 Northern
Winnipeg Grain Exchange—Continued.

TABLE NO. 23—Con.

Month.	Liverpool.		Winnipeg.	
	High.	Low.	High.	Low.
1913.				
January.....	108 4/4	106 5	84 1/2	81 1/2
February.....	108 7/4	106 6 1/4	85 1/2	83 1/2
March.....	110 2 1/4	106 9 1/4	86 1/2	84
April.....	112 5	106 3	90 1/2	87 1/2
May.....	111 6	107 1/4	88	92 1/2
June.....	108 4 1/4	106 5	89 1/2	83 1/2
July.....	108 4 1/4	106 6	97 1/2	95
August.....	103 8	101 6 1/4	96 1/2	87 1/2
September.....	101 4	101 4	89 1/2	82 1/2
October.....	102 1 1/4	97 5	82 1/2	78
November.....	103 3 1/4	99 9	83 1/2	80 1/2
December.....	101 4	97 6 1/4	84 1/2	81 1/2
1914.				
January.....	101 7	102 4 1/4	86 1/2	83 1/2
February.....	106 6 1/4	103 3 1/4	91 1/2	88 1/2
March.....	106 2	103 3	91 1/2	88 1/2
April.....	103 8	101 3 1/4	91 1/2	88 1/2
May.....	105	102 1 1/4	96 1/2	90 1/2
June.....	106 3	95 7	96	88
July.....	100 8	97 3 1/4	89 1/2	88
August.....	123 6	108	116 1/2	97 1/2
September.....	131 4	117 6	120	107 1/2
October.....	124 2	116 4	117 1/2	104 1/2
November.....			121 1/2	114 1/2
December.....			122 1/2	116 1/2

Liverpool quotations supplied through the courtesy of G. J. S. Broomhall.
Winnipeg quotations from Annual Reports Winnipeg Grain Exchange.

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The Routing of Export Traffic and Ocean Freight Rates.

STATEMENT showing Direct and Indirect Exports of Canadian Wheat, by months, 1911-13.

TABLE No. 29.

Month.	DIRECT.		INDIRECT.			Total.
	Exported direct from Canadian North Atlantic Ports. †	Diverted to United States export routes from †				
		Pt. Arthur and Ft. William.	Duluth	Exported from Portland, Me. ‡		
1911.	Bush.	Bush.	Bush.	Bush.	Bush.	
January	1,065,922			351,910	1,417,832	
February	1,074,881			475,843	1,553,724	
March	1,605,219			1,052,708	2,618,927	
April	1,048,761	2,298,033		773,832	4,120,706	
May	2,770,723	4,567,533	32,000		7,310,256	
June	1,923,483	537,831	80,000		2,546,336	
July	1,879,246	1,010,616	106,066		3,085,928	
August	2,365,226	1,183,387			3,550,613	
September	2,167,843	936,983	292,743		3,117,669	
October	2,341,751	8,615,020	971,235		11,928,026	
November	3,070,863	11,175,554	56,000	80,000	14,381,917	
December	1,199,894	3,477,797		702,831	15,380,542	
Total	22,479,354	33,764,804	1,623,064	3,440,194	61,512,416	
1912.						
January	1,633,610			828,170	2,466,880	
February	1,326,324			960,239	2,276,563	
March	1,325,371			1,213,285	2,538,656	
April	1,617,692		3,134,863	1,162,120	5,914,675	
May	3,892,351	12,240,737	179,209	238,094	19,522,669	
June	4,001,137	3,108,901			7,289,297	
July	2,850,194	1,688,906	190,604		4,729,604	
August	3,601,416	666,615	148,713		4,416,744	
September	1,983,463	345,231	57,000		2,385,694	
October	2,284,683	6,321,933	301,903		8,911,539	
November	4,302,707	13,679,262	181,104	40,000	18,233,073	
December	1,382,327	6,201,135	108,447	1,331,380	9,023,289	
Total	30,256,475	44,262,810	7,456,200	5,763,288	87,728,773	
1913.						
January	1,607,374			1,074,855	2,682,229	
February	1,614,626			1,137,700	2,752,326	
March	1,323,224			1,197,134	2,522,358	
April	983,927	8,074,767	1,186,063	1,164,193	11,410,960	
May	5,243,408	4,990,261	1,883,971		12,681,477	
June	5,235,432	1,196,475	280,948	71,851	6,784,756	
July	4,133,889	451,654	369,347		4,894,460	
August	4,343,468	31,073	14,163		4,388,769	
September	1,943,270	5,767,537	199,737		7,910,544	
October	3,502,303	18,068,821	159,743	690,490	22,321,667	
November	4,678,607	22,013,686	178,000	970,314	27,840,707	
December	1,443,000	7,997,726		1,583,214	10,993,940	
Total	36,066,083	68,591,610	4,211,987	8,223,463	117,083,143	

† Compiled direct from the ships' manifests.

‡ Compiled direct from official records at the lake ports.

§ Compiled from United States records, through the courtesy of the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington.

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OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14.

TABLE No. 32.

Week	New York.	Odeesa.	Karschi.	River Plate down River.	Sailer Australia.
	Cents.	Cents.	Cents.	Cents.	Cents.
1909.					
1st.....	3 15	3 37	8 02	8 15	13 96
2nd.....	3 15	3 69	8 02	8 15	14 12
3rd.....	3 63	3 69	8 74	7 66	13 96
4th.....	3 63	3 85	8 74	7 66	13 96
5th.....	3 15	3 85	8 87	7 83	13 96
6th.....	3 15	4 01	8 87	7 83	13 96
7th.....	3 15	4 01	8 87	7 50	13 96
8th.....	3 15	4 01	8 87	7 50	13 96
9th.....	3 15	4 01	8 87	7 02	13 96
10th.....	3 15	4 17	8 97	6 18	13 96
11th.....	3 15	4 17	8 87	5 61	13 96
12th.....	3 15	3 85	8 87	5 37	12 84
13th.....	3 15	3 85	8 87	6 35	12 84
14th.....	3 15	3 85	8 87	6 86	13 16
15th.....	3 15	3 85	8 87	7 50	13 16
16th.....	3 15	4 43	8 87	8 80	13 16
17th.....	3 15	3 85	8 87	9 13	Nom.
18th.....	3 15	3 85	8 87	8 46	Nom.
19th.....	3 15	4 01	8 87	8 46	Nom.
20th.....	3 15	4 17	8 87	8 60	Nom.
21st.....	3 15	3 85	8 87	8 80	Nom.
22nd.....	3 15	4 01	10 33	8 80	Nom.
23rd.....	3 15	3 85	10 33	8 14	Nom.
24th.....	3 15	3 85	10 33	8 31	Nom.
25th.....	3 15	3 69	10 33	7 98	Nom.
26th.....	3 15	3 69	10 16	7 83	Nom.
27th.....	3 15	3 85	10 16	7 83	Nom.
28th.....	3 15	4 17	9 63	7 34	Nom.
29th.....	3 15	4 17	8 87	5 86	14 76
30th.....	3 15	5 13	8 87	4 88	14 76
31st.....	3 15	5 77	8 87	4 88	14 76
32nd.....	3 15	5 77	8 87	4 88	14 76
33rd.....	3 15	5 13	8 87	4 72	15 06
34th.....	3 15	4 97	8 87	4 72	15 06
35th.....	3 15	4 81	8 87	5 22	15 06
36th.....	3 15	5 13	8 87	4 88	15 06
37th.....	3 15	5 13	8 87	5 06	15 06
38th.....	3 15	5 13	8 87	5 06	15 06
39th.....	3 15	5 29	8 87	4 66	15 06
40th.....	3 15	5 29	11 06	4 66	15 06
41st.....	4 11	5 29	11 42	4 66	15 06
42nd.....	4 11	5 45	11 42	4 72	14 92
43rd.....	4 11	5 13	11 06	5 21	14 92
44th.....	4 66	4 17	11 06	5 54	14 92
45th.....	4 66	3 85	11 06	5 54	14 92
46th.....	5 13	4 53	11 06	5 86	14 92
47th.....	5 13	4 81	10 70	6 86	14 92
48th.....	5 13	4 81	10 70	6 86	14 92
49th.....	4 92	4 49	10 70	6 86	14 76
50th.....	4 11	5 13	10 70	6 82	14 76
51st.....	4 11	5 45	10 70	6 86	14 76
52nd.....	4 11	5 45	11 06	6 86	14 76

OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14—Con.

TABLE NO. 32. Con.

Week	New York.	Odessa.	Karachi.	River Plate down River.	Sailor Australia.
1910.	Cents.	Cents.	Cents.	Cents.	Cents.
1st.....	4 11	5 45	11 06	6 86	14 76
2nd.....	4 11	5 45	11 03	6 69	14 76
3rd.....	4 11	6 29	11 03	6 69	14 76
4th.....	4 11	4 97	11 06	6 62	14 76
5th.....	2 56	4 81	11 42	6 62	14 76
6th.....	2 56	5 13	11 02	6 02	14 76
7th.....	2 56	4 81	11 06	Nom.	14 76
8th.....	2 08	4 81	10 70	5 06	14 12
9th.....	2 08	4 81	10 70	5 06	14 12
10th.....	2 56	4 49	10 70	4 73	14 12
11th.....	2 56	5 60	10 70	4 73	13 32
12th.....	2 56	5 77	10 70	4 73	13 32
13th.....	2 56	6 00	10 63	5 22	13 32
14th.....	3 21	6 03	11 03	4 83	13 32
15th.....	3 21	5 00	11 05	4 88	13 32
16th.....	3 21	5 29	11 05	4 88	13 32
17th.....	2 56	5 29	10 70	4 88	13 32
18th.....	2 56	5 29	10 63	3 91	13 32
19th.....	3 21	4 49	10 63	4 24	13 32
20th.....	3 21	4 49	10 16	4 24	13 32
21st.....	2 56	4 17	10 63	6 21	13 32
22nd.....	2 56	4 17	8 56	4 88	13 32
23rd.....	2 56	4 01	8 56	4 72	13 32
24th.....	2 56	4 01	8 20	4 88	13 32
25th.....	2 56	4 01	7 13	4 88	13 32
26th.....	2 56	4 49	7 35	4 88	13 32
27th.....	3 21	4 97	8 66	4 88	13 32
28th.....	2 56	4 65	9 26	6 18	13 32
29th.....	2 56	4 31	9 62	6 18	13 96
30th.....	2 56	4 97	9 93	7 17	13 96
31st.....	2 56	5 13	9 98	6 62	14 28
32nd.....	3 21	5 13	9 93	6 18	14 28
33rd.....	3 21	5 77	10 70	6 86	14 28
34th.....	3 21	6 09	10 70	6 86	14 28
35th.....	3 21	6 42	10 70	6 86	14 28
36th.....	3 21	7 66	10 70	7 02	14 28
37th.....	3 21	7 38	11 42	7 02	14 28
38th.....	3 21	7 22	11 42	7 34	14 92
39th.....	4 17	7 06	13 12	7 16	14 92
40th.....	4 17	7 38	12 12	7 02	14 92
41st.....	4 17	7 06	12 12	7 02	14 92
42nd.....	4 17	6 42	12 12	6 18	14 92
43rd.....	4 17	5 45	11 42	6 02	14 92
44th.....	4 17	4 81	11 42	5 86	14 92
45th.....	3 69	5 29	11 42	5 86	14 92
46th.....	3 69	5 45	11 42	6 02	14 92
47th.....	3 69	6 09	11 05	6 02	14 92
48th.....	3 21	5 29	11 42	6 69	14 76
49th.....	4 65	5 45	11 42	6 86	14 76
50th.....	4 17	6 45	11 42	7 17	14 76
51st.....	4 17	5 60	11 42	7 50	14 76
52nd.....	4 17	5 60			

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OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14—Con.

TABLE No. 32—Con.

Week.	New York.	Odesa.	Karachi.	River Plate down River.	Sailer Australia.
1911.	Cents.	Cents.	Cents.	Cents.	Cents.
1st.....	4 11	5 77	11 42	7 84	14 76
2nd.....	4 11	5 60	11 42	6 32	15 08
3rd.....	4 11	5 77	11 42	6 02	15 40
4th.....	4 11	5 60	11 42	6 18	15 24
5th.....	4 63	5 77	11 42	6 32	15 24
6th.....	4 11	5 45	11 78	5 86	15 24
7th.....	4 11	5 45	11 78	5 86	15 59
8th.....	4 11	5 77	11 42	6 02	15 89
9th.....	4 11	5 13	11 42	5 86	15 56
10th.....	4 11	4 81	11 42	6 02	15 89
11th.....	4 11	4 81	11 42	6 02	15 40
12th.....	3 63	5 45	11 05	6 18	15 40
13th.....	3 63	5 13	10 70	6 52	15 49
14th.....	3 15	5 13	10 70	6 25	15 03
15th.....	2 65	5 13	10 70	6 25	15 03
16th.....	3 15	5 93	10 70	6 52	13 96
17th.....	3 15	5 45	11 42	6 52	13 96
18th.....	2 88	6 03	11 78	6 52	14 60
19th.....	3 15	5 33	12 12	6 18	14 60
20th.....	2 88	5 45	13 12	6 18	15 56
21st.....	3 15	5 45	12 12	5 86	13 56
22nd.....	3 15	5 13	12 12	5 53	16 05
23rd.....	3 15	4 49	11 05	5 21	16 05
24th.....	3 15	4 17	11 05	4 87	16 03
25th.....	3 15	4 17	11 70	4 87	16 05
26th.....	2 56	4 63	11 70	4 56	16 05
27th.....	3 15	5 45	11 70	4 56	16 05
28th.....	3 15	5 13	11 05	4 56	16 05
29th.....	3 63	5 3	11 05	4 56	16 05
30th.....	3 63	5 51	11 05	4 56	16 05
31st.....	3 63	6 9	11 42	4 56	16 05
32nd.....	4 11	5 96	11 42	4 56	16 05
33rd.....	4 11	5 93	11 42	4 56	16 05
34th.....	4 11	5 45	11 42	5 54	16 05
35th.....	4 11	5 45	11 42	5 54	16 05
36th.....	5 13	5 4	11 42	5 51	16 05
37th.....	4 92	5 45	11 42	5 54	16 05
38th.....	4 92	5 77	11 83	5 51	16 05
39th.....	4 65	6 09	11 83	5 51	16 05
40th.....	4 11	6 42	11 83	5 54	16 05
41st.....	5 06	6 42	11 83	5 54	16 05
42nd.....	6 15	6 75	12 12	5 54	16 69
43rd.....	5 66	6 75	12 12	5 54	16 69
44th.....	6 15	6 42	12 12	5 54	16 69
45th.....	5 15	6 42	2 66	5 54	16 69
46th.....	6 15	6 42	13 49	5 54	16 69
47th.....	5 66	6 42	13 49	5 54	16 69
48th.....	6 15	7 86	13 49	6 15	16 69
49th.....	6 15	7 83	12 12	6 52	16 69
50th.....	7 11	7 83	12 12	6 52	16 69
51st.....	7 11	7 83	12 12	6 52	16 69
52nd.....	6 64	7 83	12 12	7 17	16 69

OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14—Con.

TABLE N. 32.—Con.

Week.	New York.	Odesa.	Karachi.	River Plate down River.	Sailer Australia.
1912.	Cents.	Cents.	Cents.	Cents.	Cents.
1st.....	6 64	7 06	12 12	6 52	16 69
2nd.....	6 64	6 91	12 49	6 52	17 35
3rd.....	7 11	7 22	13 19	6 52	18 15
4th.....	6 13	6 75	13 53	Nom.	18 47
5th.....	6 15	6 42	13 53	Nom.	18 47
6th.....	8 13	6 59	13 53	10 01	18 47
7th.....	8 13	6 91	13 53	10 01	19 11
8th.....	7 11	6 91	13 53	11 09	19 11
9th.....	8 13	6 59	13 53	Nom.	19 11
10th.....	7 59	6 59	13 53	11 42	19 11
11th.....	7 59	6 59	13 53	11 42	19 11
12th.....	7 59	7 06	13 53	12 37	19 11
13th.....	8 13	7 06	13 53	12 71	19 11
14th.....	8 13	7 06	14 98	16 60	19 11
15th.....	7 59	7 06	15 70	16 60	19 11
16th.....	7 59	7 06	15 70	16 92	18 79
17th.....	7 11	7 70	16 05	17 91	18 79
18th.....	6 64	7 70	15 32	17 61	18 79
19th.....	6 15	8 98	14 27	18 27	18 79
20th.....	5 66	8 98	14 27	19 55	18 79
21st.....	6 66	8 98	14 98	20 41	20 06
22nd.....	5 66	7 70	14 62	18 26	18 63
23rd.....	5 66	7 38	13 52	16 92	20 06
24th.....	4 11	6 42	12 49	11 72	20 06
25th.....	5 13	6 42	13 19	12 71	20 06
26th.....	5 13	6 42	13 52	12 05	20 06
27th.....	5 13	6 42	13 52	11 08	18 15
28th.....	5 13	6 42	13 52	11 08	18 15
29th.....	5 13	6 42	13 52	11 08	18 15
30th.....	4 11	6 42	13 32	12 33	18 15
31st.....	4 11	7 00	13 52	11 72	18 15
32nd.....	4 11	7 70	14 98	12 71	18 15
33rd.....	6 15	7 86	14 98	15 69	17 33
34th.....	6 15	7 38	14 62	18 60	17 33
35th.....	8 13	7 38	14 62	14 67	Nom.
36th.....	9 14	8 02	14 62	15 00	Nom.
37th.....	9 14	8 66	15 70	16 60	Nom.
38th.....	10 11	11 23	16 05	20 02	Nom.
39th.....	10 11	10 59	16 05	18 10	Nom.
40th.....	10 64	10 27	16 05	19 55	Nom.
41st.....	9 63	10 27	16 05	19 55	Nom.
42nd.....	10 75	12 84	16 40	15 99	Nom.
43rd.....	10 64	14 12	16 76	15 99	Nom.
44th.....	11 12	14 76	16 76	18 48	Nom.
45th.....	11 12	11 87	16 76	16 61	Nom.
46th.....	11 12	9 63	15 32	15 36	Nom.
47th.....	10 64	8 02	14 28	14 93	Nom.
48th.....	10 11	7 06	13 90	18 42	Nom.
49th.....	10 11	6 91	13 90	12 71	Nom.
50th.....	9 63	6 76	13 52	12 71	23 99
51st.....	9 14	6 09	12 83	12 38	22 79
52nd.....	9 14	6 09	12 49	12 06	22 79

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OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14—Con.

TABLE No. 32—Con.

Week.	New York.	Odessa.	Karachi.	River Plate down River.	Sailer Australia.
1913.	Cents.	Cents.	Cents.	Cents.	Cents.
1st.....	6 93	6 09	12 83	14 50	23 91
2nd.....	6 93	8 02	13 91	14 68	23 91
3rd.....	6 93	8 02	13 53	14 68	24 55
4th.....	8 13	7 06	13 53	14 68	23 91
5th.....	6 15	6 75	13 53	15 48	23 91
6th.....	6 15	6 09	13 53	15 63	23 75
7th.....	6 31	5 77	13 53	17 29	23 11
8th.....	6 85	6 09	13 53	15 30	21 66
9th.....	6 15	5 77	12 83	13 52	*23 43
10th.....	6 15	5 45	12 49	12 87	22 78
11th.....	6 15	5 45	12 49	12 38	22 78
12th.....	5 66	5 60	11 06	13 36	22 46
13th.....	6 15	5 60	11 06	13 36	20 85
14th.....	6 15	6 09	11 42	11 72	20 85
15th.....	6 15	5 77	11 42	12 06	20 86
16th.....	7 11	6 09	11 42	11 40	20 54
17th.....	7 11	6 09	11 77	10 10	20 86
18th.....	7 11	5 93	11 77	9 77	20 22
19th.....	7 11	5 45	12 49	9 44	20 22
20th.....	7 11	5 45	12 12	9 76	20 06
21st.....	6 64	5 13	12 49	9 44	20 64
22nd.....	6 64	4 49	11 76	8 62	20 54
23rd.....	6 15	4 49	11 42	8 62	20 22
24th.....	4 65	5 45	11 42	9 44	20 22
25th.....	4 65	5 45	11 76	9 44	20 22
26th.....	4 65	5 45	11 76	10 13	20 22
27th.....	4 65	6 09	12 49	10 76	20 06
28th.....	4 65	6 09	12 49	10 10	19 58
29th.....	4 65	6 09	13 42	10 42	19 58
30th.....	4 65	7 06	13 42	12 05	19 58
31st.....	4 65	7 54	13 19	12 05	19 58
32nd.....	5 83	8 02	12 12	11 09	19 58
33rd.....	5 13	8 50	11 72	11 72	*20 22
34th.....	4 66	7 85	12 10	10 43	19 23
35th.....	4 12	8 33	12 10	9 78	19 28
36th.....	4 12	8 19	12 10	8 64	19 28
37th.....	5 67	7 85	12 86	8 15	19 60
38th.....	5 67	8 03	12 50	7 84	19 60
39th.....	5 67	7 39	12 50	7 17	19 60
40th.....	5 67	6 42	11 43	6 86	19 60
41st.....	6 15	5 94	11 43	6 86	19 60
42nd.....	4 66	5 94	10 70	6 52	20 25
43rd.....	4 66	5 30	Nom.	6 52	20 25
44th.....	6 16	5 30	Nom.	6 19	19 32
45th.....	5 14	5 46	Nom.	5 87	19 28
46th.....	4 66	6 32	Nom.	6 52	19 28
47th.....	4 12	5 67	10 70	6 52	19 76
48th.....	4 66	5 30	10 36	7 18	19 60
49th.....	1 12	4 82	10 36	6 85	19 44
50th.....	4 12	4 50	10 36	6 85	19 44
51st.....	4 12	4 50	10 36	6 52	19 28
52nd.....	5 14	4 50			

* The rates shown from the 10th to the 31st week are steamer rates.

OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, 1909-14—Con.

TABLE NO. 32—Con.

Week.	New York.	Odessa.	Karachi.	River Plate down River.	Sailer Australia.
1914.	Cents.	Cents.	Cents.	Cents.	Cents.
1st	5-14	4-17	10-00	6-52	19-23
2nd	5-14	4-17	10-00	6-86	19-23
3rd	4-12	4-01	9-64	6-19	18-67
4th	4-12	4-01	9-64	5-54	17-63
5th	4-12	4-01	9-27	4-83	17-63
6th	4-12	4-01	9-27	4-73	15-26
7th	3-91	4-17	9-27	4-83	14-46
8th	3-91	4-66	9-27	6-19	14-46
9th	3-16	4-30	9-27	6-19	15-02
10th	3-16	4-82	9-27	6-19	14-14
11th	2-89	4-82	9-27	6-19	14-14
12th	2-89	4-82	8-20	5-87	13-82
13th	3-16	4-82	8-20	6-86	13-50
14th	3-91	4-82	7-85	7-67	13-50
15th	3-91	4-66	7-85	7-51	14-14
16th	3-91	4-17	6-43	6-86	13-17
17th	3-16	4-17	6-43	6-86	13-34
18th	3-16	4-50	6-43	6-87	13-66
19th	3-16	4-82	7-50	5-87	13-50
20th	3-16	4-89	9-27	Nom.	13-82
21st	3-16	5-14	9-63	Nom.	13-82
22nd	3-16	4-50	9-63	Nom.	13-82
23rd	3-91	4-33	9-63	Nom.	13-82
24th	3-16	4-33	9-63	Nom.	13-34
25th	4-12	4-66	9-63	Nom.	12-21
26th	5-14	4-33	8-92	6-19	12-21
27th	5-14		8-66	6-19	12-21
28th	5-14	4-50	8-66	6-52	11-89
29th	5-14	4-98	8-66	6-52	11-57
30th	5-67	5-14	7-85	Nom.	11-57
31st	5-67		7-85	8-81	Nom.
32nd	Nom.				
33rd	Nom.				
34th	Nom.				
35th			11-78	7-84	
36th			12-60	6-86	
37th			12-85	7-51	
38th	6-16		12-12	8-15	
39th			12-12	Nom.	
40th	8-14		12-12	Nom.	
41st	8-14		12-12	Nom.	
42nd	8-14		12-12	Nom.	
43rd	8-14		11-60	Nom.	
44th	8-35		11-78	1-30	
45th	10-66		Nom.	17-30	
46th	13-12		12-12	17-30	
47th	13-12		11-78	17-92	
48th	13-12		11-63	19-30	
49th	14-35		Nom.	19-30	
50th	14-63		Nom.	21-20	
51st	16-23		Nom.	24-50	
52nd	18-16		Nom.	32-33	

} No definite quotations available owing to the war.

(Calculated in cents per bushel from quotations furnished through the courtesy of G. J. S. Broomhall).

SESSIONAL PAPER No. 19b

TRAMP Charter Rates on Wheat from Ports named to United Kingdom, high and low, per month, 1909-14, as reported at London.

TABLE No. 33.

Month.	Montreal.	New York and Philadelp ^h ia.	San Lorenzo.	Odessa.	Karachi.	Australia.
<i>1909.</i>						
January.....			10-62- 9-35	3-92-3-75	10-00	17-64
February.....			10-62- 8-46	4-63-3-92		17-28
March.....	5-06-4-87		10-08- 7-20	4-08-3-92		
April.....		3-75	11-52- 8-92	4-08	11-40-10-80	
May.....			11-52- 8-51		11-80-11-20	
June.....			10-48- 8-82		11-80-10-40	17-64-16-56
July.....	4-87		10-17- 7-00	6-71-4-73	5-88	19-80-18-36
August.....	6-00		7-92- 6-98	5-56	12-00	18-54-18-36
September.....			9-72- 6-48		12-60-12-20	19-80-18-36
October.....	6-37	5-25	9-64- 6-76	4-87	12-10-11-60	19-80-19-40
November.....		5-25	10-40- 7-20	5-23-4-82	12-80-11-80	19-62-18-72
December.....		5-25-4-87	11-07- 8-46			
<i>1910.</i>						
January.....			8-64- 7-92	5-71-5-06	13-20-12-40	19-44-18-72
February.....			8-29- 5-88	5-06-4-73	12-80-12-00	16-74-15-32
March.....			8-10- 5-88	5-56-4-57	12-00-11-20	16-20-14-76
April.....	4-87-4-68		6-84- 5-88	5-56-5-39	12-60-11-56	16-20-15-84
May.....			7-54- 5-04	5-56-3-92	11-60-10-80	16-20
June.....			7-51- 6-43	4-08	2-20- 7-70	16-20
July.....			10-08- 6-48	5-22-4-41	13-00- 8-80	17-28-17-30
August.....	6-00- 5-62		10-44- 7-56	6-37-4-90	12-40-10-80	18-60-16-56
September.....	6-37- 6-00		9-99- 7-56	7-31-5-20	14-00-12-00	17-64-16-56
October.....		7-31	9-99- 7-38	7-31-7-18	13-60-12-80	19-26-18-72
November.....		7-12- 6-37	10-08- 7-63	6-04-5-22	12-90-12-00	13-72-18-36
December.....		7-12	10-08- 8-61	6-04-5-39	13-20-12-40	19-44
<i>1911.</i>						
January.....		6-18	9-36- 6-66	5-83-5-56	13-20-12-80	19-44-19-08
February.....		6-37- 6-00	7-20- 6-48	5-56-5-22	12-60-12-50	20-07-18-00
March.....		5-62	7-56- 6-48	6-56-4-90	12-40-12-00	19-44-17-82
April.....			7-74- 7-66	5-96-5-22	13-20-12-00	17-28
May.....			7-92- 7-74	5-83-5-56	14-50-12-40	19-08-17-28
June.....			7-56- 7-29	4-41	12-80-11-20	18-72-16-56
July.....			6-12	6-20-5-56	13-40-12-80	17-62
August.....			9-36- 7-02	6-53-5-56	13-60	19-44-18-36
September.....		6-37	10-44- 7-02	6-04-5-56	13-60-13-80	20-16-15-72
October.....		6-75	10-44- 9-72	6-86-6-20	14-40-13-00	
November.....			11-52-10-62	7-53-6-53	14-30-13-80	19-26-19-08
December.....		8-25- 8-06	11-16-10-17	7-35-6-86	14-60-13-80	21-60-20-70
<i>1912.</i>						
January.....		9-00- 8-62	12-96-11-52	7-51- 6-53	16-20-14-80	23-04-22-32
February.....		9-75- 9-37	14-76-13-24	8-00- 6-37	16-00-15-40	24-30-22-68
March.....			20-16-13-50		16-00-14-40	22-50-21-60
April.....			22-32-17-28	8-49	19-00-16-80	
May.....	9-00- 8-62	9-00- 7-87	23-76-15-12	8-49	17-60-15-60	
June.....		9-00	19-08-12-96	6-53- 6-20	16-20-14-20	
July.....			15-12-11-28	6-53	17-20-15-80	21-60-20-70
August.....			9-75- 8-25	7-84- 7-18	17-20-16-00	23-40-20-70
September.....			13-00-10-60	11-59-11-45	19-00-16-40	
October.....			23-58-16-20	10-52-12-41	20-00-18-30	28-80
November.....			13-75-11-22	9-80- 6-53	18-80-15-20	33-32-23-80
December.....			12-00-10-87	10-50- 6-53	15-20-13-20	31-14-30-60
		10-50- 9-00	16-92-12-28	6-69- 6-33		

TRAMP Charter Rates on Wheat from Ports named to United Kingdom, high and low, per month, 1909-14, as reported at London.—Continued.

TABLE No. 33—Con.

Month.	Montreal.	New York and Philadel- phia.	San Lorenzo.	Odessa.	Karachi.	Australia.
<i>1913.</i>						
January.....		10-30-9-00	18-72-16-56	8-16-7-51	16-50-14-50	31-60-29-52
February.....	9-37	9-75-9-00	20-16-17-14	7-18-6-59	16-00-15-20	27-00-26-64
March.....	8-23	9-37-7-87	17-64-14-04	6-53-5-53	14-60-13-60	25-56-24-48
April.....	9-00-8-23	8-12-7-87	16-92-12-96	6-04-5-39	14-80-13-20	23-76-25-04
May.....		8-25	14-22-11-34	5-64-5-63	14-50-13-20	22-50
June.....	7-50		12-60-11-64	5-35-5-08	14-00-13-00	23-04
July.....	9-00-8-25	8-25-7-12	14-40-11-16	7-02-5-88	15-20-13-24	22-60
August.....	9-00-8-25	8-43-7-87	15-12-12-24	8-16-7-02	15-30-14-40	
September.....	8-25-7-50	7-50	13-32-10-08	8-33-7-35	15-00-13-60	
October.....		7-12-6-00	11-88-9-09	7-35-5-22	13-20-12-00	23-40-22-14
November.....		6-00-5-62	11-16-7-92	5-53-5-06	10-90	22-68-20-88
December.....		5-62-5-25	11-62-8-64	5-63-4-41	12-00-11-10	23-58-21-60
<i>1914.</i>						
January.....		5-25	11-16-7-20	4-24-3-92	11-60-10-40	22-56-18-90
February.....		4-50	10-08-7-20	4-57-3-92		18-00
March.....			10-40-7-56	4-90-4-57	11-60-5-40	15-94-15-48
April.....			10-98-9-00	4-41-3-62	10-60-7-20	15-48-15-30
May.....	6-37-5-62	6-00-5-81	9-36-6-93	5-22-4-08	11-00-8-00	15-84-14-76
June.....	7-50-5-62		10-40-8-10	4-90-3-92	11-20-10-80	12-76-13-60
July.....	8-25-6-75	6-75-5-87	10-00-8-10	5-71-4-08	10-10-8-80	
August.....		6-37	10-87-7-12	War.	14-80-13-20	Crop failure.
September.....	9-75-5-62	7-50-5-28	15-66-8-64	"	13-60-13-20	
October.....	11-25-9-00	8-25-7-50	21-24-13-65	"	13-60-13-40	
November.....	17-25-15-00	18-00-13-75	22-68-18-36	"		
December.....		15-00-14-25	39-96-22-68	"	16-00	

(Calculate in cents per bushel from quotations furnished through courtesy of Comtelburo Daily Freight Register).

SESSIONAL PAPER No. 19b

OCEAN Freight Rates on Wheat from Ports Named to United Kingdom, September to December, 1915. (In cents per bushel.)

TABLE No. 34

Week.	New York.	Karachi.	River Plate (down riv. r.)	Australia.
Sept. 19.....	28	29.2	35.9	45.0
" 26.....	30	29.2	34.0	45.0
Oct. 3.....	40	30.3	44.1	48.2
" 10.....	40	30.3	39.4	48.2
" 17.....	40	30.3	42.5	54.7
" 24.....	40	30.9	47.2	61.1
" 31.....	40	41.0	52.4	61.1
Nov. 7.....	40	42.8	55.5	61.1
" 14.....	42	44.6	55.5	61.1
" 21.....	40	46.4	55.5	61.1
" 28.....	38	48.2	67.2	61.1
Dec. 5.....	38	50.0	71.8	61.1
" 12.....	38	50.0	73.4	61.1
" 19.....	49	57.1	76.8	61.1
" 26.....	49	57.1	76.8	61.1

(Calculated in cents per bushel from quotations furnished through the courtesy of G. J. S. Broomhall.)

6 GEORGE V, A. 1916

TRAMP Charter Rates on Wheat from Ports named to United Kingdom, high and low per month, September to December, 1915. (In cents per bushel.)

TABLE No. 35.

Week.	Montreal.	New York, Philadelphia.	San Lorenzo.	Karachi.	Australia.
Sept. 19	30.7	28.5	36.9	28.6	48.2
" 26	33.2	31.7-30.2	41.8-37.0	28.6	48.2
Oct. 3	37.7-33.2	37.0-31.7	43.1	29.3	54.7
" 10	37.0	37.0-31.7	44.2-41.8	30.3	51.7
" 17	36.2	33.4	45.1-41.8	33.8-34.0	57.9
" 24		37.0-35.4	54.7-44.1	36.8-35.8	61.1-55.4
" 31		39.0-37.4	56.3-49.8	42.9-41.0	61.1
Nov. 7		39.5-37.4	56.3-51.4	46.5-43.8	61.1
" 14		40.5-39.0	63.4	46.5	61.1
" 21		39.0	57.9-54.7	53.6	61.1
" 28		40.5-37.4	63.5-56.3	50.0	61.1
Dec. 5		40.5-39.8	73.9-62.6	51.9	61.1
" 12		40.5	75.5-70.7	53.6	61.1
" 19		40.5	77.1-70.7	64.3	61.1

(Calculated in cents per bushel from quotations furnished through the courtesy of Comtelburo.)

SESSIONAL PAPER No. 19b

NUMBER of Full Grain Cargoes Loaded at Philadelphia, Baltimore, Boston and New York.

TABLE No. 26.

Year.	Philadelphia.	Baltimore.	Boston.	New York.
1878.	18	37		29
1879.	47	96		64
1880.	50	106		84
1881.	22	67		55
1882.	7	98		39
1883.	46	152		24
1884.	47	170		47
1885.	49	121		28
1886.	53	180		84
1887.	80	84		115
1888.	8	43		21
1889.	18	107		23
1890.	146	126		42
1891.	58	168		187
1892.	200	160		114
1893.	30	64		86
1894.	13	34		33
1895.	12	14		73
1896.	72	110		74
1897.	175	277	2	163
1898.	243	284		269
1899.	168	161	2	61
1900.	179	110	6	41
1901.	69	101	2	11
1902.	8	18	8	5
1903.	18	31	2	11
1904.		4		
1905.	18	27		
1906.	44	31		
1907.	32	31		
1908.	42	5		
1909.	13	11		
1910.	1	11		4
1911.	14	17		24
1912.	36	53		20
1913.	34	129		74
1914.	29	156		86
1915 to March 31st.	33	145		

Furnished by Frank L. Neall, Manager Consolidated News, Statistics, and Transportation Bureau, Philadelphia, as shown by records of Peter Wright and Sons, etc.

NOTE.—April 3, 1915.—For a number of years there were no oats shipped in full cargoes from United States, say until about 1890. During a considerable portion of the period, records were only kept of shipments of Wheat and Corn in full cargoes, and subsequently, oats were added. No records for many years were kept of shipments from Philadelphia of Rye, Barley and Flaxseed. The foregoing is probably as correct a statement of number of vessels loading full cargoes of grain at the respective ports as it is practicable to prepare, and they embrace substance of statements furnished at various Differential Hearings and also in connection with Advisory Board of 1881, and prior to that time, Statistics that were periodically submitted to Penna. R. R. and used by that company in their negotiations and current arrangements with the other Trunk Line Railroads, all of which were compiled by Peter Wright & Sons, Philadelphia.

Bank Returns in Canada.

STATEMENT Showing Total Assets, Current Loans in Canada, Current Loans Elsewhere than in Canada, Call and Short Loans Elsewhere than in Canada, With Percentage of Same as to Assets.

TABLE NO. 37.

Month.	Assets.		Current Loans in Canada.		Current Loans Elsewhere than in Canada.		Call and Short Loans Elsewhere Than in Canada.	
	Total.		Total.	Percentage.	Total.	Percentage.	Total.	Percentage.
1909.	\$	\$			\$		\$	
January	982,870,686	611,863,250	62-02		30,686,081	3-11	92,632,507	9-42
February	990,340,614	597,949,748	61-32		35,068,266	3-53	101,443,902	10-24
March	1,018,390,211	620,109,936	61-07		34,916,182	3-43	117,850,005	11-55
April	1,028,016,613	624,168,988	61-13		35,874,630	3-56	114,493,670	11-15
May	1,044,020,533	628,313,141	60-60		34,487,649	3-30	124,877,955	11-95
June	1,063,271,919	635,212,269	60-81		33,403,171	3-17	115,254,968	10-95
July	1,055,889,064	639,821,041	61-12		32,763,885	3-16	114,685,637	10-86
August	1,079,284,640	643,164,663	60-32		30,661,437	2-84	120,650,609	11-15
September	1,107,371,670	660,206,621	60-59		32,981,183	2-98	131,631,384	11-83
October	1,133,966,560	679,837,956	61-18		37,311,103	3-30	129,964,303	11-46
November	1,153,868,400	690,291,944	61-07		35,358,214	3-06	134,836,691	11-67
December	1,157,783,629	692,741,812	61-10		40,072,793	3-46	138,606,379	11-96
1910.								
January	1,149,364,487	690,984,844	61-41		37,865,649	3-29	127,934,880	11-19
February	1,148,314,380	692,454,689	62-46		42,403,784	3-70	120,374,651	10-78
March	1,185,970,171	624,500,951	52-70		40,719,679	3-13	180,194,540	10-93
April	1,182,830,669	638,247,288	54-00		38,636,636	3-27	122,369,631	10-34
May	1,203,991,218	643,246,516	63-33		38,014,462	3-16	125,480,266	10-41
June	1,230,826,303	649,148,920	62-74		38,171,443	3-10	130,173,902	10-56
July	1,210,834,680	653,009,336	63-92		40,287,390	3-33	122,436,037	8-26
August	1,223,449,771	657,818,770	63-76		38,609,568	3-16	100,447,283	8-21
September	1,226,062,591	668,976,622	63-86		40,190,240	3-20	103,634,884	8-24
October	1,260,756,709	679,820,039	63-88		41,269,126	3-27	103,279,774	8-20
November	1,253,801,121	677,617,478	64-04		42,896,682	3-38	96,404,196	7-69
December	1,229,790,659	677,064,829	65-06		40,400,839	3-26	90,710,437	7-33
1911.								
January	1,311,269,062	682,606,080	66-34		38,562,649	3-17	83,790,663	6-92
February	1,321,704,084	689,244,761	66-41		37,699,221	3-09	85,420,046	6-90
March	1,243,233,782	710,604,072	67-06		35,512,496	2-86	85,250,789	6-86
April	1,246,746,415	712,032,738	67-14		33,763,963	2-71	84,536,668	6-79
May	1,270,814,407	708,693,677	65-71		33,918,314	2-67	88,745,080	6-98
June	1,302,131,886	717,869,386	65-13		33,367,617	2-68	87,865,400	7-51
July	1,316,101,042	723,766,358	64-99		32,890,114	2-60	104,009,092	7-91
August	1,322,162,028	734,683,962	65-56		33,698,196	2-56	101,713,820	7-70
September	1,342,917,913	749,007,607	65-78		35,687,127	2-66	93,617,076	6-96
October	1,381,280,969	768,492,006	65-63		36,962,543	2-67	88,732,640	6-42
November	1,389,063,888	770,356,419	65-46		38,991,698	2-81	87,489,663	6-30
December	1,390,069,618	774,909,172	65-74		37,970,899	2-78	92,106,696	6-62
1912.								
January	1,363,636,778	775,972,243	66-90		37,118,081	2-72	80,871,116	6-94
February	1,383,836,613	793,633,647	67-36		38,948,476	2-90	83,689,472	6-40
March	1,414,868,991	816,948,306	67-74		34,209,383	2-41	94,667,027	6-70
April	1,439,426,966	833,218,621	67-83		31,469,817	2-16	103,558,892	7-20
May	1,474,716,460	837,582,550	66-77		33,478,564	2-27	116,832,786	7-88
June	1,490,443,071	848,940,089	66-96		34,264,566	2-30	120,569,813	8-09
July	1,496,623,643	852,256,651	66-94		35,741,998	2-39	117,961,437	7-89
August	1,501,817,790	852,046,524	66-73		37,646,222	2-62	114,847,864	7-64
September	1,508,253,749	869,341,193	66-93		39,440,472	2-61	112,767,036	7-48
October	1,621,106,096	879,676,656	67-83		41,300,588	2-71	101,198,968	6-62
November	1,619,067,616	874,721,693	67-51		40,925,744	2-69	101,812,863	6-70
December	1,636,081,184	881,331,981	67-75		40,990,126	2-68	106,962,101	6-94

SESSIONAL PAPER No. 19b

STATEMENT Showing Total Assets, Current Loans in Canada, Current Loans Elsewhere than in Canada, Call and Short Loans Elsewhere than in Canada, With Percentage of Same as to Assets—Con.

TABLE No. 37 (Con.)

Month.	Assets.	Current Loans in Canada.		Current Loans Elsewhere Than in Canada.		Call and Short Loans Elsewhere Than in Canada.	
	Total.	Total.	Percent- age.	Total.	Percent- age.	Total.	Percent- age.
1913.	\$	\$ -		\$		\$	
January	1,435,457,458	874,706,616	58.83	40,038,146	2.70	92,387,817	6.22
February	1,491,553,448	853,112,726	59.14	37,673,798	2.53	96,229,407	6.38
March	1,514,612,533	890,613,446	58.87	38,277,672	2.53	109,227,927	7.22
April	1,537,068,246	898,964,181	58.86	36,310,033	2.38	103,212,183	6.76
May	1,521,841,373	898,969,650	59.11	37,691,786	2.48	96,151,809	6.32
June	1,521,354,951	899,260,009	59.11	36,844,671	2.12	89,363,620	5.87
July	1,519,617,013	901,550,453	60.33	42,960,619	2.83	89,260,235	5.87
August	1,526,196,397	899,132,894	58.91	46,339,928	3.04	90,041,292	5.90
September	1,534,062,031	903,717,013	58.18	46,492,913	3.09	86,639,411	5.63
October	1,575,550,980	900,169,736	57.18	58,171,884	3.69	83,348,810	5.92
November	1,572,706,191	895,888,832	57.05	58,819,280	3.55	122,380,633	7.78
December	1,551,253,432	852,906,548	55.00	58,805,388	3.76	115,984,630	7.47
1914.							
January	1,499,392,966	840,833,750	56.07	56,051,453	3.74	108,776,770	7.25
February	1,535,980,490	842,084,073	54.89	56,082,837	3.66	111,143,442	9.20
March	1,546,622,640	835,381,266	55.30	53,279,411	3.45	145,218,223	9.40
April	1,537,828,425	866,373,876	56.43	54,362,813	3.49	139,937,027	8.98
May	1,545,890,063	872,152,233	56.00	51,817,475	3.35	129,897,828	8.40
June	1,578,307,896	875,636,999	55.57	46,186,854	2.93	137,120,167	8.71
July	1,578,174,933	876,570,960	55.25	48,013,052	3.06	123,545,287	8.00
August	1,566,033,430	876,238,633	55.96	47,314,832	3.02	96,495,473	6.16
September	1,577,927,302	870,653,494	55.19	41,347,231	2.62	83,521,689	5.68
October	1,577,919,069	863,939,938	54.75	42,040,716	2.67	81,201,671	5.15
November	1,561,458,119	836,975,275	53.73	42,066,375	2.76	74,459,043	4.77
December	1,553,556,815	824,291,323	52.99	43,413,760	2.79	85,012,964	5.47
1915.							
January	1,521,318,168	806,071,716	52.98	43,937,270	2.85	85,796,641	5.64
February	1,535,062,036	810,073,111	52.11	43,661,379	2.82	89,830,382	5.83
March	1,545,723,561	810,366,352	52.42	41,745,377	2.71	101,938,683	6.60
April	1,561,103,716	805,963,211	51.52	37,706,039	2.41	121,522,971	7.77
May	1,562,792,400	804,679,649	51.28	36,376,658	2.32	136,038,353	8.67
June	1,574,210,941	806,823,970	51.26	39,275,128	2.49	131,691,875	7.92
July	1,568,370,379	802,378,963	51.17	41,734,633	2.65	117,821,174	7.55
August	1,583,338,236	801,363,463	50.78	44,968,448	2.84	120,607,677	7.61
September	1,616,241,728	815,015,088	50.42	45,147,877	3.04	133,486,412	8.26
October	1,657,266,962	826,467,934	49.96	48,612,958	2.96	120,631,624	7.28
November	1,702,194,396	818,227,113	48.06	53,240,935	3.15	135,630,562	7.96
December	1,737,992,244	806,303,976	46.39	53,479,730	3.37	137,157,869	7.89

Compiled from the return made to the Minister of Finance.

NOTE.—Current loans in Canada include loans to cities, towns, municipalities and school districts.

STATEMENT showing Total Liabilities to the Public, Demand Deposits, Notice Deposits, with Percentage of same as to Assets; also Capital paid-up, and

TABLE No. 35.

Month.	Liabilities, other than to Shareholders.		Deposits (Canada.)		Deposits Payable on Demand in Canada.	
	Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Percentage of Resources.
	\$		\$		\$	
1900.						
January.....	802,163,124	81.61	636,456,997	64.87	193,286,466	19.67
February.....	810,614,036	81.55	634,359,076	64.03	192,968,636	19.43
March.....	833,461,483	81.84	646,470,568	63.45	200,843,984	19.65
April.....	841,098,830	82.06	639,489,763	64.10	207,038,031	20.20
May.....	861,029,144	82.47	670,616,411	64.19	216,916,294	20.77
June.....	876,192,322	82.61	691,638,944	64.67	226,490,468	21.45
July.....	872,782,042	82.65	688,893,669	65.28	222,666,749	21.08
August.....	886,718,708	82.71	700,989,497	64.03	228,397,679	21.15
September.....	920,677,333	83.14	714,070,851	64.40	239,967,062	21.40
October.....	945,899,101	83.41	731,866,093	64.60	250,968,487	22.15
November.....	968,603,603	83.79	757,639,626	65.60	264,283,803	22.90
December.....	970,976,167	83.80	760,350,411	65.76	261,268,387	22.60
1910.						
January.....	962,026,478	83.70	746,631,659	65.00	238,423,785	20.76
February.....	939,197,201	83.93	741,006,739	61.89	236,697,987	20.61
March.....	995,789,164	84.17	762,834,283	64.33	247,562,171	20.87
April.....	993,166,815	83.95	768,173,232	61.94	246,747,180	20.85
May.....	1,016,631,890	84.21	781,332,614	64.78	266,651,635	21.25
June.....	1,040,324,464	84.53	797,849,593	64.82	263,117,539	21.40
July.....	1,017,888,162	84.06	790,022,833	66.24	231,638,622	20.79
August.....	1,029,291,389	84.13	801,970,624	65.63	256,613,172	20.95
September.....	1,000,372,949	84.42	819,160,128	66.21	278,529,461	21.65
October.....	1,063,183,956	84.32	820,856,337	66.81	280,838,612	22.28
November.....	1,037,264,492	84.32	840,872,800	67.06	239,769,025	23.09
December.....	1,036,073,636	84.24	825,131,405	67.09	250,910,696	22.86
1911.						
January.....	1,015,674,786	83.83	819,862,959	67.68	270,178,480	22.31
February.....	1,024,214,806	83.83	819,784,876	67.10	268,569,668	21.99
March.....	1,043,363,178	83.91	831,294,268	66.85	278,171,722	22.34
April.....	1,046,506,776	83.93	837,787,299	67.19	281,964,369	22.62
May.....	1,070,651,600	84.24	860,933,534	67.74	298,781,206	23.50
June.....	1,101,876,234	84.62	874,672,408	67.17	309,804,834	23.79
July.....	1,111,468,664	84.45	887,763,218	67.34	316,973,780	24.03
August.....	1,132,690,921	84.22	888,659,624	67.03	311,111,068	23.55
September.....	1,132,267,607	84.31	891,175,588	66.36	313,534,893	23.34
October.....	1,164,686,063	84.31	918,404,607	66.49	331,933,662	24.06
November.....	1,173,488,296	84.47	930,654,407	66.99	311,712,265	24.63
December.....	1,174,373,431	84.47	926,089,623	66.62	335,020,693	24.11
1912.						
January.....	1,143,668,663	83.87	913,784,136	67.01	316,930,962	23.26
February.....	1,160,616,991	83.86	921,406,682	66.58	321,152,934	23.21
March.....	1,188,720,177	84.01	937,941,170	66.22	331,896,238	23.42
April.....	1,211,160,888	84.14	960,733,531	66.74	343,365,183	23.88
May.....	1,247,306,724	84.57	1,002,247,661	67.96	376,933,217	25.56
June.....	1,262,641,333	84.79	1,001,917,876	67.41	373,590,139	25.66
July.....	1,264,641,837	84.41	1,012,604,889	67.03	372,012,494	24.85
August.....	1,266,956,600	84.36	1,014,906,021	66.86	360,674,422	24.02
September.....	1,272,617,903	84.32	1,014,906,569	67.24	374,368,917	24.78
October.....	1,283,211,492	84.36	1,022,012,600	67.31	383,814,672	25.20
November.....	1,287,699,611	84.76	1,012,640,075	67.62	370,629,372	24.80
December.....	1,282,451,157	84.69	1,012,418,889	66.34	379,777,219	24.88

SESSIONAL PAPER No. 19b

Total Deposits in Canada, Deposits Elsewhere than in Canada, Notes in Circulation, amount of Rest or Reserved Fund, 1909 to 1915.

Deposits Payable on Notice in Canada.		Deposits elsewhere than in Canada.		Notes in Circulation.		Capital Paid Up.	Amount of Rest or Reserve Fund
Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Total.
\$		\$		\$		\$	\$
413,170,532	45-20	56,593,146	5-73	73,420,881	7-48	96,536,987	74,685,183
418,300,540	44-55	65,333,908	6-60	68,001,816	6-87	98,160,656	74,489,542
445,626,891	43-80	73,961,501	7-26	70,831,660	6-93	97,011,614	76,328,203
450,450,722	43-90	73,576,818	7-26	73,576,818	7-15	97,119,528	75,007,676
453,599,117	43-42	76,406,688	7-32	76,824,067	5-78	97,334,478	75,756,488
453,178,470	43-22	69,249,954	6-38	72,162,649	6-84	97,436,434	76,824,738
466,337,816	44-20	61,518,365	6-18	73,131,833	6-98	97,487,871	76,817,368
472,591,818	43-78	70,807,622	6-55	74,328,748	6-89	97,549,424	76,882,163
474,103,799	42-80	76,656,786	6-91	81,700,000	7-39	97,596,961	76,937,063
480,837,006	42-45	75,544,887	6-88	90,723,480	8-01	97,642,330	76,172,223
493,238,625	42-70	71,833,583	6-22	92,233,169	7-98	98,046,270	77,368,333
499,082,024	43-15	70,088,498	6-48	89,506,794	7-73	97,808,617	77,847,333
508,207,804	44-24	83,363,219	7-25	80,974,584	7-05	97,932,700	78,449,673
507,337,733	44-19	73,941,685	6-44	75,782,649	6-60	97,773,860	78,621,946
515,272,117	45-43	85,948,201	7-23	80,901,918	6-81	97,641,769	78,669,686
521,427,072	44-09	70,600,041	6-48	82,101,100	6-94	97,917,434	78,816,970
524,680,978	43-53	80,489,233	6-63	81,419,561	6-76	98,315,012	78,254,155
534,432,054	43-40	85,017,162	6-90	81,538,916	6-62	98,728,342	79,370,231
538,384,371	44-45	75,276,300	6-22	84,009,142	6-91	96,803,461	79,459,978
543,357,452	44-68	78,318,399	6-45	84,684,449	6-74	99,199,870	79,823,979
545,630,667	43-66	87,392,099	6-92	83,916,207	7-12	99,490,249	80,069,471
549,016,725	43-53	74,336,783	5-90	86,850,610	7-61	99,612,063	80,157,791
551,113,835	43-97	69,661,539	5-85	73,004	7-90	100,140,477	83,164,918
544,220,710	44-23	70,574,871	5-74	73,437	7-64	99,676,063	83,963,669
549,774,479	45-37	66,100,224	5-46	86,301,533	7-12	100,243,974	84,356,108
531,424,578	45-11	68,296,458	5-60	81,577,448	6-67	100,451,907	83,566,635
583,032,466	44-81	72,062,067	5-30	83,779,963	6-60	100,441,842	84,891,710
563,822,350	44-88	69,062,268	5-34	89,796,621	7-21	100,648,717	85,213,740
562,207,118	44-24	69,413,818	5-47	87,034,175	6-85	100,892,791	86,680,229
564,897,551	43-38	77,211,948	5-97	90,202,833	6-93	101,063,306	86,943,135
570,789,833	43-81	73,120,867	5-56	93,273,203	7-09	102,626,456	88,828,064
575,740,636	43-53	71,100,723	5-43	94,334,041	7-12	103,711,960	89,324,728
577,591,043	43-02	78,887,610	5-87	99,768,830	7-42	104,392,280	90,181,949
580,451,043	42-44	73,483,197	5-32	107,403,361	7-78	106,163,949	93,418,824
588,942,142	42-49	73,264,439	5-28	111,943,680	8-06	107,472,358	93,699,232
601,068,932	42-51	80,600,925	5-80	110,209,196	7-94	107,594,604	96,868,124
596,847,174	43-76	77,049,762	6-65	101,466,102	7-44	109,418,334	98,101,565
600,234,128	43-36	81,397,699	6-88	83,223,141	6-74	110,448,244	98,721,662
606,044,932	42-80	84,737,024	5-99	97,633,360	6-90	111,172,899	99,234,481
613,370,348	43-76	85,679,238	5-93	101,857,760	7-08	112,038,900	100,638,290
623,294,341	42-40	77,874,640	5-27	100,357,161	6-82	112,389,939	100,876,848
631,317,687	42-33	82,067,093	5-51	103,296,602	6-94	112,688,637	101,031,186
640,602,343	42-40	77,656,867	5-20	106,188,187	7-04	113,410,732	101,735,489
643,063,646	42-84	78,147,666	5-22	104,399,647	6-95	114,068,625	102,761,441
640,596,662	42-46	81,983,710	5-41	106,375,414	7-08	115,694,638	104,301,411
646,097,828	42-11	78,518,407	5-16	113,580,301	7-46	114,134,182	101,639,396
633,810,103	41-82	81,338,648	5-36	119,856,647	7-90	114,514,475	106,214,472
637,611,340	41-46	87,060,132	5-71	120,035,377	7-86	114,813,914	106,840,607

STATEMENT showing Total Liabilities to the Public, Demand Deposits, Notice Deposits, with Percentage of same as to assets, also Capital paid-up and

TABLE No. 33—*Con.*

Month.	Liabilities.		Deposits (Canada.)		Deposits Payable on Demand in Canada.	
	Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Percentage of Resources.
1913.						
	\$		\$		\$	
January.....	1,247,586,414	83 98	893,519,020	66 61	354,518,964	23 87
February.....	1,232,269,981	83 95	980,129,348	65 71	349,661,630	23 43
March.....	1,272,238,689	84 90	988,191,367	65 24	357,756,653	23 63
April.....	1,285,071,059	84 15	996,600,282	65 11	365,346,005	23 87
May.....	1,281,729,097	84 22	994,916,245	65 37	364,159,642	23 90
June.....	1,280,170,221	84 14	985,698,397	64 79	366,769,128	23 82
July.....	1,278,297,267	83 92	977,932,684	64 32	366,585,196	23 46
August.....	1,279,611,609	83 77	977,351,772	64 03	368,737,923	23 47
September.....	1,300,718,560	84 08	1,062,987,058	64 63	381,721,626	24 66
October.....	1,328,497,371	84 31	1,011,367,714	64 19	389,466,607	24 75
November.....	1,330,626,282	84 60	1,010,289,196	61 23	394,198,046	24 44
December.....	1,308,764,866	84 36	1,066,097,835	64 88	381,576,609	24 60
1914.						
January.....	1,285,440,660	83 72	974,947,294	65 02	399,811,399	22 63
February.....	1,289,216,072	83 93	978,448,725	63 65	337,516,636	21 97
March.....	1,299,017,696	83 99	1,017,734,246	64 06	348,600,642	22 33
April.....	1,311,668,638	84 19	1,004,193,213	64 46	350,518,993	22 61
May.....	1,301,012,035	84 15	1,004,694,241	65 06	346,748,488	22 10
June.....	1,330,488,767	84 45	1,018,656,459	64 66	335,006,229	22 11
July.....	1,323,252,482	84 31	1,018,068,176	64 96	346,854,051	22 62
August.....	1,317,169,146	84 10	998,383,669	63 75	338,984,418	21 04
September.....	1,328,256,074	84 17	1,066,685,707	63 79	348,284,206	22 62
October.....	1,328,834,020	84 21	1,068,639,512	63 91	343,732,829	22 10
November.....	1,329,307,466	84 42	1,016,879,006	64 12	360,884,103	22 47
December.....	1,314,646,264	84 61	1,012,739,990	63 10	349,069,963	22 43
1915.						
January.....	1,278,492,620	84 63	996,877,212	65 12	329,916,730	21 67
February.....	1,281,079,445	84 00	1,002,603,792	65 73	331,416,179	21 72
March.....	1,310,893,637	84 15	1,016,390,076	65 16	339,614,286	21 96
April.....	1,337,638,642	84 49	1,033,401,021	66 06	347,325,937	22 21
May.....	1,327,453,565	84 61	1,039,237,406	66 24	347,316,119	22 14
June.....	1,333,498,402	84 63	1,032,813,783	65 60	349,087,331	21 88
July.....	1,316,311,603	84 44	1,032,631,934	66 24	354,022,174	21 67
August.....	1,340,101,608	84 63	1,026,602,800	64 75	340,860,216	21 88
September.....	1,369,363,911	84 72	1,062,635,131	65 12	350,416,290	22 26
October.....	1,413,362,832	85 28	1,093,379,048	65 98	392,012,193	23 68
November.....	1,463,200,923	85 98	1,120,954,487	65 83	406,735,171	23 69
December.....	1,490,263,696	86 26	1,144,680,651	65 86	423,690,384	24 29

Compiled from the return made to the Minister of Finance.

SESSIONAL PAPER No. 16b

Total Deposits in Canada, Deposits Elsewhere than in Canada, Notes in Circulation, amount of Rest or Reserved Fund, 1909 to 1915—Continued.

Deposits Payable on Notice in Canada.		Deposits elsewhere than in Canada.		Notes in Circulation.		Capital Paid Up.	Amount of Rest or Reserve Fund.
Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Percentage of Resources.	Total.	Total.
\$		\$		\$		\$	\$
635,004,066	42 74	83,284,404	5 61	109,777,660	7 39	115,327,032	107,260,548
630,467,518	42 28	91,868,886	6 15	101,211,345	6 79	115,829,316	107,514,405
630,434,708	41 61	97,569,303	6 45	107,625,837	7 11	116,516,456	107,933,491
631,160,286	41 24	103,923,361	6 80	105,954,440	6 94	113,709,211	108,414,337
630,755,603	41 47	97,933,216	6 44	104,967,124	6 90	115,959,433	108,641,230
622,428,965	40 97	104,285,782	6 86	108,122,567	7 12	115,191,087	108,733,561
621,847,588	40 56	89,600,194	5 70	108,178,424	7 13	115,550,153	108,933,833
619,032,847	40 16	97,003,606	6 36	109,433,210	7 18	116,818,261	109,194,211
621,219,683	39 97	95,941,227	6 17	114,032,183	7 34	116,981,209	109,358,445
621,511,207	39 44	100,822,180	6 41	124,201,527	7 89	117,311,476	109,624,776
623,803,159	39 79	107,323,046	6 82	126,880,630	8 06	117,674,123	111,850,663
624,692,320	40 28	103,403,083	6 67	122,235,156	7 88	114,809,297	112,118,019
635,135,935	42 34	93,342,345	6 36	111,134,172	7 41	114,936,258	112,401,141
640,927,130	41 63	119,535,549	7 79	99,862,232	6 49	115,084,818	112,679,074
646,143,604	41 72	114,633,736	7 41	100,601,004	6 51	115,133,697	112,765,550
653,679,223	41 93	113,403,809	7 35	103,303,092	6 64	115,173,635	113,267,200
663,945,753	42 96	95,392,439	6 16	99,891,163	6 46	113,783,483	113,546,113
663,650,239	42 12	103,051,603	6 54	101,180,667	6 42	114,811,775	113,368,898
671,314,123	42 85	93,873,092	6 11	103,234,177	6 53	114,833,877	113,382,911
659,339,151	42 13	93,754,821	6 12	116,304,287	7 46	114,843,682	113,388,761
658,401,501	41 75	100,981,664	6 40	124,618,121	7 50	114,837,227	113,392,374
659,806,732	41 81	90,866,494	5 76	128,431,315	7 93	113,902,750	113,165,307
663,994,832	42 65	91,278,493	5 84	124,620,870	7 67	113,916,913	113,070,829
663,830,037	42 62	98,901,413	6 36	117,134,686			
663,960,482	43 85	91,807,007	6 04	107,476,332	7 06	113,975,638	113,227,651
671,088,613	44 01	82,022,684	6 04	99,037,728	6 49	113,976,736	113,227,654
676,875,790	44 78	97,737,998	6 32	100,764,684	6 52	113,978,472	113,227,654
686,075,121	44 85	96,210,390	6 69	103,842,430	6 64	113,980,036	113,227,654
691,891,287	44 07	95,912,047	6 18	102,072,374	6 51	113,982,633	113,060,934
683,761,432	43 42	112,242,501	7 13	103,168,744	6 85	113,984,389	113,060,938
691,731,719	44 37	98,762,226	6 33	104,166,335	6 69	113,984,747	113,060,938
692,580,626	43 63	128,109,996	8 05	102,866,674	6 49	113,984,670	113,061,008
693,339,851	42 67	128,271,771	7 94	108,917,398	7 44	113,986,106	114,753,333
701,330,850	42 30	111,236,345	6 71	123,204,784	7 66	113,987,276	112,718,173
714,210,285	41 96	132,029,108	7 76	130,400,238	7 61	113,987,577	112,457,333
720,990,267	41 47	124,650,183	7 75	132,680,244			

EASTERN and Western Bank Clearings with totals. Monthly, 1909-1914.

TABLE NO. 39.

Month.	Eastern.	Western.	Total.
1909.			
January	239,606,342	81,512,373	331,118,715
February	259,753,662	71,093,126	330,852,488
March	283,951,900	86,340,911	376,292,871
April	283,443,439	90,427,717	383,871,156
May	306,968,662	92,715,973	402,674,637
June	343,319,204	90,535,251	433,854,458
July	349,626,140	93,178,175	441,804,315
August	293,763,606	90,243,686	389,007,142
September	307,399,643	108,274,490	415,674,003
October	373,277,342	163,471,420	636,748,769
November	391,646,831	179,143,595	670,690,426
December	394,266,656	168,099,724	652,366,380
Total	8,910,913,287	1,294,042,063	10,204,956,353
1910.			
January	363,658,646	124,627,291	488,285,937
February	393,515,224	104,532,814	498,048,038
March	352,281,034	121,929,385	474,210,419
April	352,753,090	139,424,815	492,177,936
May	340,891,682	137,214,852	478,106,531
June	399,519,902	110,642,031	601,161,933
July	383,619,367	161,488,623	537,107,890
August	343,372,814	143,241,669	486,614,283
September	357,222,421	152,102,127	509,324,548
October	382,823,041	182,068,334	665,496,975
November	407,158,793	222,253,039	629,413,832
December	392,106,004	192,497,259	684,603,263
Total	4,342,017,418	1,812,664,169	6,154,681,587
1911.			
January	377,573,874	155,686,098	533,260,472
February	337,572,293	140,849,180	478,421,473
March	401,883,033	175,269,849	577,152,882
April	331,001,669	174,698,406	505,688,075
May	437,800,429	203,485,478	643,286,907
June	415,747,319	189,171,071	604,918,420
July	430,725,854	195,428,724	626,154,578
August	401,164,613	197,961,309	599,126,222
September	376,801,639	192,346,146	569,147,575
October	437,369,128	243,114,692	683,483,630
November	501,413,374	238,078,481	790,492,319
December	459,501,575	263,793,226	723,294,801
Total	4,967,494,720	2,433,873,487	7,391,368,207
1912.			
January	454,316,984	230,638,523	684,955,507
February	397,646,030	217,105,784	614,811,314
March	419,131,027	236,277,773	655,408,800
April	466,234,690	248,434,560	714,719,250
May	531,950,089	287,570,552	819,529,634
June	506,752,061	262,767,161	769,519,212
July	500,128,979	265,723,804	806,867,783
August	483,813,807	234,334,262	730,168,069
September	453,089,177	230,699,323	708,096,500
October	462,489,293	316,428,931	878,918,224
November	527,676,001	373,270,401	900,946,403
December	510,259,603	330,006,663	840,266,566
Total	5,889,490,634	3,263,702,130	9,144,198,764

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EASTERN and Western Bank Clearings with totals, Monthly, 1909-1914—Con.

TABLE No. 39—Con

Month.	Eastern.	Western.	Total.
1913.			
January.....	532,463,601	281,901,550	804,365,151
February.....	435,771,053	239,131,746	674,902,814
March.....	442,471,124	231,600,270	674,071,394
April.....	494,439,341	262,239,392	756,678,736
May.....	510,480,620	290,664,322	800,144,942
June.....	480,890,202	237,283,453	747,173,657
July.....	500,919,016	261,749,660	762,668,676
August.....	459,060,464	226,327,698	685,388,162
September.....	484,720,423	236,646,153	741,366,578
October.....	547,317,112	345,327,233	892,644,347
November.....	504,153,163	359,126,147	863,279,309
December.....	531,323,326	317,682,997	849,006,323
Total.....	5,923,039,464	3,329,159,825	9,252,199,289
1914.			
January.....	479,841,159	232,569,837	712,400,996
February.....	482,560,521	175,410,386	607,970,907
March.....	444,783,233	199,793,884	644,577,117
April.....	475,784,670	266,962,437	684,737,107
May.....	484,478,220	230,630,412	715,108,632
June.....	497,919,461	228,777,166	714,696,627
July.....	544,017,293	223,949,051	767,966,344
August.....	402,101,973	181,841,189	583,943,112
September.....	416,466,742	218,224,338	634,691,100
October.....	462,470,392	250,750,783	723,221,180
November.....	418,818,249	238,335,709	657,153,958
December.....	424,219,175	199,450,600	623,674,775
Total.....	5,473,483,088	2,596,700,767	8,070,183,855

Compiled from the Clearing House returns.

**PRECIS INDEX OF HANSARD DEBATES OF THE HOUSE OF COMMONS AND
THE SENATE ON THE GEORGIAN BAY SHIP CANAL, 1902-13.**

HOUSE OF COMMONS, "HANSARD DEBATES."

(Compiled for the Georgian Bay Canal Commission, by Henri Roy, Librarian of the
Department of the Secretary of State.)

1912-13.

Question by Mr. MURPHY.—P. 1154, Dec. 16, 1912.

Bill 45, Mr. WHITE (Renfrew).—P. 1260, Dec. 17, 1912; 2nd reading, p. 1448, Jan. 14, 1913.

Bill 45, Debates on 3rd reading.—The amendment is to increase the bonding power from \$100,000,000 to \$175,000,000, p. 2591, February 3, 1913.

Resolution by E. B. DEVLIN.—P. 2622, Feb. 3, 1913; p. 3074, Feb. 11, 1913; Senate amendments.—P. 3741, Feb. 20, 1913.

1911-12.

Question by Mr. LEMIEUX.—P. 544, Nov. 29, 1911.

Bill 30, Mr. WHITE (Renfrew).—1st reading, p. 795, Dec. 5, 1911; 2nd reading, p. 1122, Jan. 12, 1912; 3rd reading, p. 4699, March 8, 1912.

Questions by Mr. DEVLIN on Government Policy.—P. 3060, Feb. 14, 1912; p. 1970, Jan. 26, 1912; p. 6785, April 1, 1912.

Question by Mr. MURPHY, French River, vote of \$100,000.—See p. 6657, March 29, 1912.

Question by Mr. DEVLIN.—P. 6729, March 30, 1912.

1910-11.

Mr. GERMAN (Welland).—Reads part of a *Globe* article, asks if \$3,000,000 is to be placed in the estimates, p. 2261.

Hon. G. P. GRAHAM.—Would not be disappointed to see both the Georgian Bay and Welland canals started, p. 2261.

Enquiry by G. V. WHITE.—Calls attention to an item in the *Montreal Star* and *Ottawa Citizen*; reads it, p. 2004-5.

Question by Hon. F. D. MONK.—If Americans will be entitled to its use, and answered by Hon. Aylesworth, p. 7804.

1909-10.

Bill 58, Mr. MCGIVERN.—1st reading, p. 1099; 2nd reading, p. 1333; 3rd readings and committee, p. 2258.

Mr. WHITE.—Debates *re* construction, and giving statistics of water development of waterways in Europe, etc., etc.

Mr. WHITE.—Inquiries, p. 6616, *re* Return.

Mr. PUGSLEY.—Laid on table Return to an order dated Feb. 14, 1910; moved by Mr. WHITE, p. 8734.

1909.

Final Report, with plans, estimates of cost, and fifty-six plates.

Statement of Mr. GRAHAM *re* Enlargements of Welland canal, p. 6415.

Inquiries as to government knowledge of a round-robin promulgated by lobbyists for a guarantee of the company's bonds, page 6415.

1907-8.

- Bill 47, Mr. STEWART.—1st reading, p. 591; 2nd reading, p. 1059; committee, pp. 3622, 3704, 4230; 3rd reading, p. 4230.
- GRAHAM, Geo. P.—Reads clause in Bill safeguarding the rights of the Government, p. 3802.
- HAGGART, John.—Provisions for safeguarding the Government, pp. 3803-4. Personnel of the company promoting their charter, p. 3804. Canals built by companies, p. 3805.
- LANCASTER E. A.—Should have full information as to cost of work done by company before granting a renewal of charter, p. 3802. Not sure it would be the best thing in the interest of the country, p. 5239. Splendid system of canals in operation, except in depth and size of locks, p. 5240. Reads a memorandum from the St. Catharines Board of Trade, p. 5241. Not in favour of involving the country in such enormous expenditures, p. 5242.
- LENNON, H.—Inquiries as to the amount expended by company up to the present time, p. 3794.
- MONK, F. D.—A gigantic work; should be no further delay, p. 3794. Sooner or later this work must be undertaken by the Government; p. 3798. Failure of the Government to declare their policy should not interfere with extension of a charter of a private company, p. 3799.
- REID, J. D.—For amount expended, Government should have all necessary information, p. 3798. Deepen Welland canal, p. 3801.
- SPROULE, T. S.—Only partial report presented to Parliament, p. 3794. Too important an undertaking to be in hands of a private corporation. Experience with the Chignecto Ship Canal Company, p. 3795. Not business-like for both the Government and the Company to be doing practically the same work, p. 3799.
- STEWART, R.—Has no further information, p. 3794.
- WRIGHT, A. A. (South Renfrew).—Company and Government schemes entirely different propositions, p. 3795. Canada first in regard to natural waterways. Great canals now under construction, p. 5228. The rapid increase in traffic through canals, p. 5229. Freight through the St. Lawrence, and our sources of freight, but only one grand system of through canals, p. 5231. Fort William 800 miles nearer Liverpool than by the Erie canal, p. 5232. Results of Dr. Haanel's experiments. Process in use at Welland, p. 5233. Quotes Mr. Butler on the Georgian Bay canal. Reads a letter from Mr. Reford, pp. 5234-5-6-7. Résumé of the advantages and benefits of the work, p. 5238. Hope the report will justify the Government in commencing operations at an early day, p. 5239.
- Motion by C. A. McCool.—For copy of all plans and reports in the possession of the Government in connection with the building of the Georgian Bay canal, p. 1941.
- BRABAZON, G. B.—The scheme has been mooted for fifty years, and never any great objection to it, p. 1997. We want the cheapest and shortest waterway, and this we have at our very door, p. 1998. Evidence before the British Chamber of Commerce. Quotes J. F. Hill, p. 1999. The Ottawa valley possesses under wealth. The Ottawa river pre-eminently one of the water-powers, p. 2000. The British Iron Mines, the Calumet Island Calena deposits and the Temiskaming district, p. 2001. Pulpwood alone should furnish an immense quantity of traffic, p. 2002. Nova Scotia coal vessels could ascend this waterway, p. 2003. Hopes to hear a declaration of policy from the Government, p. 2004. Hopes the Government will undertake it in its entirety, and not do it by piecemeal, p. 2005.

- CARON, J. B. T.—The effect of canal transportation on freight rates, p. 2005. Whenever canals have come into competition with railroads they have proved better controllers of rates, p. 2003. The estimates cost a little under \$100,000,000, p. 2007. A comparison of distances. Hon. Mr. Stevens on the New York project, p. 2003. Has shown the Americans are averse to allowing the Canadian Government to build this canal, p. 2009. President Roosevelt's address to the Waterways Commission, p. 2010. Let us approach it as a work for the general advantage of Canada, p. 2011. Canada must have adequate waterways for harbours and commodious terminals, p. 2012.
- DEVLIN, E. B. (Wright).—More done in the last few hours to urge the construction of the canal than since he has been in the House, p. 2012. The Government has done, and will do, more to provide transportation facilities in Canada, p. 2013. It will benefit the whole Dominion because it will facilitate and cheapen the transport of grain, p. 2014. Quotes the report of the Royal Commission on Transportation, p. 2015. The movement of grain and flour in the season of 1906, p. 2016. The question of rail and water rates, p. 2017. Urges the immediate construction of the canal, p. 2018.
- LOGAN, H. J.—The question of transportation goes to the very root of our national life, p. 1992. Sir Wm. Van Horne, Walter Stanley, and Curtis Clarke quoted, p. 1993. A number of reasons why this great work should be undertaken, p. 1994. Would extend to Ontario the chance of using Nova Scotia coal, p. 1995. A comparison of rates, would not have to break bulk, p. 1996. Is in favour of the project if it can be completed for a reasonable amount, p. 1997.
- MCCOOL, C. A.—Importance of proceeding with both the Ottawa and French River waters. Champlain route, p. 1941. History of canal works on the route, p. 1942. Recent surveys by Fraser, Wisner, and the Government. Opinions of eminent men, p. 1943. Quotes the *Globe* and the *Toronto News*, p. 1944. Quotes J. J. Hill. Nature goodness to Canada, p. 1945. Distances on the canal the question of time, p. 1946. Calculations based on a 22-foot waterway, p. 1947. The watershed entirely within Canadian territory, p. 1948. Address of the President of the Grain Produce Exchange of Winnipeg, p. 1949. Settlement of the country as facilities are provided, p. 1950. Quotes Mr. Bosworth before the Railway Commission, p. 1951. The history of the lake trade from Chicago shows a tendency to cheapen the rates, p. 1952. Quotes J. F. Hanrahan at the Memphis Deep Waterways Convention, p. 1953. Jas. E. Walsh on the transportation problem, p. 1954. A very strong argument in favour of this project, p. 1955. Shipments of wheat and receipts in 1906 at Montreal, p. 1956. Increase in railway mileage and equipment since 1903, p. 1957. The building up of the American Northwest very largely the result of water transportation, p. 1958. The immense water-power lying dormant along the route. What they could produce, p. 1959. Electrical smelting, "A Review of Cobalt Shipments," p. 1960. Impetus to mining industries by transportation justifying the development of cheap electrical power, p. 1961. Quotes "Industrial Canada," p. 1911-2-3-4-5. A despatch to the *Globe* from Montreal, p. 1968. This is an additional argument in favour of building this waterway, p. 1967. An appeal to the House to lose no more time in starting this great work, p. 1963. The entire scheme will be ready before the close of the session, p. 1969. Trusts that immediate action will be taken to start this great work, p. 1970.
- WATSON, R. J.—Politics should not be considered in the discussion of this great waterway, p. 1982. The question not one of local but of national import-

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ance, p. 1984. Quotes Alexander Mackenzie and Sir John A. Macdonald p. 1985. J. J. Hill called it the greatest boon from a commercial standpoint that could be conferred, p. 1986. The canal will cheapen the freight on wheat. Trade will see the shortest and cheapest route, p. 1987. The district rich in mineral and forest wealth. The construction an enormous benefit to Canada, p. 1989. If the whole work cannot be undertaken, make a start in the upper end, p. 1989. Description of the route and distance, p. 1990. Not very familiar with the lower end of the country, p. 1991. It is the necessary link to complete the cheapest and nearest possible highway, p. 1992.

WHITE, G. N.—Last year presented some reasons why the great work should be undertaken, p. 1970. Expenditure, revenue, and traffic to Canadian canals, p. 1971-2. Traffic through St. Mary's Falls canal and the Canadian Sault, p. 1973-4. One of the greatest national projects proposed for many years, p. 1975. Some advantages of this route shown by the engineers, p. 1976. The length of the season of navigation, p. 1977. Quotes a letter of Tarte to the Premier on the French River route, p. 1978-9-30. Quotes Laurier on the motion of Thomas Murray in 1903, p. 1980-1. Regrettable such delay has occurred in the preparation of the final report, p. 1982.

PUGSLEY, HON. WM.—Presents a report of estimated expenses prepared by A. St. Laurent, p. 12053.

BERGERON, J. G. II.—Asks that report be printed and copies distributed—large demand, p. 12836.

PUGSLEY, HON. WM.—Will take six weeks to print report, p. 12836-7.

HAGGART, HON. JOHN.—Asks when surveys will be brought down, that French River section come at once, p. 1740.

PUGSLEY, HON. WM.—French River practically complete, p. 1740.

1906-07.

No debates.

1906.

No debates.

Transportation Commission Report, see year 1906, p. 2039.

1905.

No debates.

1904.

No debates.

1903.

Mr. THOS. MURRAY (Pontiac).—Motion for copies of engineers' reports, plans, estimates, etc., survey made on French river and lake Nipissing, p. 1299.

Sir WILFRID LAURIER.—P. 1303.

CHARLTON, JOHN.—P. 1305.

WRIGHT, A. A.—P. 1306.

TARTE, HON. J. I.—P. 1309.

HAGGART, HON. JOHN.—P. 1311.

SPOULE, T. S.—P. 1314.

BELCOURT, N. A.—P. 1318.

MACKIE, THOS.—P. 1321.

TRANSPORTATION FACILITIES (GOVERNMENT POLICY).

Mr. BORDEN.—P. 3432, moved for Committee of Supply.

DEBATES.

Sir WILFRID LAURIER.—P. 3438.

SFROULE, Mr.—P. 3442.

HAGGART, Hon. J.—P. 3444.

TARTE, Hon. J. I.—P. 3451.

HUGHES, Mr. (Victoria).—P. 3456.

CHARLTON, Mr.—P. 3459.

DEPUTY SPEAKER.—Irregularity of debates, pp. 3470, 3499.

CASGRAIN, Mr.—P. 3471.

OLIVER, Mr.—P. 3470.

BICKERDIKE, Mr.—P. 3463.

KEMP, Mr.—P. 3486.

OSLER, Mr.—P. 3490.

PRINGLE, Mr.—P. 3493.

BELL, Mr.—P. 3497.

CLARE, Mr.—P. 3505.

"Transportation."—Port Colborne, p. 3024; St. Lawrence, p. 3365; Northwest Territories, p. 2424.

Policy (*re* Speech from Throne), p. 6404.

1906.

DEBATES ON "ROYAL COMMISSION ON TRANSPORTATION."

(Commission appointed 19th May, 1903. Reported in 1906.)

BENNETT, W. H. (East Simcoe).—Motion. Question has been before the country for past twenty years; is of great importance, p. 2038. Embraces movement of grain from west, quotes receipts of grain at Buffalo by decades from 1846 to 1896. American system of railroading has been successful in promoting trade from west to east, p. 2039. While progressing in matter of railways, the people of Canada have not failed to also emulate the United States in development of rail transportation, p. 2040. There is a great handicap upon Canadian vessels in competing with those owned by Americans, p. 2041. Government have not taken hold of problem in manner which they should; a purely Canadian policy would have been the best policy in interests of Dominion, p. 2042. Canadian Pacific Railway have to-day practically in course of construction a line from Victoria Harbour to Peterborough. Quotes evidence of Sir Thomas Shaughnessy before Railway Commission, p. 2043. Also C. M. Hays, pp. 2044-5. Also opinion expressed by commission as to making a national port of Midland, p. 2045. Canada Atlantic railway was never built as a first-class railway system. Grand Trunk Company propose concentrating business of Grand Trunk Pacific at Midland, p. 2046. If Government owned lake-front property, all railroads could come to Midland and have benefit of conditions prevailing, p. 2047. Means a great deal to Toronto to have national port at Midland, p. 2048. Export grain trade at Montreal has diminished nearly 10,000,000 bushels from years 1901 to 1904, despite expenditure of millions on port. Quotes report of *Ottawa Journal*, April 21 *re* "Wolvin-

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Line," p. 2049. Proper way to carry grain is by largest vessels on Great Lakes, and thus get advantage of water competition with railway system; question is: shall grain go by way of Buffalo or by way of Canada, p. 2050.—Distance from any point west of Great Lakes to Buffalo is a slower and longer running distance than distance to port of Midland; out of vast expenditure each year not a dollar is spent on work that will be available in future development of transportation system, p. 2051. Quotes report of Governor Simcoe made in year 1794 to Lords of Trade, p. 2052. Government should bring down a broad comprehensive plan at earliest possible moment, and concentrate efforts at some point on Georgian Bay; Canada should make grasp for American trade on Great Lakes, p. 2052.

DEVLIN, E. B.—The transportation question is of such vital importance that it demands non-partisan treatment. Canada is today making greater progress than the United States. When the three great transcontinental railways are completed, Canadian trade will demand, as a necessity, additional channels of transportation, p. 3309. Mr. Schell (Glengarry) should have stated all the facts in connection with Georgian Bay canal. Quotes Mr. Sharley's report of the Ottawa and French River Navigation project. Canada has today a guarantee of immense and hitherto unthought of commercial prosperity, which justifies us in expending money on works which will prove a rich asset to the nation, p. 3310. Quotes rates on wheat via the Canadian Pacific railway during 1905 from principal wheat-shipping stations in the West to Fort William; rate by water is much less than that by rail, p. 3311. Quotes number of bushels that went forward from Fort William from 1899 to 1905. Quotes report made to Bureau of Statistics by Mr. Geo. G. Tunell, of Chicago, on Lake Commerce, dated February 3, 1898, p. 3312. Reads a report taken from *Engineering News of New York*, published March 5, 1903, pp. 3313-4. Will excel any country in matter of transportation, p. 3314.

HALL, R. R.—Quotes statement of Transportation Commission on pages 22 and 19 of report, p. 2053. Quotes Hon. R. L. Borden's speech at Peterborough, October 4, 1904, wishes to impress the importance of Trent Canal Waterway System, p. 2054. Quotes Deputy Minister of Railways and Canals, p. 2055. Whole Trent Canal Waterway system is very near completion, p. 2056. Many local advantages which could be derived from construction of canal, county of Peterborough would save, in coal alone, about \$90,000 a year, p. 2057. Midland is the point where grain might be economically brought with view to taking it to the ocean ports, and Trent waterway affords cheap barge transportation between Midland and Montreal, p. 2058. Quotes statement prepared by L. Richards, traffic manager of American Cereal Company, p. 2059. Rates made by Grand Trunk Railway and Canadian Pacific Railway from Midland to Montreal are made to compete as far as possible with carriages of grain from Buffalo to New York, p. 2060. Cost of Trent canal per mile when completed will be about \$47,169. Cost of keeping canal in repair is nothing compared with cost of maintaining and operating a railway line, p. 2061. Compares American freight rates with Canadian, p. 2062. If canal were built the milling industry along Trent canal would be stimulated, and water-powers will be developed, p. 2063. Of utmost importance to Canada that raw material which is produced should as far as possible be sent out to foreign markets in its manufactured state, pp. 2064-5. Rates charged by ocean vessels on flour do not handicap Canadian mills in favour of English mills as much as is supposed, p. 2066. In 1905 there was shipped from Canada only \$5,890,258 worth of flour to Great Britain, Africa, West Indies, Newfoundland, Australia, and different countries of Europe. The Government of the state of New York

are expending upwards \$100,000,000 in improving and deepening the Erie canal, p. 3279. Quotes Canadian freight information furnished by H. W. Richardson, of Kingston, grain dealer; also S. A. Thompson, of Duluth, Minn., furnished to Committee on Rivers and Harbours at Washington on April 11, 1898, pp. 3280-1. "A ship canal through Canadian territory would destroy American supremacy upon the Great Lakes." No canals can be built in the United States to compete with canals which may be constructed on Canadian territory, p. 3282. It is because the Germans have been so thoroughly alive to the importance of canal navigation and the improvement of their waterways that they have been able to make such an excellent showing in the financial and commercial world. There is no investment that this country could make better than to expend a large amount in improvement of waterways, p. 3282. If the United States could stand the enormous drains on her resources of forty-five years ago, we in Canada, who propose to make this century the century of Canada, could well afford to increase the national debt by upwards of \$100,000,000 or \$200,000,000, p. 3284.

HUGHES, S.—Compliments Mr. Hall for facts and figures on transportation. Explains Opposition leader's absence during discussion, p. 3285. Quotes citation from speech of leader of Opposition. Not one Liberal in that whole region was committed to Trent canal prior to 1896, and not one of them has been committed to it for some time, p. 3286. Mr. Hall who ought to know something about route, knew personally so little about construction of work that he had to quote from report of the Deputy Minister in order to place the facts before the House, p. 3287. Endorse the proposition of Mr. Clements (West Kent) for the construction of a waterway to connect lake St. Clair with lake Erie in order to facilitate transport of grain by that route; will endorse any reasonable proposition for development of other waterways, p. 3288.

HYMAN, Hon. CHAS.—Asks Mr. Bennett if he speaks by book when he says that Canadian Pacific Railway have in course of construction a line from Victoria Harbour to Peterborough, p. 2043.

PATERSON, Hon. WM.—Asks distance from Midland to Port Hope, p. 2046.

SCHIELL, J. T. (Glengarry).—The question most concerned in the method of transporting the produce of the western part of the country to the sea-board. The reason of the appointment of the Transportation Commission was to discover by which route our produce could reach tide-water the cheapest, and whether we can take it there cheaper than it can be taken through American ports, p. 3294. Traces development of railroads from 1873. It has taken over twenty years to wear out the old rolling stock, to relay the rails, to build new rolling stock and to put the roads in a position to handle freight so as to compete with the canal system. The St. Lawrence and Erie canals are practically put out of business by railroads, p. 3295. It is a question as to the amount of money we shall spend in developing our water routes as against railroad carriage, p. 3296. Quotes rates on wheat prevalent on certain railroads, p. 3297. Quotes rates on wheat prevalent on lakes. Shall it be the Trent Valley canal or the railways or the Georgian Bay canal that shall carry our produce from Georgian bay to tide-water, p. 3298. Are we going to build the Georgian Bay canal at a cost of from \$100,000,000 to \$120,000,000, p. 3299. If the Government propose to expend that large amount on the Georgian Bay canal, I say, halt! give it as a bonus to the railways until our system is a little better developed. Quotes statement from Trade and Commerce Department dealing with year 1904-5. Exports of wheat from the United States are growing less each year; quotes exports of domestic wheat from the United States through port of New York from

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1902 to 1905. Quotes exports of wheat from all other ports of United States, p. 3300. Quotes amount of foreign wheat exported from the port of New York from 1902 to 1905. We must equip Port Colborne to make it equal to Buffalo. Whenever a small vessel going through the St. Lawrence canal takes its load from the Upper Lakes the freight is costing considerably more than it should if the grain were carried on a large vessel to Port Colborne and then transhipped into vessels of proper size on the Welland canal, p. 3301. Within recent years there have been as much as 10,000,000 bushels of American corn carried out through Canadian ports to Montreal. If the port of Port Colborne elevators are properly constructed and Montreal Harbour properly equipped, that will be the largest corn-carrying route this continent has seen, p. 3302. We ought not to build the Georgian Bay canal; good railway rates more effective and more important p. 3303. Believes the Grand Trunk Pacific will carry grain all through the winter and deliver it at a profitable rate at the port of St. John. Hopes Halifax in the not distant future will be port for Northwest; has not a word to say against building of Trent Valley canal, p. 3304. Rail carriage has to-day entirely superseded any canal traffic that there is on the continent of America. Comparison of Canadian railways and canals with German railways and canals is absurd. In this country and in the United States, scientific minds have devoted themselves in lowering the freight rates on railways, p. 3305. With heavier equipment on railways, present rates will be cut nearly in two; railroad authorities state that difference between cost of hauling on a 1 per cent grade or three-ten or four-ten per cent grade is equal to forty per cent. This country would not be warranted in building Georgian Bay canal because of what lies in the future, p. 3306. Jim Hill wants canal because it will benefit Jim Hill, p. 3307. The more prosperous the West is, and the cheaper the western farmers can get their products to the markets of the world, the more prosperous and progressive will be the commercial life of Canada generally, p. 3308.

WATSON, R. J. (Parry Sound).—There should be no arguments at all on question of transportation, p. 3288. Depot Harbour is one of the best harbours on Georgian bay, and the railway line going out of Depot Harbour is not sufficient to afford accommodation necessary for a large grain traffic. Does not think House ought to adopt report of Transportation Commission in its entirety, p. 3289. Quotes twelve ports chosen by commission as national ports. Points out some details of programme recommended by Transportation Commission. Would accomplish purpose of House much better to consider question in a smaller committee, p. 3290. The relative failure of the St. Lawrence canal route is due to the fact that the ocean terminus of that route—Montreal harbour—has never been adapted to handle a large traffic coming to it from the Upper Lakes. Is it not a fact that during the summer a large quantity of freight destined for Europe passes through Montreal and reaches its destination by way of Boston and Portland, p. 3291. The Transportation Commission has virtually submitted for the consideration of the Government (4) four Canadian routes by which the products of the West can reach ocean navigation, p. 3292. The Government deserves great credit for the steps they have taken in having a complete and thorough survey made for the great project of the Georgian Bay canal; refers to the three great railways of Canada, p. 3293.

1902.

Transportation facilities in Committee of Supply, p. 579.
 Pointe au Baril route in Committee of Supply, p. 4640.

Fish Hatcheries in Committee of Supply, p. 4959.
Georgian Bay surveys, etc., Committee of Supply, p. 4298.

1901 and 1900.

No debates.

THE SENATE "DEBATES."

1900, 1901, 1902.

No Debates.

1903.

LANDRY, HON.—Inquiry, p. 234.

SCOTT, HON.—Answer, p. 234. New Dominion Syndicate of London, Eng., for Government aid at a depth of 14 feet. Government guarantee interest of 2½ per cent on \$25,000,000 of the company's bonds for twenty-five years.

1904.

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1905.

Re Survey, p. 19. No Debates.

1906.

No Debates.

1906-07.

Georgian Bay Exploration Commission Report of Inquiry, Mr. Bernier, p. 597.
Reply, Mr. Scott, p. 598.

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Hon. Mr. CASGRAIN.—Motion *re* importance to Canada of the early construction of the Georgian Bay canal, p. 247.

Hon. Mr. BELCOURT.—P. 430.

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Hon. Mr. CLORAN.—P. 819.

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Hon. Mr. BEIQUÉ.—P. 869.

Hon. Mr. DEBOUCHERVILLE.—P. 870.

Hon. Mr. CASGRAIN.—P. 871.

1909.

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