

## C A N A D A

DEPARTMENT OF TRADE AND COMMERCE DOMINION BUREAU OF STATISTICS

AGRICULTURAL BRANCH

|Recond for Western lnapection Division supplied by Board ot Crain Commisatonere for Canada!

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OTTAWA

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1941
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Price $\$ 2$ a year

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Dominion Statistician:
Chief, Agricultural Branch:
Statistician:
R. H. Coats, LL.D., F.R.S.C.
C. F. Wilson, Ph.D.
W. Dougan

## WHELT STOCKS IN STORE

Canadian what in store for the week ending March 14, 1941 increased 993,406 bushels as compared with the previous week and increased $171,114,211$ bushels when compared with the corresponding week in 1940. The amount in store was reported as $486,395,125$ bushels compared with $485,401,719$ bushels for the previous week and $315,280,914$ bushels for the week of March 15, 1940. The stocks of $486,395,125$ bushols include $7,651,967$ bushels of Durum wheat.

## 

The wheat stocks in elevators in Canada for the week ending March 14, 1941 were $440,656,933$ bushels compared with $439,285,651$ bushels for the previous week and 289,599,950 bushels for the corresponding week last year.

Stocks of wheat in Canadian elevators were locatod as follows: Western Country Elevators 244,400,000; Interior Terminals 26,053,118; Vancouver-New Westminster 18,298,379; Victoria 924,640; Prince Rupert 1,208,162; Churchill 2,617,396; Fort William and Port Arthur 90,032,714; Eastern Elevators Lake Ports 26,214,615 and Eastern Elevators Seaboard Ports $19,454,382$ bushels.

Decreases were shown at Western Country Elevators of 285,000; Intorior Terminals 36,907; Prince Rupert 17; Eastern Elevators Lake Ports 4,253,977; and Eastern Elevators Seaboard Ports 357,999 bushels, while increases were noted at Vancouver-New Westminster of 125,297; Victoria 21,362 and Fort William and Port Arthur 453,703 bushels.

For the week ending March 14, 1941 the amount of what in transit by rail was $11,453,527$ bushels compared with $7,967,853$ bushols for the corresponding period in 1940 .

Stocks of Ontario grain: According to the Eastern Elevators, the following quantities of Ontario wheat, oats, barley, buckwhat and corn are in the undermentioned ports: (in bushels)

Goderich Elevator \& Transit
Sarnia Elevator Company
Port Colborne Maple Leaf
Toronto Elevators
Kingst on J.R.
Prescott
Montreal, National Harbour Board
Montreal, Dom. Elevator Company
Saint John, C.N.R.
TOTAL

| Wheat | Oats |  | Barley |  | Buckwheat |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Corn |  |  |  |  |  |
| 15,700 | - |  | - |  | - | - |
| 10,354 | - |  | 328 |  | - | - |
| 54,396 | - | - |  | 4,406 | 41,694 |  |
| 175,389 | 450 | - |  | 1,694 | 69,364 |  |
| - | - | - | - | 60,350 |  |  |
| - | - | - | - | 26,511 |  |  |
| - | - | 7 | - | 14,995 |  |  |
| - | - | - | - | 9,885 |  |  |
| - | - | - | - | 12,410 |  |  |
| 255,839 | 450 | 335 | 6,100 | 235,209 |  |  |

## CANADIAN WHEAT IN THE UNITED STATES

Canadian wheat in the United States amounted to $45,738,192$ bushels, a decrease of 377. 876 bushels from the previous week when $46,116,068$ bushels were reported. This Canadian wheat was located at the following ports: Duluth 15,652,571; Erio 1,545,000; Buffalo 7,980,000; Ogdensburg 384,315; Albany 8,307,000; New York 2,664,000; New York Afloat 255,000; Boston 1,660,517; Portland 1,206,694; Philadelphia 633,771; Baltimore 1,406,533 and In Transit U.S.i. 4,042,791 bushols。

Decreases were shown at Erie of 89,000; Buffalo 1,292,000; Buffalo Afloat 448,000; New York 46,000; New York Afloat 134,000 and Philadelphia 92,661 bushels, while increases were noted at Duluth of 286,233; Boston 41,695 ; Portland 157,460 and In Transit U.S.A. 1,238,397 bushels.

For the same weok a year ago the Canadian wheat in the United States amounted to 25,680,964 bushels distributed as follows: Duluth 2,731,877; Erie 422,000; Erie Afloat 637,347; Buffalo 2,394,000; Buffalo Aflat 1,176,000; ilbany 7,598,000; New York 755,000; Boston 1,350,000; Portland 890,740; Philadolphia 1,955,000 and Baltimore 5,771,000 bushols.

During the week ending Miarch 14, 1941 the export clearances overseas of Canadian wheat amounted to $3,597,699$ bushels. This oompared with $5,426,124$ bushels for the corresponding week in 1940. The accumulated total for the period from August 1, 1940 to March 14, 1941 was 73,475 y 288 bushels compared with $93,882,093$ bushels a year ago.

## PRIMARY ICCVEMENT

Wheat receipts in the Prairie P:ovinces for the week ending March 14, 1941 amounted to $4,875,142$ bushels an inorease of $1,990,462$ bushels over the revised figures of the previous week when 2, 381,680 bushels were marketed. During the correspond ng week a year ago the receipts were 1,952,129 bushels. By provincas the recoipts for the week ending March 14, 1941 were as follows, figures within brackets being those for 1940: Manitoba 599,739 (141,804); Saskatchewan 2,267,275 (1,053,058) Alberta $2,008,128(757,267)$ bushols.

Marketings in three Prairie Provinces for the thirty-two weeks from August 1, 1940 to March 14: 1941 as compared with the same period in 1940 were as follows, figures within brackets being those for 1940: Manitoba 43,254,945 (50,122,004); Saskatchewan 173,723,731 (210,017,198); Alberta 113,474,055 (116,605,693) bushels. For the thirty-two weoks ending March 14, 1941 and the tame pariod in 1340, 330,452,731 and $376,744,895$ bushels were roveived from tho farns.

Stocks in Store at the Head of the lakes compared with the samo week last yoar were as follows: (in bushels)

| Week onding March 14, 1941 | Weok anding <br> March 15, 1940 | Incroase Deoraase |
| :---: | :---: | :---: |
| 90,032,714 | 78,658,090 | + 11, 374, 624 |
| 1,429,193 | 2,397,688 | 948, 95 |
| 682,692 | 1,306,247 | 623,555 |
| 1,649,935 | 1,146,471 | 503, 64 |
| 390,807 | 279,170 | 111,637 |

The recoipts (including transfers) at the Hoad of the Lakes for the week ending March lit, 1941 with comparative figures for the same weok last year were as follows:

|  | Weok ending Maroh 14, 1941 | Week ending March 15, 1940 | + | Increase <br> Decrease |
| :---: | :---: | :---: | :---: | :---: |
| Wheat | 607,629 | 691,142 | - | 83,513 |
| Oats | 236,801 | 290,635 | - | 53,834 |
| Barloy | 113,351 | 165,881 | - | 52,530 |
| Rye | 26,884 | 28,100 | - | 1,216 |
| Flaxseed | 17,301 | 2,052 | + | 15,249 |

Preliminary figures showing receipts and shipments at tho Head of the Lakes for the period August 1, 1940 to March 12, 1941 compared with the same period last year:

|  | FORT WILLIMM AND PORT ARTHUR |  |
| :--- | ---: | ---: |
|  | Receipts | Shipments |
| Wheat | $96,678,649$ | $90,019,608$ |
| Oats | $12,737,644$ | $13,057,098$ |
| Barley | $8,260,746$ | $8,377,200$ |
| Rye | $2,707,852$ | $1,422,675$ |
| Flaxseed | $1,536,460$ | $1,352,011$ |
| TomaL | $121,921,351$ | $114,228,592$ |
| Same period last year | $232,021,003$ | $172,578,919$ |
| Decrease | $-110,099,652$ | $-58,350,327$ |

Stocks in Store in the Western Division compared with the samo week last year were as follows:

|  | Weok ending <br> March 1f, 1941 | Week ending March 15, 1940 | $\begin{aligned} & \text { + Increase } \\ & +\quad \text { Decrease } \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| Wheat | 383,534,409 | 241,573,833 | +141,960,576 |
| Orts | 4, 258,049 | 8,967,850 | - 5,709,801 |
| Barley | 4,165,41' | 6,908,8:7 | - 2,743,433 |
| Rye | 2,16is, 664 | 2,616,751 | 452,087 |
| Flaxseed | 770.808 | 657,268 | + 113,540 |

Platform Loadings shown by Prairie provinces for the weok ending March lis, lakl were as follows:

|  | WHEAT <br> (except Durum) | DURUM <br> WHEST | OATS | BARLEY | RYE | $\begin{aligned} & \text { FLAX- } \\ & \text { SEFD } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Manitoba | 3,700 | $1,6.50$ | - | 26,986 | - | - |
| Saskat chewen | 4.427 | - | 6,590 | 1,600 | - | - |
| Alberta | 21,289 | - | 68,809 | 39,525 | - | - |
| TOTAL | 29,416 | 1,640 | 75,399 | 68,111 | - | - |

EASTERN ELEVATORS: United States grain and soya bean stocks were 1,598,322 bushels lower than at a comparable date last year. Decreases were noted in whect of 682,720; oats 123,166; barley 2,922; rye $23 ; \operatorname{corn} 813,860$ and soya boans 75,631 bushels.

Number of cars inspected in the Western Division for the week ending March 7, 1941 with comparison for the previous yoar were as follows:

|  | Week ending March 7, 1941 | Week ending March 7, 1940 |  | ncrease |
| :---: | :---: | :---: | :---: | :---: |
| Wheat | 989 | 1,019 | - | 30 |
| Oats | 269 | 289 | - | 20 |
| Barley | 165 | 244 | - | 79 |
| Rye | 16 | 30 | - | 14 |
| Flaxseed | 14 | 4 | + | 10 |
| Mixed Grain | 4 | - | + | 4 |
| Corn | 17 | 6 | + | 11 |
| Screenings | 7 | 1 | $+$ | 6 |
| TOTAL | 1,431 | 1,593 | - | 112 |

The number of bushels of grain shippod direct from the Western to the Eastern Canadion and United States points over the C.P.R. and C.N.R. for the week ending March 14 , 1941:
$\frac{\text { WEEK ENDING MARCH 14, } 1941}{\text { Wheat Oats Barley Flax Corn }} \frac{\text { PBRIOD ENDING AUG. 1, } 1940 \text { TO MLR. 14, } 1941}{\text { Wheat Oats Barloy Flax Corn }}$

Via C.P.R. Via C. N.R. NOT REPORTED

TOTAL

Duluth: Reaeipts of Canadian bonded grain at Duluth by rail for the week ending March 8 and March 15, 1941 amounted to wheat 601,105 and 286,233 bushels respectively. For the period August 1, 1940 to date rail recoipts amounted to wheat $15,660,850$, barley 119,692 and lake receipts of barley 271,301 bushels.

Rail Shipments of barley for the week ending March 8, 1941 were 10,000 bushels and for the weok ending March 15, 1941 were nil. For the period August 1, 1940 to date lake shipments amounted to wheat $2,729,725$ bushels and rail shipments of wheat 6,725 and barley 169,692 bushels.

STOCKS OF GRIIN IN DIFFARENT ELEVATORS DURI NG THE WEEK ENDI ITG MRCH 1\%, 1941

|  | WHELT ceopt Durum) | $\begin{aligned} & \text { DURUNII } \\ & \text { WHEAT } \end{aligned}$ | Oits | BARLEY | RYE | $\begin{aligned} & \text { FLAX- } \\ & \text { SEED } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | B $u$ | $s \quad h$ | - | 1 |  |
| Western Country Elevators | 241320000 | 3080000 | 1950000 | 1275000 | 440000 | 290000 |
| Interior Private \& Mill Elevs. | 7790000 | 43000 | 783000 | 2156000 | 74000 | 88000 |
| Interior Pub. \& Semi-Pub. Terms. | 18220118 | - | 35836 | 5396 | 228 | 2001 |
| Vancouver-New Westminster | 18298379 | - | 40020 | 46326 | 501 | - |
| Victoria | 924640 | - | - | - | - | - |
| Prince Rupert | 1208162 | - | - | - | - | - |
| Churchill | 2617396 | - | - | - | - | - |
| Fort William and Port Arthur | 88651134 | 1381580 | 1449193 | 682692 | 1649935 | 390807 |
| In Transit Rail | 11453527 | - | 1381854 | 633630 | 71524 | 41432 |
| Eastern Elevators - Lake Ports | 25951734 | 262881 | 823225 | 186689 | 198955 | 136 |
| Eastern Elevs. - St. Lawrence Ports | s 17083798 | 1166157 | 54.403 | 243486 | 91480 | 53202 |
| Eastern Elevs. Seaboard Ports | 1173726 | 30701 | - | - | - | - |
| U.S. Lake Ports | 25561886 | - | 238000 | 72205 | 2081495 | - |
| U.S. Atlantio Seaboard Ports | 14445867 | 1687648 | - | 309000 | 1340870 | - |
| In Transit U.S.A. | 4042791 | - | - | 55000 | - | - |
| toral | 478743158 | 7651967 | 6755531 | 5665324 | 5948988 | 865578 |
| Previous week | 477421182 | 7980537 | 6580279 | 5335189 | 5977391 | 874699 |
| Same week previous year | 303934812 | 11346102 | 12600284 | 9799885 | 3796061 | 668178 |

QUALITY OF SCREENINGS RECEIVED, SHIPPED AND IN STORE AT THE UNDERMENTIONED ELEVATORS WEEK ENDING MiRCH 14, 1941

|  | Amount in Store <br> Maroh 7, 1941 |  | hmount Received by rail |  | Imount <br> Shipped |  | Amount in Store March 14, 1941 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Tons | $\underline{L b}$. | Tons | $\underline{\mathrm{Lb}}$ 。 | Tons | $\underline{L b}$. | Tons | $\underline{\mathrm{Lb}}$ 。 |
| Owen Sound | 764 | 1,000 | - | - | 150 | 1,000 | 614 | - |
| Montreal, Dom, Elev. Co. | 218 | 1,740 | - | - | 24 | - | 194 | 1,740 |
| TOTAL | 983 | 740 | - | - | 174 | 1,000 | 808 | 1,740 |

CANADIAN GRAIN IN STOR - MARCH 14, 1941


WISTERN COUNTRY ELEVATORS

| Manitoba | 29350000 | 2145000 | 262000 | 450000 | 92000 | 40000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saskat chewen | 132430000 | 935000 | 640000 | 340000 | 269000 | 201000 |
| Alberta. | 79490000 | - | 1050000 | 485000 | 79000 | 49000 |
| TOTAL IESTERN COUNTRY ELEVATORS | 241320000 | 3080000 | 1950000 | 1275000 | 440000 | 290000 |
| INTERIOR PRIVATE \& MIIJ, | 7790000 | 43000 | 783000 | 2156000 | 74000 | 88000 |
| INTERIOR PUBLIC \& SEMI-PUBLIC | 18220118 | - | 35836 | 5396 | 228 | 2001 |
| VANC OTVER-NEW WESTMINSTER | 18298379 | - | 40020 | 46326 | 501 | - |
| VICTORIA | 924640 | - | - | - | - | - |
| PRINCE RUPERT | 1208162 | - | - | - | - | - |
| CHURCHILL | 2617396 | - | $\pm$ | - | - | - |
| Semi-Public Terminals Private Terminals Winter Storage Afloat | $\begin{array}{r} 85828945 \\ 1866 \\ 2820323 \end{array}$ | 1381580 | $\begin{array}{r} 1398679 \\ 50514 \end{array}$ | $\begin{array}{r} 675988 \\ 6704 \end{array}$ | 1649935 | 390807 |
| TOTAL FT. WM. \& PT. ARTHUR | 88651134 | 1381580 | 1449193 | 682692 | 1649935 | 390807 |
| IN TRANSIT RAIL | 11453527 | - | 1381854 | 633530 | 71524 | 41432 |

## EASTERN ELEVATORS

| Depot Harbour | 139673 | - | - | - | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Port McNicoll | 165673 | - | - | - | 72402 | - |
| Port MoNicoll Afloat | 242000 | - | - | - | - | - |
| Midland | 2467219 | 10000 | 86986 | 28686 | - | - |
| Midland Afloat | 502843 | - | - | - | - | - |
| Midland, Simcoe | 582521 | - | 360267 | 29763 | - | - |
| Collingwood | 1007854 | - | 99891 | - | 28670 | - |
| Collingwood Afloat | 516918 | - | - | - | - | - |
| Owen sound | 424083 | - | 55903 | 49009 | - | - |
| Owen Sound Afloat | 1344052 | - | - | - | - | - |
| Goderich Elevator \& Transit | 612686 | 6581 | 60985 | 8326 | 25240 | - |
| Goderich W.C.F.M. | 250880 | - | 4000 | - | - | - |
| Sarnia | 1917290 | - | - | 1578 | - | - |
| Sarnia Afloat | 384269 | 70000 | - | - | - | - |
| Port Colborne, D. G. | 1943681 | 3961 | - | - | - | - |
| Port Colborne, M.I. | 855222 | 1218 | 40827 | 12218 | 13148 | - |
| Port Colborne, M.I. Aflcat | 1276918 | - | - | - | - | - |
| Humberstione, R.H. Flour | 1090172 | 33341 | - | - | - | - |
| Humberstone, R.H. Flour Mills Afloat | 100000 | - | - | - | - | - |
| Toronto | 2033857 | 42020 | 114366 | 13179 | 59495 | 136 |
| Toronto Afloat | 48534 | - | - | - | - | - |
| Peterborough, J.R. | 203500 | - | - | - | - | - |
| Kingston, J.R. | 6781 | 15481 | - | 32910 | - | - |
| Kingston Elevator CO. | 2149800 | 1235 | - | 1250 | - | - |
| Kingston Elevator CO. Afloat | 1067932 | - | - | - | - | - |
| Prescott | 3695094 | 79044 | - | 9770 | - | - |
| Prescott Afloat | 922282 | - | - | - | - | - |
| TOTAL EAST. ELEVS. LAKE PORTS | 25951734 | 262881 | 823225 | 186689 | 198955 | 136 |

CANADIAN GRAIN IN STORE - MARCH 14, 1941

| (except Dur um $)$ |
| :--- |

Grades of Canadian Grain in Store at Public, Semi-Public and Private (Head of the Lakes), Interior, Public and Semi-Public, Pacific Ports and Eastern Elevators for the week ending March 14, 1941

|  | Ft. William \& Pt. Arthur Semi-Public and Private | Interior Public \& Somi-Public Terminals | Pacific <br> Port <br> Elevators | Eastern <br> Elevators <br> Lake <br> Ports | Eastern <br> Elevators <br> Seaboard <br> Ports | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| WHEIT |  |  | b u | $s h e l$ | 8 |  |
| No. 1 Hard | 1,225,556 | 79,238 | 101,898 | 1,006,787 | 626,792 | 3,040,271 |
| No. 1 Northern | 66,407,047 | 15,293,789 | 10,493,176 | 21,593,873 | 15,398,256 | 229,186,141 |
| No. 2 Northern | 11,720:685 | 475,967 | 5,620,013 | 2,165,308 | 1,025,604 | 21,007,577 |
| No. 3 Northern | 3,705,768 | 149,120 | 618,526 | 340,418 | 155,150 | 4,968,982 |
| No. 4 Northern | 670,693 | 97,029 | 126,367 | 119,471 | 106,378 | 1,119,938 |
| No. 4 Special | 1,035 | - | - | 36,350 | - | 37,385 |
| No. 5 Wheat | 350,230 | 7,742 | 99,588 | 79,482 | 28,808 | 565,850 |
| No. 6 Wheat | 19,338 | - | 1,990 | 17,180 | - | 38,508 |
| Feed | 2,914 | - | 1,369 | - | 82 | 4,365 |
| Other | 3,999,849 | 954,327 | 526,684 | 257,359 | 20,901 | 5,759,120 |
| No. 1 C.W. Garnet | 156,490 | 94, 035 | 1,039,250 | 23,316 | 230,710 | 1,543,801 |
| No. 2 C.W. Garnet | 336,320 | 62,780 | 464,278 | 63 | 497,615 | 1,361,056 |
| No. 3 C.W. Garnet | 55,209 | 3,376 | 129,880 | 20,772 | 54,787 | 264,024 |
| Other Garnet | $\cdots$ | - | - | 35,515 | - | 35,515 |
| No. 1 C . W. Durum | 183,430 | - | - | 72,298 | 113,653 | 369,381 |
| No. 2 C.W. Durum | 879,309 | - | - | 140,169 | 1,031,517 | 2,050,995 |
| No. 3 C.W. Durum | 296,644 | - | - | 47,903 | 11,240 | 355,787 |
| No. $4 \mathrm{C} . \mathrm{W}$. Durum | 8,353 | - | - | - | - | 8,353 |
| Other Durum | 13,844 | - | - | 2,511 | 40',449 | 56.804 |
| Ontario | - | - | - | 255,840 | - | 255,840 |
| TOTAL | 90,032,714 | 17,217,403 | 19,223,019 | 26,214,615 | 19,341,942 | 172,029,693 |
| OATS |  |  |  |  |  |  |
| NO. 1 C.W. | 2,491 | - | - | - | - | 2,491 |
| No. $2 \mathrm{C} . \mathrm{W}$ 。 | 667,697 | - | 2,694 | 261,045 | 10,005 | 941,441 |
| Ex. 3 己.W. | 125,970 | - | 6,359 | 38,948 | 1,997 | 173,274 |
| No. $3 \mathrm{C} . \mathrm{W}_{0}$ | 275,478 | - | 6,074 | 71,743 | 20,899 | 374,194 |
| Ex. 1 Feed | 36,800 | - | $4_{2} 779$ | 35,745 | 2 | 76,666 |
| No. 1 Feed | 119,671 | $\stackrel{ }{*}$ | 6,226 | 79.749 | 4,405 | 210,051 |
| No. 2 Feed | 27,190 | - | 2,444 | 88 | 6,506 | 36,228 |
| No. 3 Feed | 5,846 | - | - | $\cdots$ | $\cdots$ | 5,846 |
| Ontario | $\cdots$ | - | - | 450 | - | 450 |
| Other | 188,050 | 24 | 12,104 | 335,457 | 10,589 | 546,224 |
| TOTAL | 1,449,193 | 24 | 40,020 | 823,225 | 54,403 | 2,366,865 |
| BARLEY |  |  |  |  |  |  |
| 2 C.W. 2 Row | 26,026 | - | - | - | - | 26,026 |
| 2 C.W. 6 Row | 200,958 | $\cdots$ | 3,840 | 8.042 | 129,668 | 342,508 |
| 3 C.W. 6 Row | 147.733 | - | , | 64,363 | 60,760 | 272,856 |
| 1 Feed | 61.820 | - | 9,798 | 48.666 | 26,635 | 146,919 |
| 2 Feed | 118,880 | $\cdots$ | 10,192 | 5,903 | 3,939 | 138,914 |
| 3 Feed | 100,402 | - | 9,353 | , | 4,998 | 114,753 |
| Ontario | -a | - |  | 328 | - 7 | 335 |
| Other | 26,873 | - | 13,143 | 59,387 | 17,479 | 116,882 |
| TOTAL | 682,692 | - | 46,326 | 186,689 | 243,486 | 1,159,193 |
| RYE |  |  |  |  |  |  |
| NO. 2 C.W. | 1,490,130 | - | - | 115,551 | 57,917 | 1,663,598 |
| No. 3 C.Wo | 128,897 | - | 501 | 77,490 | 1,000 | 207,888 |
| NO. 4 C.W. | 21,034 | - | - | - | $\cdots$ | 21,034 |
| Ergoty | 783 | - | - | - | - | 783 |
| Other | 9,091 | - | - | 5,914 | 32,563 | 47,568 |
| TOTAL | $1,649.935$ | - | 501 | 198,955 | 91,480 | 1,940,871 |
| FLAXSEED |  |  |  |  |  |  |
| No. 1 C.W. | 328,875 | 2,001 | - | 136 | 37,772 | 368,784 |
| No. $2 \mathrm{C} . \mathrm{W}_{\text {c }}$ | 44.962 | - | - | - | , | 44,962 |
| No. 3 CoW . | 6,746 | - | - | - | - | 6,746 |
| No. 4 C.W. | 879 | - | - | - | - | 879 |
| Other | 9.345 | - | - | - | - | 9,345 |
| TOTAL | 390,807 | 2,001 | - | 136 | 37,772 | 430,716 |

Maroh 14, 1941
bushels

Country Elevators | - | Manitoba |
| ---: | :--- |
|  | Saskatchewan |
|  | Alberta |

Interior Private and Nill
Interior Public and Somi-Public Terminals
Vancouver-New Westminster
Victoria
Prince Rupert
Chuxchill
Fort William and Port Arthur In Transit Rail
Eastern Elevators - Lake Ports
St. Lawrence and Seaboard Ports
U.S. Lake Ports
U.S. Atlantic Seaboard Ports

In Transit U.S.A.
toral

## TOTAL

March 15, 1940

| $\begin{aligned} \text { Country Elevators }- & \text { Manitoba } \\ & \text { Saskatohowan } \\ & \text { Alberta } \end{aligned}$ | $\begin{aligned} & 12,940,000 \\ & 68,555,000 \\ & 38,895,000 \\ & \hline \end{aligned}$ | $\begin{aligned} & 1,681,000 \\ & 4,4.43,000 \\ & 3,515,000 \end{aligned}$ |
| :---: | :---: | :---: |
| TOTAL | 120,390,000 | 9,639,000 |
| Interior Private and Mill | 6,631,000 | 3,740,000 |
| Interior Public and Semi-Public Terminals | 16,007,869 | 165,444 |
| Vancouver-Now Westminster | 15,699,040 | 476,696 |
| Victoria | 567,200 | - |
| Prince Rupert | 1,136,049 | - |
| Churchill | 2,484,585 | - |
| Fort William and Port Arthur | 78,658,090 | 5,129,576 |
| In Transit Rail | 7,967,853 | 1,906,319 |
| Eastern Elevators - Lake Ports | 22,535,306 | 1,577,131 |
| St. Lawrence and Seaboard Ports | 17,522,958 | 1,357,242 |
| U. S. Lake Ports | $7,361,224$ | 1,885,000 |
| U.S. Atlantic Seaboerd Ports | 18,319,740 | 988,000 |
| TOTAL | 315,280,914 | 26,864,408 |

March 17, 1939

Country Elovators | $=$ | Manitoba |
| ---: | :--- |
|  | Saskatchewan |
|  | Alborta |
|  | TOLiL |

Interior Private and $\mathbb{1 1 1 1}$
Interior Public and Semi-Publio Terminals
Vancouver-New Westminster
Victoria
Churchill
Fort William and Port Arthur
In Transit Rail
Eastern Elevators m Lake Ports
Eastern Elevators m Seaboard Ports
U. S. Lake Ports
U. S. Atlantic Seaboard Ports
total

| $6,560,000$ | $2,075,000$ |
| ---: | ---: |
| $20,113,000$ | $4,045,000$ |
| $20,585,000$ | $2,582,000$ |
| $47,258,000$ | $8,702,000$ |
| $5,933,000$ | $3,148,000$ |
| $10,512,131$ | 42,846 |
| $6,396,014$ | 735,475 |
| 568,185 |  |
| $2,213,380$ | $3,235,196$ |
| $40,515,841$ | $1,160,645$ |
| $2,715,827$ | 468,751 |
| $14,261,492$ | 747,017 |
| $9,272,798$ | 4,000 |
| $1,912,000$ | $18,285,930$ |
| $1,189,000$ | 42,00 |

BRC BIPTS AND SHIPNENTS OT GRAIN BY CLiSSES OF ELEVITORS IN THE WEEK ENDING MARCH 14, 1941


## RECEIPTS

Country Elevators
Int. Private \& Mill Elevs.
Int. Pub. \& Semi-Pub. Terms. Pacific Seaboard Ports Fort William \& Port Arthur Eastern Elevators - Vessel Rail

| $4,728,617$ | 86,542 | 918,366 | 605,021 | 53,541 | 18,015 |
| ---: | ---: | ---: | ---: | :---: | :---: |
| 28,403 | 524 | 9,216 | 10,243 | - | 1,640 |
| 113,673 | - | 6,757 | 5,496 | - | - |
| 162,864 | - | 9,372 | 13,385 | - | - |
| 579,955 | 27,674 | 236,801 | 113,351 | 26,884 | 17,301 |
| $1,185,752$ | 133,654 | - | - | - |  |
| $2,007,186$ | 32,120 | 13,321 | - | - |  |

SHIPMENTS
Country Elevators
Int. Private \& Mill Elevs.
Int. Pub. \& Semi-Pub. Terms.
Pacific Seaboard Ports
Fort William \& Port Arthur
Rail
Easterm Elevators - Vessel
Rail

| $4,466,451$ | 174,387 | 841,787 | 506,213 | 51,584 | 19,007 |
| ---: | :---: | ---: | :---: | :---: | :---: |
| 822,182 | 4,147 | 137,342 | 156,004 | - | 12,235 |
| 5,628 | - | 3,989 | 1,666 | - | - |
| 10,261 | - | 6,570 | 2,291 | - | - |
| 88,629 | 54,934 | 356,937 | 162,092 | 5,119 | 13,209 |
| $2,340,416$ | - | - | - | - |  |
| $4,414,170$ | 136,944 | 149,873 | 21,220 | 7,000 |  |

STOCKS IN STORE, RECEIPTS AND SHIPMENTS AT THE CSNADIAN GOVERNMENT INIERIOR TERMINAL ELEVATORS, MiRCH 14, 1941

| WHEAT OATS | BARLEY | RYE | FLAX |
| :---: | :---: | :---: | :---: |
| (except Durum) |  |  | SEED |

$\mathrm{B} \quad \mathrm{U} \quad \mathrm{s} \quad \mathrm{h} \quad \mathrm{e} \quad 1 \mathrm{~S}$

## STOCKS IN STORE

| Calgary | $2,211,726$ | 24 | - | - |
| :--- | :--- | :--- | :--- | :--- |
| Edmonton | $2,179,088$ | - | - | - |
| Lethbridge | $1,278,928$ | - | - | - |
| Moose Jaw | $5,772,673$ | - | - | - |
| Saskatoon | $5,774,988$ | - | - | - |
| TOTAI | $17,217,403$ | 24 | - | - |

RECEIPTS
Calgary Edmont on Lethbridge
Saskatoon
TOTAL

| 1,087 | - | - | - | - |
| :---: | :---: | :---: | :---: | :---: |
| 97,518 | - | - | - | - |
| 1,050 | - | - | - | - |
| 14,018 | - | - | - | - |
| 113,673 | - | - | - | - |

SHI PMENT S

| Calgary | 128 | - | - | - |
| :--- | :---: | :---: | :---: | :---: |
| Edmonton | 1,500 | - | - | - |
| TomAL | 1,628 | - | - | - |

STOCKS OF UNITED STATES GRAIN IN CANADA, NARCH 14, 1941

|  | WHEAT | OATS $u$ | BARLEY s | RYE | CORN 1 | SOYABEANS s |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Midland, Aberdeen | - | - | - | - | 50,735Y | - |
| Collingwood | - | - | - | - | 268 Y | - |
| Sarnia | - | $\cdots$ | - | - | - | 4,571 |
| Port Colborne, M.L. | - | - | - | - | 1,235K | , |
| Toronto | - | - | - | - | 6,700Y | 1,669 |
| Montreal, $\mathrm{N}_{\text {. }} \mathrm{H} . \mathrm{B}$. | - | -- | 4 | - | 9,839Y | 位 |
| Three Rivers | - | - | - | 23,578 |  | - |
| Quebec | - | - | - | , | 173Y | - |
| Halifax | 228,289 | - | - | - | - | - |
| TOTAL | 228,289 | - | 4 | 23,578 | 68,950 | 6,240 |
| Same period last year | 811,009 | 123,166 | 2,926 | 23,601 | 882,810 | 81,871 |

Y - Yellow K - Kaffir
RECEIPTS AND SHIPMENTS OF UNITED STATES GRAIN IN CANADA, MARCH 14, 1941

|  | RECEIPTS |  |  | SHIPMENTS |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Water | Rail | GEORGIAN BAY PORTS | Water | Rail |
| Oats | - | - | To Can. Dom. points | - | 59 |
| Soya Beans | - | - | "Canadian mills | - | 4,000 |
|  |  |  | LOWER LAKE PORTS |  |  |
| Soya Beans | - | - | To Can, Dom, points | $\cdots$ | 6,637 |


|  | YELLOW ARGENTI NE CORN B | WHITE ARGENTI NE CORN $u$ | YELLOW <br> SOUTH AFRICAN <br> CORN <br> 5 <br> h | WHITE <br> SOUTH AFRICAN CORN <br> - <br> 1 | $\begin{gathered} \text { ARGENTINE } \\ \text { FLAX- } \\ \text { SEED } \\ \mathrm{S} \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Sarnia | - | - | - | 9,923 | - |
| Port Colborne, M.L. | 42,878 | 30,096 | - | , | - |
| Toronto | 5,040 | - | - | 165,512 | 19,368 |
| Prescott | 81,671 | 190,474 | - | - | - |
| Montreal, N.H.B. | 44,772 | 2,069 | 24,515 | 13,956 | 338 |
| Montreal Dom. Elev, Co. | 2,853 | - | 12,145 | - | - |
| Quebeo | 2,758 | - | 74 | - | - |
| Saint John, C.M.R. | 2,954 | - | - | - | - |
| Halifax | 292,558 | - | 3 | - | - |
| total | 475,484 | 222,639 | 36,737 | 189,391 | 19,706 |
| Same period last year |  | 9 | 1,06 | , 023 | $=$ |


| RECE | SHIPM | OF FOR | GRAIN IN CANADA, M | 1941 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | R E C | P T S |  | S H I | N T S |
|  | Water | Rail | LOWER LAKE PORTS | Water | Rail |
| Argentine Corn | - | - | To Canadian mills <br> "Can. Dom, points | - | $\begin{aligned} & 5,436 \\ & 1,845 \end{aligned}$ |
|  |  |  | ST. LIWRENCE PORTS |  |  |
| Argentine Corn | - | 2,853 | To Canadian mills | - | 3,250 |
| African Corn | - | - | Can. Dom. points | - | 15,000 |
|  |  |  | MARITIME PORTS |  |  |
| Argentine Corn | - | - | To Canadian mills | - | 14,392 |
|  |  |  | "Cane Dom, points |  | 2,000 |
| Argentine Flax | - | - | " Canadian mills | - | 30,600 |

STOCKS, RECRIFTS AND SHPIENTS OF THE COUNTRY ELEVAORS IN THE TASTERN DIVISION IN THE WEEK SNDING MLRCH 14, 1941

|  (except Durum) | $\begin{aligned} & \text { DURUM } \\ & \text { WHZMT } \end{aligned}$ | 0:TTS | B/RLEY | RYE | FLLXSEED |
| :---: | :---: | :---: | :---: | :---: | :---: |
| B | u | s | h | 1 | $s$ |

COINTRY ELEVATORS
STOCKS IN STORE

| Manitoba | 29,350,000 | 2,145,000 | 260,000 | 450,000 | 92,000 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saskatchewan | 132,480,000 | 935,000 | 6.10,000 | 340,000 | 269,000 | 201,000 |
| Alberta | 79,490,000 | - | 1,050,000 | 485,000 | 79,000 | 49,000 |
| total | 241,320,000 | 3,080,000 | 1,250,000 | 1,275,000 | 4 40,000 | 290,000 |
| Total - A Week Ago | 241,520,000 | 3,165,000 | 1,830,000 | 1,175,000 | 433,000 | 292,000 |
| 4 Year Ago | 117,650,000 | 2,740,000 | 5,065,000 | 2,310,000 | 1,357,000 | 307,000 |

RECEIPTS DURING WEEK

| Manitoba | 512,132 | 69,051 | 18,581 | 181,021 | 47 | 2,061 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saskatchewan | 2,243,302 | 17,491 | 204,319 | 103,766 | *4,263 | 12,767 |
| Alberta | 1,973,183 | - | 695.466 | 320.23x | 4.831 | 3.182 |
| total | 4,728,617 | 86,542 | 918,366 | 605,021 | 53,541 | 18,015 |
| Total - A Teek Ago* | 2,808,455 | 42,968 | 585,363 | 410,253 | -35,890 | 11,850 |
| A Year Ago | 1,865,765 | 39,777 | 729,798 | 429,194 | 75,882 | 10,707 |

## SHIPMENTS DURING WEEK

| Manitoba | 780,046 | 157,108 | 44.325 | 139,669 | 4,965 | 1,085 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Saskatchewan | 1,893,571 | 17,279 | 248,615 | 91,171 | 45,150 | 10,728 |
| Alberta | 1,792,834 | - | 548,847 | 275,373 | 1,469 | 7,194 |
| total | 4,466,451 | 174.387 | 841,787 | 506,213 | 51,584 | 19,007 |
| Total - A Week Ago* | 2,098,572 | 53,157 | 566,883 | 342,035 | 35,130 | 14,067 |
| A Year Ago | 1,556,186 | 25,265 | 611,127 | 376,561 | 37,402 | 11,002 |

## * Revised figures

TOTAL RECEIPTS AT COUNTRY, INTERIOR PRIVATE AND MILL SLEVATORS AND PLATFORM LOADINGS IN THE PERIOD AUGUST 1, 1940 TO MARCH 14, 1941

|  | THEAT <br> (except Durum) | DURUS WHETT | OATS | BARIEY | RYE | $\begin{aligned} & \text { FLiXI- } \\ & \text { SEED } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | B | u | $s$ | h | 1 | - |
| Manitoba | 39,511,673 | 3,743,272 | 1,908, 889 | 7,683,033 | 867,928 | 470,385 |
| Saskatchewan | 172,725,169 | 998,562 | 6,222,181 | 3,312,028 | 1,734,221 | 1,210,994 |
| Alberta | 113, 570,363 | 3,692 | $13,158,488$ | 4, 458,800 | 297.403 | - 380,988 |
| TOTAL | 325,707,205 | 4,745,526 | 21,289,558 | 15,453,861 | 2,899,552 | 2,062,367 |

DAILY QUOTATIONS AND WEEKLY AVERGGES OF COARSE GRIIN DELIVERED IN CARLOTS AT TORONTO ZEEK ENDING MARCH 15, 1941

|  | $\begin{aligned} & \text { Mar. } \\ & 10 \\ & \hline \quad \& \quad \\ & \hline \end{aligned}$ | $\begin{gathered} \text { Mar. } \\ 11 \\ \$ \quad \& \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Mar。 } \\ & 12 \\ & \$ \& \end{aligned}$ | $\begin{gathered} \text { Mar. } \\ 13 \\ \$ \quad \& \end{gathered}$ | Mar. <br> 14 <br> \$ | $\begin{gathered} \operatorname{Mar} \\ 15 \\ \% \quad \& \end{gathered}$ | Weokly <br> Average $\qquad$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Oats, good, sound, heavy | . $40 / 4$ | . $40 / 4$ | . $40 / 4$ | . $40 / 4$ | . $40 / 4$ | . $20 / 4$ | . $40 / 4$ |
| Barley, good malting | . 63 | . 63 | . 63 | . 63 | . 66 |  |  |
| Rye No. 2 | . 56 | . 56 | . 56 | . 56 | . $59 / 4$ | . $59 / 4$ | . $57 / 1$ |
| Corn, Natural | . 71 | . 71 | . 71 | . 71 | . 74 | . 74 | . 72 |
| Buckwheat | . 54 | . 54 | . 54 | . 54 | . 58 | . 58 | . $55 / 3$ |
| Mixed Grain $x$ | . 38 | . 38 | . 38 | . 38 | . 38 | . 38 | . 38 |

$x 34 \mathrm{lb}$ 。

|  | $\begin{aligned} & \text { INar } \\ & 10 \\ & \$ \quad \phi \\ & \hline \end{aligned}$ | Mar. 11 $\$ \neq$ | Mar. $\begin{array}{r} 12 \\ \$ \quad \\ \hline \end{array}$ | $\begin{aligned} & \mathrm{Mar} . \\ & 13 \\ & \$ \quad \% \end{aligned}$ | $\begin{gathered} \text { Mar. } \\ 14 \\ \$ \quad \& \end{gathered}$ | $\begin{aligned} & \text { Mar. } \\ & 15 \\ & \$ \quad \& \end{aligned}$ | Weekly Average \$ $\&$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| WHEAT (Basis Fort William and Port Arthur) |  | (Basis Fort William and Port Arthur) |  |  |  |  |  |
| No. 1 Man. Hard | . $77 / 4$ | . $77 / 6$ | . 77 | . $76 / 2$ | . $76 / 4$ | . $76 / 7$ | . 7 |
| No. 1 Man, Northern | . $77 / 4$ | . $77 / 6$ | . 77 | . $76 / 2$ | . $.96 / 4$ | . $.76 / 7$ | . 77 |
| No. 2 Nan. Northern | . $75 / 2$ | . $75 / 4$ | . $74 / 7$ | . $74 / 2$ | . $74 / 4$ | . $74 / 7$ | . $74 / 7$ |
| No. 3 Man. Northern | . $72 / 2$ | . $72 / 4$ | . $71 / 7$ | . $71 / 2$ | . $71 / 4$ | . $71 / 7$ | . $71 / 7$ |
| No. 4 Man. Northern | . 70 | . $70 / 4$ | . $69 / 6$ | . 69 | . $69 / 4$ | . $69 / 7$ | . $69 / 6$ |
| No, 5 | . $68 / 4$ | . $68 / 8$ | . 68 | .67/6 | . 68 | . $68 / 2$ | . $68 / 1$ |
| No. 6 | . $66 / 4$ | . $66 / 6$ | . 66 | . $65 / 2$ | . $65 / 4$ | . $65 / 6$ | . 66 |
| Feod | . 65 | . $65 / 2$ | . $64 / 4$ | . $63 / 6$ | . 64 | . $64 / 2$ | . $64 / 4$ |
| No. 4 Special | . 70 | . $70 / 4$ | . $69 / 6$ | . 69 | .69/4 | . $69 / 7$ | . $69 / 6$ |
| No. 5 Special | . $68 / 4$ | . $68 / 6$ | . 68 | . $67 / 6$ | . 68 | . $68 / 2$ | . $68 / 1$ |
| No. 6 Specisl | . $66 / 4$ | . $66 / 6$ | . 66 | . $65 / 2$ | . $65 / 4$ | . $65 / 6$ | . 66 |
| Tough No. 1 Hard | . $75 / 4$ | .75/6 | . 75 | . $74 / 2$ | . $74 / 4$ | . $74 / 7$ | . 75 |
| No. 1 Northern | . $75 / 4$ | . $75 / 6$ | . 75 | . $74 / 2$ | . $74 / 4$ | . $74 / 7$ | . 75 |
| No. 2 Northern | . $72 / 2$ | . $72 / 4$ | . $71 / 7$ | . $71 / 2$ | . $71 / 4$ | . $71 / 7$ | . $71 / 7$ |
| No. 3 Northern | . $69 / 2$ | . $69 / 4$ | . $68 / 7$ | . $68 / 2$ | . $68 / 4$ | . $68 / 6$ | . $68 / 7$ |
| Rejeoted No. 1 Northern | . $70 / 4$ | . $70 / 6$ | . 70 | . $69 / 2$ | . $69 / 4$ | . $69 / 7$ | . 70 |
| No. 2 Northern | $.68 / 6$ | . 69 | . $68 / 3$ | . $67 / 6$ | . 68 | . $68 / 3$ | . $68 / 3$ |
| No. 3 Northern | .65/6 | . 66 | . $65 / 3$ | . $64 / 6$ | . 65 | . $65 / 3$ | . $65 / 3$ |
| Smutty No. 1 Northern | . $73 / 2$ | . $73 / 4$ | . $72 / 6$ | . 72 | . $72 / 2$ | . $72 / 5$ | . $72 / 6$ |
| No. 2 Northern | . 71 | . $71 / 2$ | . $70 / 5$ | . 70 | . $70 / 2$ | . $70 / 5$ | . $70 / 5$ |
| No. 3 Northern | . 68 | . $68 / 2$ | . $67 / 5$ | . 67 | . $67 / 2$ | . $67 / 5$ | . $67 / 5$ |
| No. 1 Garnet | . 71 | . $71 / 6$ | . 71 | . $70 / 2$ | . 71 | . $71 / 2$ | . 71 |
| No. 2 Garnet | . 70 | . $70 / 6$ | . 70 | . $69 / 2$ | . 70 | . $70 / 2$ | . 70 |
| No, 3 Garnet | . 69 | . $69 / 2$ | . $68 / 4$ | . $67 / 6$ | . $68 / 6$ | . 69 | . $68 / 6$ |
| Durum No. 1 | . 71 | . $71 / 2$ | . $70 / 4$ | . $69 / 6$ | . 70 | . $70 / 2$ | . $70 / 4$ |
| No. 2 | . $70 / 4$ | . $70 / 6$ | . 70 | . $69 / 2$ | . $69 / 4$ | . $69 / 6$ | . 70 |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| No. 2 C.W. | . $35 / 1$ | . 35 | . $34 / 4$ | . $34 / 4$ | . $34 / 5$ | . 35 | . $34 / 6$ |
| No. 3 C.W. | . $34 / 5$ | . $34 / 4$ | . 34 | . $33 / 6$ | . $33 / 7$ | . $34 / 1$ | . $34 / 1$ |
| No. 1 Feed | - $34 / 1$ | . 34 | . $33 / 4$ | . $33 / 4$ | . $33 / 5$ | . $33 / 7$ | . $33 / 6$ |
| No. 2 Feed | . $32 / 7$ | . $32 / 6$ | . $32 / 2$ | . $32 / 2$ | . $32 / 3$ | . $32 / 5$ | . $32 / 4$ |
| BARLEY |  |  |  |  |  |  |  |
| No. 1 C.W. 6 Row | . $51 / 5$ | . $51 / 3$ | . $50 / 6$ | . $50 / 7$ | . $51 / 1$ | . $51 / 6$ | . $51 / 2$ |
| No. 2 C.W. 6 Row | . $51 / 5$ | . $51 / 3$ | . $50 / 6$ | . $50 / 7$ | . $51 / 1$ | . $51 / 6$ | . $51 / 2$ |
| No. 3 C.W. 6 Row | . $51 / 3$ | . $51 / 1$ | . $50 / 4$ | . $50 / 5$ | . $50 / 7$ | . $51 / 4$ |  |
| No. 1 C.W. 2 Row | . $54 / 7$ | . $54 / 5$ | . 54 | . $54 / 1$ | . $54 / 3$ | . 55 | . $54 / 5$ |
| No. 2 C.W. 2 Row | . $54 / 7$ | . $54 / 5$ | . 54 | . $54 / 1$ | . $51 / 3$ | . 55 | . $54 / 5$ |
| No. 1 Feed | . $50 / 7$ | - $50 / 5$ | . 50 | . $50 / 1$ | . $50 / 3$ | . 51 | . $50 / 4$ |
| No. 2 Foed | . $48 / 1$ | . $47 / 7$ | . $47 / 2$ | . $47 / 3$ | . $47 / 5$ | . $48 / 2$ | . $47 / 6$ |
| No. 3 Feed RYE | . $46 / 7$ | . $46 / 5$ | . 46 | . $46 / 1$ | . $46 / 3$ | . 47 | .46/4 |
| No. 2 C.W. | . $50 / 3$ | . 51 | . $50 / 6$ | . 50 | . $50 / 3$ | . $51 / 1$ | . $50 / 5$ |
| No. 3 C.W. | . $47 / 6$ | . $48 / 3$ | . $48 / 1$ | . $47 / 3$ | . $47 / 5$ | . $48 / 3$ | . $47 / 7$ |
| No. 4 C.W. | . $46 / 6$ | . $47 / 3$ | . $47 / 1$ | . $46 / 3$ | . $46 / 5$ | . $47 / 3$ | . $46 / 7$ |
| Ergoty | .43/6 | . $44 / 3$ | . $44 / 1$ | . $43 / 3$ | . $43 / 5$ | . $44 / 3$ | . $43 / 7$ |
| Rejeoted No. $2 \mathrm{C} . \mathrm{W}_{\mathrm{F}}$ FLAXSEED | . $46 / 2$ | . $47 / 3$ | . $47 / 1$ | . $46 / 3$ | . $46 / 5$ | . $47 / 3$ | . $46 / 7$ |
| No. 1 C.W. | 1. $65 / 4$ | 1.69 | 1.73/4 | 1.70/4 | 1.70/2 | 1.70 | 1. $69 / 6$ |
| No. 2 C.W. | 1.63/4 | 1.67 | 1.71/4 | 1.68/4 | 1.68/2 | 1.68 | 1.67/6 |
| No. 3 C.W. | 1.52 | 1.55/4 | 1.60 | 1.57 | 1.56/6 | 1.56/4 | 1.56/2 |
| No. 4 C.W. | 1.47 | 1.50/4 | 1.55 | 1.52 | 1.51/6 | 1.51/4 | $1.51 / 2$ |
| Ontario Winter wheat - do | delivered | in carlo |  | M | TREA |  |  |
| No. 1 White | . 99 | . 99 | . 99 | . 99 | . 99 | . 99 | . 99 |
| No. 2 Thite | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 |
| No. 3 White | . 97 | . 97 | . 97 | . 97 | . 97 | . 97 | . 97 |
| No. 1 Red | . 99 | .99 | . 99 | . 99 | . 99 | . 99 | . 99 |
| No. 2 Red | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 |
| No. 3 Red | . 97 | . 97 | . 97 | . 97 | . 97 | . 97 | . 97 |
| No. 1 Mixed | . 99 | . 99 | . 99 | . 99 | . 99 | . 99 | . 99 |
| No. 2 Mixed | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 | . 98 |
| No. 3 Mixed | . 97 | . 97 | . 97 | . 97 | . 97 | , 97 | . 97 |

Roceipts and Shipments of Grain at the country Elevators (including Interior Private and IIill Elevators) and Platform Loadings; seven months onding Fobruary 1941


MANIMOBA - RECEIPTS

| August | 1940 | $7,736,172$ | 575,864 | 245,203 | $1,608,742$ | 238,774 | 42,729 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | $14,011,405$ | $1,088,557$ | 497,892 | $2,100,894$ | 339,366 | 236,011 |
| Ootober | 1940 | $5,275,309$ | 540,610 | 541,619 | $1,168,573$ | 165,225 | 125,123 |
| November | 1940 | $3,486,384$ | 334,534 | 245,082 | $1,172,695$ | 57,709 | 22,487 |
| December | 1940 | $4,397,445$ | 578,200 | 121,789 | 271,045 | 18,193 | 12,891 |
| January | 1941 | $1,994,807$ | 288,050 | 59,967 | 165,897 | 9,092 | 4,118 |
| February | 1941 | $1,171,739$ | 184,605 | 83,697 | 225,259 | 9,092 | 7,146 |
| TOTAL |  | $38,073,261$ | $3,530,420$ | $1,795,249$ | $6,713,105$ | 837,451 | 450,505 |


| August | 1940 | 68,515 | 4,047 | 2,150 | 56,586 | 7,848 | 4 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | 264,882 | 31,783 | 6,535 | 193,591 | 11,825 | 4,837 |
| October | 1940 | 135,218 | 8,915 | 29,447 | 130,558 | 4,427 | 5,672 |
| November | 1940 | 28,293 | 643 | 22,801 | 143,712 | - | 3,339 |
| Locember | 1940 | 75,339 | 5,100 | 2,242 | 31,941 | - | - |
| January | 1941 | 33,516 | 7,772 | 6,400 | 4,384 | - | 1,600 |
| February | 1941 | 3,436 | 37 | 12 | 23,902 | - | 1, |
| TOTAI |  | 609,199 | 58,297 | 69,587 | 584,674 | 24,100 | 15,448 |

SASKATCHETAN - RECMPTS

| August | 1940 | $19,898,123$ | 74,849 | 684,646 | 265,334 | 280,814 | 58,576 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | $62,917,567$ | 237,559 | 940,986 | 623,571 | 513,933 | 433,473 |
| October | 1940 | $33,513,986$ | 228,409 | $2,005,598$ | 739,783 | 412,008 | 522,912 |
| November | 1940 | $18,080,778$ | 124,538 | 924,997 | 841,914 | 178,528 | 39,787 |
| December | 1940 | $18,124,299$ | 135,319 | 436,236 | 306,482 | 98,999 | 47,019 |
| January | 1941 | $8,684,850$ | 96,708 | 240,870 | 109,609 | 66,690 | 37,013 |
| February | 1941 | $7,801,658$ | 60,733 | 450,655 | 203,166 | 83,832 | 34,978 |
| IOTAL |  | $169,021,251$ | 958,115 | $5,683,988$ | $3,089,859$ | $1,634,804$ | $1,173,758$ |

SASKATCHEMAN - PLATFORM IOADINGS

| August | 1940 | 28,437 | - | 18,856 | 2,229 | 1,476 | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| September | 1940 | 65,042 | - | 8,525 | - | 1,066 | - |
| October | 1940 | 105,507 | - | 36,634 | 3,979 | 10,191 | 5,179 |
| November | 1940 | 91,338 | ** | 42,221 | 17,055 | 12,524 | 5,840 |
| December | 1940 | 46,462 | 3,020 | 23.190 | 17,360 | 3,223 | 2,747 |
| January | 1941 | 24.930 | - | 6,681 | 1,006 | - | - |
| February | 1941 | 4.280 | - | 8,325 | 7,456 | - | - |
| TOTAL |  | 365,996 | 3,020 | 144.432 | 49,085 | 28.480 | 13.766 |
| ALBERTA - RECEIPTS |  |  |  |  |  |  |  |
| August | 1940 | 7,324,610 | * | 423,38 | 82,075 | 56,929 | 11,481 |
| September | 1940 | 23,814,263 | 2,611 | 1,047,262 | 362,823 | 83,997 | 68,104 |
| October | 1940 | 29,193,577 | - | 2,950.832 | 827,593 | 62,511 | 157,249 |
| November | 1940 | 15,438,148 | 1,045 | 2,476,631 | 1,093,662 | 32,561 | 50,668 |
| December | 1940 | 15,635,577 | , | 1,376,638 | 429,276 | 23,886 | 34,269 |
| January | 1941 | 9,541,368 | - | 970,650 | 235,434 | 12,088 | 25,495 |
| February | 1941 | 8,318,004 | $\cdots$ | 1,446,167 | 396,914 | 9,707 | 25,815 |
| TOTAL |  | $109,265,547$ | 3,656 | 10,691,326 | 3,427,778 | 281,679 | 373,081 |

ALBERTA - PLATFORM LCADINGS

| August | 1940 | 24,324 | $m$ | 15,791 | 3,275 | - | - |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | 151,154 | - | 64,161 | 19,845 | - | - |
| October | 1940 | 256,549 | - | 242,599 | 69,500 | - |  |
| November | 1940 | 141,029 | - | 224,942 | 114,020 | 1,500 | 240 |
| December | 1940 | 249,239 | - | 381,860 | 94,502 | 2,760 | 1,200 |
| January | 1841 | 117,512 | - | 126,568 | 39,614 | - | 1,963 |
| February | 1941 | 52,823 | - | 197,617 | 88,588 | 5,052 | - |
| TOTAL |  | 902,630 | - | $1,253,538$ | 429,344 | 9,312 | 3,403 |

Receipts and Shipments of Grain at the Country Elevators (including Interior Private and Kill Elevators) and Platform Loadings, seven months ending February 1941

|  |  | WTE $\Lambda T$ (except Durum) | DUR UM WHEAT | OATS | BARLEY | RYE | FLAX SEED |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | B $\quad 4$ | 8 | $h \quad \theta$ | 1 | 5 |
| TOTAL - RECEIPTS |  |  |  |  |  |  |  |
| August | 1940 |  | 34,958,905 | 650,714 | 1,352,995 | 1,956,153 | 576,518 | 112,787 |
| September | 1940 | 100,743,235 | 1,328,726 | 2,486,140 | 3,087,287 | 937,295 | 737,587 |
| October | 1940 | 67,982,872 | 769,019 | 5,498,049 | 2,735,949 | 639,744 | 805,284 |
| November | 1940 | 37,005,310 | 460,117 | 3,646,710 | 3,108,271 | 268,798 | 112,942 |
| December | 1940 | 38,157,311 | 713,519 | 1,934,663 | 1,006,803 | 141,078 | 94,179 |
| January | 1941 | 20,221,025 | 384,758 | 1,271,487 | 510,940 | 87,870 | 66,626 |
| Fobruary | 1941 | 17;291,401 | 245,338 | 1,980,519 | 825,339 | 102,631 | 67,939 |
| TOTAL |  | 316,360,059 | 4,552,191 | $18,170,563$ | 13,230,742 | 2,753,934 | 1,997,344 |
|  |  | TOTAL - PLATFORM LOADINGS |  |  |  |  |  |
| August | 1940 | 121,276 | 4,047 | 36,798 | 62,091 | 9,324 | - |
| September | 1940 | 481,078 | 31,783 | 79,220 | 213,435 | 12,891 | 4,837 |
| October | 1940 | 497,274 | 8,915 | 308,680 | 204,037 | 14,618 | 10,851 |
| November | 1940 | 260,660 | 643 | 289,964 | 274,787 | 14,024 | 9,419 |
| December | 1940 | 371,040 | 8,120 | 407,292 | 143,803 | 5,983 | 3,947 |
| January | 1941 | 175,958 | 7,772 | 139,649 | 45,004 |  | 3,563 |
| February | 1941 | 60,539 | 37 | 205,954 | 119,946 | 5,052 | - |
| TOTRL |  | 1,967,825 | 61,317 | 1,467,557 | 1,063,103 | 61,892 | 32,617 |

TOTAL - SHIPMENTS

| August | 1940 | $19,994,732$ | 516,101 | $2,282,581$ | $2,242,825$ | 513,023 | 128,115 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | $35,458,691$ | 406,448 | $2,284,666$ | $2,849,656$ | 699,056 | 435,432 |
| October | 1940 | $19,664,191$ | 125,689 | $5,893,658$ | $3,113,401$ | 839,792 | 781,799 |
| November | 1940 | $16,128,107$ | 161,369 | $4,830,707$ | $3,444,483$ | 364,144 | 318,833 |
| December | 1940 | $32,773,227$ | 836,527 | $2,915,726$ | $1,791,312$ | 186,664 | 155,071 |
| January | 1941 | $12,563,143$ | 231,515 | $2,085,778$ | $1,170,941$ | 132,881 | 161,185 |
| February | 1941 | $11,425,111$ | 97,514 | $2,641,647$ | $1,220,987$ | 153,525 | 125,235 |
| TOTAL |  | $1,007,202$ | $2,375,163$ | $22,934,743$ | $15,833,605$ | $2,889,085$ | $2,085,670$ |

RECEIPTS AND SHIPMENTS OF GR\&IN $A T$ INTERIOR PUBLIC AND SEMI-PUBLIC ELEVATORS SEVEN MONTHS ENDI NG FEBRUARY 1941

|  |  |  | RECEIPTS - RAIL |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| August | 1940 | 2,889,957 | - | 11,896 | 1,797 | - | 533 |
| September | 1940 | 584,082 | - | 287 | 2,499 | - | 1,566 |
| October | 1940 | 174,454 | - | 209 | 24,487 | - | 110 |
| November | 1940 | 430,365 | - | 4,636 | 77,704 | - | - |
| December | 1940 | 742,892 | - | 4,264 | 7,936 | - | - |
| January | 1941 | 378,648 | - | 18,406 | 4,649 | - | - |
| February | 1941 | 339,631 | - | 16,399 | 9,928 | 574 | - |
| TOTAL |  | 5,440,029 | - | 56,097 | 129,000 | . 574 | 2,209 |

## SHIPNENTS = RAIL

| August | 1940 | 43,092 | 166 | 71,337 | 3,611 | - | - |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| September | 1940 | 103,358 | 66 | 2,931 | 336 | - | - |
| Ootober | 1940 | 581,785 | 134 | 74 | 17,855 | - | - |
| November | 1940 | 960,760 | 241 | 1,931 | 21,077 | - | - |
| December | 1940 | 69,880 | - | 3,100 | 9,388 | - | - |
| January | 1941 | 58,083 | - | 10,192 | 3,341 | - | - |
| February | 1941 | 23,260 | - | 15,122 | 60,585 | 574 | - |
| TOTAL |  | $1,840,218$ | 607 | 104,687 | 116,193 | 574 | 129 |

