

AGRICULTURE.

Ocean Freight Rates for Grain.—One of the effects of the war has been a great advance in the cost of ocean freighting. This has not been due to any appreciable extent to the risk of hostile destruction, because the allied navies, and especially the British Navy, have been able to secure and retain practically an absolute control over the maritime highways. The increased cost of freighting has been rather due to the general shortage of vessels through internment and especially the commandeering for purposes of military transport of vessels that would otherwise be employed in the shipping trade. In view of these conditions efforts have been made to collect for the purposes of statistical record the rates ruling for the trans-Atlantic carriage of grain, and especially of wheat, for as long a series of years as possible; and the accompanying tables are constructed from data furnished by the Shipping Federation of Canada and the Canadian Pacific Railway Co. (rates from Montreal) and the New York Produce Exchange and Mr. G. J. S. Broomhall of the Liverpool "Corn Trade News" (rates from New York). Table 26 shows the annual average steamship rates for heavy grain from Montreal to Liverpool during the navigation seasons 1861 to 1915. Table 27 gives the annual average steamship freights for wheat from New York to Liverpool for the years 1879 to 1915. Table 28 shows the average ocean rates on wheat from Montreal to Liverpool by months during the St. Lawrence navigation season from May to November, 1903 to 1915. Table 29 shows the rates from New York to Liverpool by weeks for the seven years 1909 to 1915. In each case the rates are expressed per bushel and per quarter in both Canadian and English currency.

26.—Annual Average Steamship Freight Rates for Heavy Grain from Montreal to Liverpool for the Navigation Seasons 1861-1915.

(Data furnished by the Shipping Federation of Canada, Montreal.)

Season.	Per quarter of 480 lb.		Per bushel of 60 lb.		Season.	Per quarter of 480 lb.		Per bushel of 60 lb.		
	s.	d.	\$ c.	s.		d.	\$ c.	s.	d.	cents
1861	7	10	1.906	11½	23.8	2	8½	0.655	4	8.2
1862	10	4	2.514	1	3½	1	8½	0.416	2½	5.2
1863	6	10	1.663	10½	20.8	2	0½	0.492	3	6.2
1864	5	10	1.419	8½	17.7	1	9	0.428	2½	5.2
1865	4	10	1.176	7½	14.7	1	8	0.406	2½	5.1
1866	5	10½	1.429	8½	17.9	1	3½	0.317	2	4.0
1867	7	5	1.805	11½	22.6	1	9½	0.436	2½	5.4
1868	5	3½	1.389	8½	17.4	1	11½	0.471	2½	5.9
1869	6	5½	1.371	9½	19.6	2	1½	0.522	3½	6.5
1870	5	6	1.338	8½	16.7	2	4½	0.583	3½	7.3
1871	7	1½	1.734	10½	21.7	1	8½	0.416	2½	5.2
1872	6	6½	1.592	9½	19.9	2	6	0.608	3½	7.6
1873	9	7	2.332	1	24	1	1½	0.274	1½	3.4
1874	5	10½	1.429	8½	17.9	1	3	0.304	1½	3.8
1875	6	0	1.460	9	18.3	1	1½	0.274	1½	3.4
1876	5	5	1.318	8½	16.5	1	7½	0.152	0	1.9
1877	5	8½	1.389	8½	17.4	1	5½	0.360	2½	4.5
1878	5	2½	1.272	7½	15.9	1	9	0.426	2½	5.3
1879	5	0½	1.227	7½	15.3	1	5½	0.350	2½	4.4
1880	4	7½	1.130	8	14.1	1	9½	0.441	2½	5.5
1881	2	10½	0.699	4½	8.7	1	4½	0.334	2½	4.3
1882	2	8½	0.665	4	8.2	1	3	0.304	1½	3.8
1883	3	0½	0.796	4½	9.9	1	4½	0.339	2½	4.2
1884	2	5½	0.596	3½	7.5	2	6½	0.618	3½	7.7
1885	2	2½	0.553	3½	6.7	2	7½	0.639	3½	8.0
1886	2	3½	0.566	3½	7.0	2	3½	0.563	3½	7.0
1887	1	9	0.428	2½	5.3	8	8½	2.119	1	26.4
1888	1	9½	0.436	2½	5.4					

¹Sailing vessels.