

WHEAT GOES BY RAIL

Large Part of Trade Diverted From Water Route.

EFFECT SEEN IN RECEIPTS

Closing of Panama Canal and Scarcity of Tonnage Affect Movement of Cereals Through Regular Coast Terminals.

Grain receipts at Portland in 1915 did not come up to the record of the preceding year. The closing of the Panama Canal, the acute shortage in the supply of coast tonnage and the diverting of a large quantity of grain to the Atlantic coast for the rail route, naturally cut down the normal movement in this port on this coast.

It is estimated that at least 1,000,000 bushels of wheat have been sent across the border, fully half of this amount with export destination. In spite of this, however, the wheat receipts at Portland for the year have been only about 1,000,000 bushels less than in 1914. In view of the large coast tonnage available, Portland's receipts have not been as low as they might have been.

The movement of grain through this port was held down by the same cause that checked export trade by wheat. Receipts of barley for the past and former years were:

Trade in wheat has been of fair volume, though a smaller proportion of the receipts were for export. Recent arrivals were:

The flour trade was affected more than any other line by conditions brought about by the war. While domestic business was interfered with, however, a large trade with Europe has been built up, and the movement for this amount will be shown in the statistics for later months. Flour receipts at Portland in the past year and former years were:

Total receipts at Portland, in corn, as compiled by the Merchants' Exchange, were:

DEMAND FROM EAST FOR OATS

Business worked to date amounts to 1909 tons.

Grain trade for the year wound up quietly in the country market. The reaction at Chicago had a tendency to react as a stimulant to the market, but selling was light at all points. The demand from the East for milling wheat has reacted for the present. Eastern mills, which recently paid 1 and 2 cents over the May option for such wheat, are now indicating they would buy at 11 cents under that option and are consequently trading with that quarter has been suspended.

At the Merchants' Exchange, except for a backward advance in January, however, all wheat bids were the same as on Thursday.

February rate offers were listed for a quarter. There is inquiry from the East for oats, and with a little wider spread in price there and on the coast, the movement may assume large volume. Up to date about 1000 tons of oats have been worked for Eastern shipment.

Total value of the Merchants' Exchange of wheat and 200 tons of millfeed of an approximate value of \$100,000.

Wholesale market for wheat, exports this week at \$3.00 per bushel and corn exports at \$1.00 per bushel.

Terminal receipts, in cars, were reported by the Merchants' Exchange as follows:

Wheat: 1915 11,111; 1914 11,111; 1913 11,111; 1912 11,111; 1911 11,111; 1910 11,111; 1909 11,111; 1908 11,111; 1907 11,111; 1906 11,111; 1905 11,111; 1904 11,111; 1903 11,111; 1902 11,111; 1901 11,111; 1900 11,111; 1899 11,111; 1898 11,111; 1897 11,111; 1896 11,111; 1895 11,111; 1894 11,111; 1893 11,111; 1892 11,111; 1891 11,111; 1890 11,111; 1889 11,111; 1888 11,111; 1887 11,111; 1886 11,111; 1885 11,111; 1884 11,111; 1883 11,111; 1882 11,111; 1881 11,111; 1880 11,111; 1879 11,111; 1878 11,111; 1877 11,111; 1876 11,111; 1875 11,111; 1874 11,111; 1873 11,111; 1872 11,111; 1871 11,111; 1870 11,111; 1869 11,111; 1868 11,111; 1867 11,111; 1866 11,111; 1865 11,111; 1864 11,111; 1863 11,111; 1862 11,111; 1861 11,111; 1860 11,111; 1859 11,111; 1858 11,111; 1857 11,111; 1856 11,111; 1855 11,111; 1854 11,111; 1853 11,111; 1852 11,111; 1851 11,111; 1850 11,111; 1849 11,111; 1848 11,111; 1847 11,111; 1846 11,111; 1845 11,111; 1844 11,111; 1843 11,111; 1842 11,111; 1841 11,111; 1840 11,111; 1839 11,111; 1838 11,111; 1837 11,111; 1836 11,111; 1835 11,111; 1834 11,111; 1833 11,111; 1832 11,111; 1831 11,111; 1830 11,111; 1829 11,111; 1828 11,111; 1827 11,111; 1826 11,111; 1825 11,111; 1824 11,111; 1823 11,111; 1822 11,111; 1821 11,111; 1820 11,111; 1819 11,111; 1818 11,111; 1817 11,111; 1816 11,111; 1815 11,111; 1814 11,111; 1813 11,111; 1812 11,111; 1811 11,111; 1810 11,111; 1809 11,111; 1808 11,111; 1807 11,111; 1806 11,111; 1805 11,111; 1804 11,111; 1803 11,111; 1802 11,111; 1801 11,111; 1800 11,111; 1799 11,111; 1798 11,111; 1797 11,111; 1796 11,111; 1795 11,111; 1794 11,111; 1793 11,111; 1792 11,111; 1791 11,111; 1790 11,111; 1789 11,111; 1788 11,111; 1787 11,111; 1786 11,111; 1785 11,111; 1784 11,111; 1783 11,111; 1782 11,111; 1781 11,111; 1780 11,111; 1779 11,111; 1778 11,111; 1777 11,111; 1776 11,111; 1775 11,111; 1774 11,111; 1773 11,111; 1772 11,111; 1771 11,111; 1770 11,111; 1769 11,111; 1768 11,111; 1767 11,111; 1766 11,111; 1765 11,111; 1764 11,111; 1763 11,111; 1762 11,111; 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