

TRADE AND COMMERCE.

it might otherwise be. "Rejected grain" means all grain that is unsound, musty, dirty, smutty or sprouted, or that contains a large admixture of other kinds of grain, seeds or wild oats, or that from any other cause is unfit to be classed under any of the recognized grades. "Commercial grade" means grain which, because of climatic or other conditions, cannot be included in the grades provided for in the Act. More particularly it means that the grain of one year may vary from that of the preceding year, and that a proportion of it therefore cannot be dealt with under the grades laid down in the Act, and must be provided for by grades defined by the Standards Board, appointed under sections 48 to 51 of the Act. "Statutory grades" means grain of the highest grades which are defined by Parliament, embodied in the Grain Act. There are four of these grades for Manitoba spring wheat, three each for Alberta Red and White winter wheat and two for Alberta Mixed winter wheat. In the same way there are statutory definitions of the highest grades of oats, barley, rye and flaxseed. Thus the statutory definitions can only be changed by Parliament; they do not vary with the crop, but are constant. The commercial grades, on the other hand, are fixed by the Standards Board, and may vary from year to year. The Act defines four grades of western spring wheat, viz., No. 1 Hard, No. 1 Northern, No. 2 Northern and No. 3 Northern, whilst the Standards Board has defined three additional grades, viz., No. 4 Northern, No. 5 Northern and No. 6 Northern. But wheat of any of the six grades of Northern may fall under the general categories of "no grade," "condemned," or "rejected." During the last season, for example, there were five divisions of No. 1 Northern: No. 1 Northern, No. 1 Northern Damp, No. 1 Northern Smutty, No. 1 Northern, rejected on account of seeds, No. 1 Northern, rejected on account of heat. The sub-division applies also to each of the Nos. 2, 3, 4, 5 and 6. This gives no fewer than thirty-one grades of western spring wheat alone, and in the same way there are thirty grades of western winter wheat, thirty grades of oats, fifteen of barley and fifteen of flax. Grain, as inspected and graded at Winnipeg, is received into the terminal elevators, but is again finally inspected and graded in bulk as it is loaded into the lake steamers. For this final grading the grain is sampled at three places, viz., in the tunnels as the grain flows from the storage bins to the working house, on the floor of the working house and on the steamer as it pours from the shipping bin to the hold.

Future Developments.—The construction of the Panama Canal and the Hudson Bay Railway have rendered necessary the provision of elevator and inspection facilities for grain to be shipped by these routes. To meet the new requirements it has been decided to erect at the Hudson Bay and Pacific coasts transfer elevators similar to those at Montreal, Halifax and St. John, and at strategic points in the interior, terminal elevators similar to the elevators at Fort William and Port Arthur. Two of these elevators have been already constructed and operated since the fall of 1914, viz., at Moosejaw and Saskatoon, and the one at Calgary will be ready to handle the crop of 1915. The public, or transfer elevator at Vancouver is now being constructed, but it will probably not be ready to operate before July, 1916. With regard to the one at Hudson Bay, only preparatory work has been done, and it is difficult to