

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." 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.

Recent Developments.—The construction of the Panama Canal has necessitated the provision of elevator and inspection facilities for grain to be shipped by this route. 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. Elevators have been erected at Moosejaw, Saskatoon, Calgary and Vancouver. The first two have been in operation since October 1914; while the Calgary elevator commenced operations in September 1915 and the Vancouver elevator in November 1916. These have a total storage capacity of 10,750,000 bushels. These elevators bring the work of inspection somewhat nearer to the grain-growing area. In addition, they provide, for the first time in Western Canada, hospital apparatus upon the grain field to treat damaged grain. The elevators also give a certain amount of additional storage capacity, which is useful in periods of congestion. Besides, they place in the hands of the producer a commercial document in the shape of a warehouse receipt to enable him to realize money on his product at the current rate of interest and dispose of it as he sees fit. It was not intended that these elevators should take the place of the Lake terminal elevators for grain shipped east, or that they should be very much utilized for east-going grain during the period of navigation on the Great Lakes. They were built partly because of the need of hospital apparatus on the grain-growing area, partly because of the advisability of having some reserve storage for time of emergency, and partly because of the necessity of providing for the Panama Canal route in a way that would give the route a fair trial. During the past year this route has become a large factor in carrying grain to Europe. The enormous quantity of grain grown in Western Canada and the difficulty of shipping it all by the eastern route—a difficulty enhanced by the shortness of the period of