

or ship grain at points declared to be terminal; (5) "private terminal or hospital elevators," used for cleaning or other special treatment of rejected or damaged grain; under regulations governing sample markets all grain received into such elevators must be their own property, though the owner or owners of grain may contract for the handling or mixing of grain in such elevators; and (6) "manufacturing elevators," used or operated as part of any plant engaged in the manufacture of grain products in the western inspection division. Of these different kinds of elevators the most important, so far as the western grain trade is concerned, are the terminal elevators, which are situated at Fort William and Port Arthur, the twin cities at the head of lake Superior. They are called "terminal elevators," as the inspection of western grain ends at them. The grade given as grain leaves the elevators at these points is the final grade, on which it is sold and delivered, both in Eastern Canada and in foreign markets. At the present time there are 12 of these terminal elevators (8 at Fort William and 4 at Port Arthur), with a total storage capacity of about 42,600,000 bushels, and 20 private terminal or hospital elevators with a capacity of 14,210,000 bushels (13 at Fort William and 7 at Port Arthur).

Grain Inspection and Grading.—All grain grown in Canada and shipped in car-load lots or cargoes from elevators is subject to government inspection and grading, and the grain is sold both at home and abroad on the inspection certificate entirely by grade and not by sample. As each car arrives at an inspection point it is sampled and graded by qualified samplers and inspectors appointed under the Act. When the grain arrives at the terminal elevators it is weighed, cleaned and binned according to grade under the direct supervision of the inspectors, and a warehouse receipt is issued by the elevator operator to the owner of the grain. When the grain is ordered out of the terminal elevator in car or cargo lots, it is again weighed and inspected, and it must be graded out as graded in; thus the identity of grade of exported grain is carefully preserved through every stage of movement. The principal inspection point for western grain is at Winnipeg. The work is done by inspectors who are qualified by an examination held by the Board of Grain Examiners appointed by the Board of Grain Commissioners. Rules and regulations governing the duties of the above Inspectors are approved by the Grain Commissioners and the inspection is performed in offices rented by the Government in the Grain Exchange Buildings at Winnipeg and Fort William.

Description of Grades.—Under the Act, Canadian grain is divided into five general classes, viz., "No grade," "Condemned," "Rejected," "Commercial grade" and "Statutory grade." "No grade" includes all good grain that has an excessive moisture, being tough, damp or wet, or otherwise unfit for warehousing. "Condemned grain" means all grain that is in a heating condition or is badly bin-burnt, whatever grade 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 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 as defined by Parliament, in the Grain Act. There are four of these grades for Manitoba