

spring wheat, three each for Alberta red and white winter wheat and two for Alberta mixed winter wheat. There are also 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 Pacific coast 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 Moose Jaw, 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 11,750,000 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. 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 could be very much utilized for east-going grain during the period of navigation on the Great Lakes. They were built partly because of the necessity of providing for the Panama Canal route in a way that would give a fair trial to the route which during the past year 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 navigation and the long rail haul from the grain fields to the Atlantic—constitute conditions which have led to the hope that the Panama Canal will be an immense gain to the grain growers of Alberta.

**Movement of Canadian Wheat, Crop Year, 1921-1922.**—A *résumé* of the Canadian wheat movement naturally begins with a description of the pool fed chiefly by the crop of the western inspection division. The wheat crop of 1921, marketed in the western division during the crop year from September 1, 1921, to Aug. 31, 1922, amounted to 281.3 million bushels. Other acquisitions, including a carry-over from the previous crop year of 5.3 million bushels, brought the stock of the western pool to a total for the year of 286.8 million bushels. As for distribution, out of the 217.4 million bushels which were commercially disposed of, the shipments to the eastern division of 86.7 million bushels and the direct export to Great Britain of 75 million bushels were the chief items. The direct exports to the