

division were thus 281.9 million bushels. The wheat used by the milling companies for the manufacture of flour amounted to about 17.5 million bushels, of which 12.1 million bushels were ground into flour for domestic consumption. The all-rail movement eastward from the western division, including shipments to the Ogilvie Flour Mills Co. at Fort William for grindings, was 13.7 million bushels. Lake shipments from Fort William and Port Arthur were 229.4 million bushels, 99.6 million bushels going to Canadian ports and 129.5 million to United States ports. The shipments to Canadian ports represent a decrease of nearly 15 p.c. and to American ports a decrease of 2 p.c. from 1925-26. The principal Canadian lake ports were Goderich, with receipts of 14.3 million bushels by water, Port McNicoll, with receipts of 12.4 million bushels by water, and Port Colborne, with total receipts of 47.4 million bushels, a decrease of 5.9 million bushels from the receipts during the previous crop year. Buffalo was of chief importance among the United States lake ports in the handling of Canadian wheat, with receipts by water from Port Arthur and Fort William of 121.4 million bushels. The export of wheat through Vancouver was 34.3 million bushels, as compared with 53.0 million in the previous crop year, and 5.6 million bushels were exported through Prince Rupert. The seed requirements were estimated at 37.6 million bushels, and the stocks at the end of the crop year were 35.5 million bushels.

The eastern division received during the crop year not only the eastern crop, estimated at 25.1 million bushels, but also shipments from the West aggregating 113.3 million bushels. The quantity on hand at the beginning of the crop year was 12.5 million bushels, making, with a comparatively small importation from the United States, a total stock entering the eastern division of 150.9 million bushels. The distribution included 12.4 million bushels carried over in store into the following year, 50.7 million bushels exported from the St. Lawrence ports, and 16.3 million bushels shipped through the winter port of Saint John. In addition, 14.8 million bushels were cleared for export to the United Kingdom and other countries via the United States Atlantic ports. The chief of these ports concerned with the movement of Canadian grain from both divisions were New York, with shipments of 66.9 million bushels, Philadelphia, with 16.8 million, and Baltimore with 11.8 million.

Total exports from Canada to the United States for consumption amounted to 7.6 million bushels, to the United Kingdom 185.3 million bushels, to other countries 58.3 million bushels; 132.2 million bushels were shipped *via* Canadian ports and 111.5 million bushels were shipped *via* United States ports. Total exports of wheat from Canada during the crop year amounted to 251.3.

Table 3 shows for the license years 1927 and 1928 the number of railway stations at which elevators are placed, the number of elevators and their total storage capacity, the figures being given by provinces for each class of elevator with a summary showing the total of all elevators for each province. Tables 4 and 5 give respectively detailed statistics of the inspection of grain for the crop year 1927 and summary statistics for 1921-27, and Tables 6 and 7 show the shipments of grain by vessel and rail for 1926 and 1927.

Tables 8 and 9 deal with the Canadian grain handled in recent years at public elevators in the east.