bushels, of which 12·3 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 4·3 million bushels. Lake shipments from Fort William and Port Arthur were 253·9 million bushels, 108·6 million bushels going to Canadian ports and 145·1 million to United States ports. The shipments to Canadian and American ports represented, respectively, increases of 10·9 p.c. and 11·2 p.c. from 1926-27. The principal Canadian lake ports were those of Lake Huron and Georgian Bay, with receipts of 41·8 million bushels, and Port Colborne with 55·7 million bushels. Among the United States lake ports Buffalo was of chief importance in the handling of Canadian wheat, with receipts by water from Port Arthur and Fort William of 130·7 million bushels. The export of wheat through Vancouver was 79·0 million bushels, as compared with 34·3 million in the previous crop year, and 7·6 million bushels were exported through Prince Rupert. The seed requirements were estimated at 40·6 million bushels, and the stocks at the end of the crop year were 54·8 million bushels.

The Eastern Division received during the crop year not only the eastern crop, estimated at 23·6 million bushels, but also shipments from the West aggregating 112·9 million bushels. The quantity on hand at the beginning of the crop year was 12·4 million bushels, making, with a comparatively small importation from the United States, a total stock entering the Eastern Division of 148·9 million bushels. This figure included 22·8 million bushels carried over in store into the following year, 48·6 million bushels exported from the St. Lawrence ports, and 7·9 million bushels shipped through the winter port of Saint John. In addition, 75·0 million bushels were cleared for export to the United Kingdom and other countries *via* the United States Atlantic ports. The chief ports concerned with the movement of Canadian grain from both Divisions were New York, with shipments of 52·4 million bushels, Baltimore with 10·7 million, and Philadelphia with 7·3 million.

Total exports from Canada to the United States for consumption amounted to 8·4 million bushels, to the United Kingdom 201·7 million bushels, to other countries 78·5 million bushels; 184·6 million bushels were shipped *via* Canadian ports and 95·5 million bushels were shipped *via* United States ports. Total exports of wheat from Canada during the crop year amounted to 288·6 million bushels.

Table 3 shows for the licence years 1928 and 1929 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. The growth of Canadian elevators in number and capacity has accompanied the expansion of grain acreage in the present century. Canadian elevators in 1901 numbered 426 with a capacity of 18,329,352 bushels; in 1911 these had increased to 1,909 elevators and 105,462,700 bushels; and totals of 3,855 elevators and 231,213,620 bushels were reached in 1921. Further increases in the last few years have resulted in a total of 5,481 elevators with a capacity of 358,254,790 bushels in 1929. The latter figure may be compared with an average wheat production of 380,635,000 bushels in Canada in the decennial period 1920-1929.

Table 4 gives summary statistics of the inspections of grain for 1922-28, detailed statistics given in previous Year Books being omitted to save space. The latter may be found in the Reports of the Grain Trade of Canada. Tables 5 and 6 show the shipments of grain by vessel and rail for 1927 and 1928.

Tables 7 and 8 deal with the Canadian grain handled in recent years at public elevators in the east.