

GRAIN STATISTICS.

Government has power itself to erect and operate terminal grain elevators. One such elevator is already in operation at Port Arthur, and other government elevators are in course of erection under the powers conferred by the Act. There are six different kinds of elevators, viz., (1) "country elevators," situated at railway stations and receiving grain for storage before inspection; (2) "public elevators," which receive grain for storage from the western inspection division after inspection; (3) "eastern elevators," for the storage after inspection of eastern grown grain; (4) "terminal elevators," which receive or ship grain at points declared to be terminal; (5) "hospital elevators," used for cleaning or other special treatment of rejected or damaged grain; and (6) "mill elevators," used in connection with 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," not because they are situated on Lake Superior, or because they have been built at the Lake terminal yards of the railway lines, but because the inspection of western grain ends at them. The grade given as it 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. The grain stored in these elevators may be sold in Eastern Canada or in the United States or in Europe, and may be shipped through either Canadian or United States channels. At the present time there are 13 of these terminal elevators (nine at Fort William and four at Port Arthur), and their total storage capacity is about 40,600,000 bushels.

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; that is, if it was received into the terminal elevator as "No. 1," grain of equal quality must be shipped out. 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, and the work is done by inspectors under The Canada Grain Act in offices rented by the Government in the Grain Exchange Building.

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" means 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