

GRAIN STATISTICS.

assign any definite time for its completion. The elevators at Calgary, Saskatoon and Moosejaw will serve other purposes besides providing for these new routes. They will bring the work of inspection somewhat nearer to the grain-growing area. In addition, they will provide, for the first time in Western Canada, hospital apparatus upon the grain field to treat damaged grain. The elevators will also give a certain amount of additional storage capacity, which will be useful in periods of congestion. Besides, they will 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 current rate of interest and dispose of it as he sees fit. It is not intended that these elevators shall take the place of the Lake terminal elevators for grain shipped east, or that they shall be very much utilized for east-going grain during the period of navigation on the Great Lakes. They are being built partly because of the need of hospital apparatus on the grain-growing area, partly because of the advisability of having some reserve storage for times of emergency, and partly because of the necessity of providing for the Hudson Bay and Panama Canal routes in a way that will give those routes a fair trial. 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—practically universal in the west—that to the grain growers of Alberta the opening of the Panama Canal, and to the grain growers of Saskatchewan the opening of the Hudson Bay route, will be an immense gain.

Table 45 shows for the crop years 1901 to 1915 the number of railway stations at which elevators are placed, the number of elevators and warehouses and their total storage capacity, the figures being given by provinces for the country elevators of the west, and by description of elevators for the rest of the country. Tables 46 and 47 give statistics of the inspection of grain for the years 1912, 1913 and 1914, and Tables 48 and 49 of the shipment of grain by vessel and rail for 1913 and 1914.

45.—Number and Storage Capacity of Canadian Grain Elevators in the crop years 1901-1915.

MANITOBA.

Year.	Stations.	Elevators.	Warehouses.	Capacity.	Year.	Stations.	Elevators.	Warehouses.	Capacity.
	No.	No.	No.	Bushels.		No.	No.	No.	Bushels.
1901...	167	333	76	10,323,272	1909..	300	678	13	20,558,500
1902...	180	427	69	12,255,000	1910..	312	696	11	21,624,500
1903...	216	558	59	16,121,400	1911..	329	707	12	21,813,800
1904...	234	651	46	19,297,000	1912..	336	705	10	22,410,500
1905...	247	669	33	19,557,630	1913..	338	698	10	22,253,150
1906...	271	699	33	20,656,100	1914..	346	683	6	21,690,000
1907...	275	686	32	20,502,200	1915..	348	678	8	22,045,500
1908...	282	685	20	21,015,600					

NORTHWEST TERRITORIES.

1901...	50	88	21	2,436,080	1904..	86	261	18	7,917,000
1902...	60	111	18	3,194,000	1905..	109	298	13	8,934,000
1903...	66	176	23	5,105,000					