

LAST YEAR'S CROP FIGURES
Large Increase in Inspections

The list of inspections for the 1913 crop has just been issued, as at August 31.

Wheat, oats and barley show a substantial increase, while flax shows a heavy decrease. The total increase in wheat was 11,434 cars, oats 3,812, and barley 265, all increases; flax, on the other hand, showed a decrease of 8,218 cars.

Particulars of grades and total number of cars inspected are as follows:

The grand total shows 1913 crops as 196,732 cars, as against 189,075 for the previous year.

A notable feature is the extraordinary number of cars which graded No. 1 Manitoba Northern, the exceptionally fine weather at the finish of the growing season and favorable conditions during the fall being largely responsible.

Oats also showed high grading.

Cars inspected for the year ended August 31, 1914:

Spring Wheat		
Grade	Total	Last Year
1 Man. hard	783	239
1 hard wheat, Fife	13	4
1 Man. Nor.	75,684	13,267
2 Man. Nor.	36,788	42,579
3 Man. Nor.	9,202	29,931
No. 4	1,921	6,223
No. 5	495	1,490
No. 6	230	1,163
Feed	34	371
Smutty	4,209	1,340
No grade	1,109	24,049
Rejected	5,758	3,584
Condemned	135	27
N. E. G.	53	32
	5	3
Screenings		142

Total cars spring wheat 136,419 124,444

Winter Wheat		
1 A. R. W.	45	136
2 A. R. W.	527	539
3 A. R. W.	302	426
4 R. W.	55	209
5 winter	10	115
No. 6		
1 white winter	11	9
2 white winter	16	3
3 white winter	10	12
1 mixed winter		
2 mixed winter	2	
3 mixed winter		
Rejected 1		
Rejected 2		
No grade		58
Rejected	2	9
	4	15

Total cars winter wheat 984 1,525

Total cars wheat 137,403 125,969

Oats		
Ex. 1 C. W.	5	41
1 C. W.	275	
2 C. W.	18,883	11,459
3 C. W.	8,403	5,508
1 feed	380	2,807
2 feed	3,130	1,462
Rejected	564	425
No grade	645	6,310
Condemned	52	41
Mixed grain	911	134
No. 2 mixed grain	11	8

Total cars 34,460 30,648

Barley		
Corn		2
2 C. W.	10	2
3 Ex. C. W.	779	115
3 C. W.	5,563	5,920
4 C. W.	3,256	2,914
Rejected	1,637	646
No grade	103	1,470
Feed	308	247
Condemned	19	6
Cleaning		90

Total cars 11,675 11,410

Flax		
1 N. W. C.	12,074	15,757
2 C. W.	465	3,454
3 C. W.	68	911
Rejected	96	84
No grade	98	796
Condemned	11	28

Total cars 12,812 21,930

Rye		
1 C. W.	7	
2 C. W.	66	10
Rejected	10	5
		1

Total cars 83 16

Screenings 298
Grand total cars—C.P.R., 104,727;
C.N.R., 60,259; G.T.P., 21,903; Calgary,
6,513; Duluth, 3,339—Total, 196,732;
last year, 189,075.

MOISTURE IN STORED GRAIN
By "F.C.N." in Conservation

In handling grain the question of an increase or decrease in weight after threshing is often before the farmer and the dealer. Many farmers believe that there is a decided loss during storage, and are willing to sell at a lower price at harvest time than later, even tho storage cost them nothing. To secure information along this line, an experiment has been conducted at the Utah Agricultural College Experimental Station. While the results obtained may not hold good for all conditions, they can be used as an indication of what will probably take place under conditions somewhat similar.

No.	Grain	Moisture August 1911 Per cent	Moisture August 1913 Per cent	Gain
1	Wheat	6.51	9.25	2.74
2	Wheat	6.48	9.23	2.75
3	Wheat	6.98	9.30	2.32
4	Wheat	7.33	9.31	1.98
5	Oats	6.25	8.57	2.32
6	Oats	6.12	8.24	2.12
7	Wheat	8.67	9.28	.61
8	Wheat	7.54	8.99	1.45
9	Wheat	6.72	8.95	2.23

Wheat and oats were used in the

experiment. They were taken directly from the threshing machine and placed in sacks, holding a little over two bushels. The bags of grain were stored in the college barn, on a platform, around which air could circulate freely. The experiment was begun on August 17, 1911, and continued for two years. The bags were weighed once a month and the same scales were used thruout. Contrary to expectations, there was a gain in weight instead of a loss. A gradual increase in weight occurred during the fall and winter until a gain of from three to five per cent. had been made. A decrease in weight, never amounting to more than two per cent., commenced in spring and continued into the autumn, when the weight began to increase again. During the second winter the grain was even heavier than during the first, while in the second spring there was a falling off again, as in the previous year.

The results of the experiment do not show any consistent difference due to method of harvesting or of agriculture—whether by irrigation or by dry-farming. The stages of maturity and dryness are probably the chief factors in determining changes in weight. In every case there was a gain in weight during the winter, and a loss during the summer, but the grain weighed less at threshing than at any later period. The above table shows

the actual weights at the beginning and at the conclusion of the experiment.

CRACKS IN CONCRETE

If those bothered with leaks caused by cracks or imperfectly laid concrete will take common black roof paint of the asphalt kind and paint cracks or places where tanks are leaking and while the paint is still wet, sprinkle cement in the paint until the paint does not take up any more cement, then let set for three hours and repeat the operation, they will find that leaks and seeps will stop. If a leak is caused by a large crack, stop first with mortar made of one part cement and one part of fine sand, then when set proceed as advised.

Where leaks are large it would be better to cut V-shaped grooves in the wall along the lines of the cracks, clean these out thoroughly, soak well with water and then fill with a rich cement mortar, allowing this to harden before applying the coating suggested. If this does not solve the difficulty it would then be necessary to put a new wall about four inches thick inside the old one, carefully reinforcing it both vertically and horizontally to withstand the pressure of the water contained in the tank, and planning the work so that the whole wall can be constructed at one continuous operation, thus eliminating joints.

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