

(3) Excepting in the neighbourhood of the stokehold bulkhead the only damage which occurred in this shipment was due to "sweat" or the admission of water. The importance of keeping the grain dry during loading, and of preventing the subsequent entrance of water into the holds hardly needs to be emphasized. If the Panama Canal route is used to any extent for this trade most of the shipments will probably be made from Vancouver during the rainy season, and it will therefore be necessary to take steps to prevent water from dripping down the hatches and ventilators during loading. In addition to this the ventilators should be covered during rough or wet weather at sea, and no wet cargo of any sort should be stowed in the same hold as the grain.

(4) One feature which was against the present shipment was the length of the voyage, the grain being in the vessel three and a half months altogether. When heating once starts in a body of grain it proceeds at an accelerating rate so that the length of time the wheat is in transit may have a great deal of influence on the quantity which arrives out of condition, and the extent of the damage. If possible then the use of slow ships in this trade should be avoided.

The conditions to which the grain is subjected in transit by this route are much more severe than those experienced by Atlantic shipments. The temperatures are higher and the voyage much longer, but it is believed that if it is possible to observe the above precautions, there will be little difficulty in carrying wheat cargoes safely. The results of this experiment certainly seem to justify further trials.