

with the elevators on the part of farmers resulted in the introduction of what are called "loading platforms." The loading platform is a wooden structure on a siding on to which a farmer can drive his team and from which he can shovel the grain into the car. There are now in existence some 1,921 loading platforms, distributed as follows: Manitoba, 579; Saskatchewan, 874; Alberta, 461; and British Columbia, 7. They have a loading capacity of 4,498 cars simultaneously, and during the last crop year some 22,765,201 bushels of grain were handled over these platforms.

Grain Elevators.—As a general rule the elevators are owned and operated by commercial companies or farmers' co-operative companies. When the farmer takes his grain to an elevator he can either sell the grain to the operator, in which case it is called "street grain," or he can hire a bin in the elevator to keep his grain distinct from all other grain, in which case it is called "special binned grain," or he can store it with other grain of the same grade. If he stores the grain either in a special or general bin, he arranges with the railway company for a car, and the elevator loads the grain into the car to his order. When the grain is loaded he can either sell it on the spot as track grain, or send it forward consigned on commission. The farmer hauls the grain unsacked, and bulk handling is universal. Under The Canada Grain Act the Dominion Government has power itself to erect and operate terminal grain elevators. One such elevator is in operation at Port Arthur, and 4 other government elevators are in operation at Moosejaw Saskatoon, Calgary and Vancouver.

There are six different kinds of elevators defined in the Grain Act, 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) "private terminal or hospital elevators," used for cleaning or other special treatment of rejected or damaged grain; under regulations governing sample markets all grain received into such elevators must be their own property, though the owner or owners of grain may contract for the handling or mixing of grain in such elevators; and (6) "manufacturing elevators," used or operated as part of any plant engaged in 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