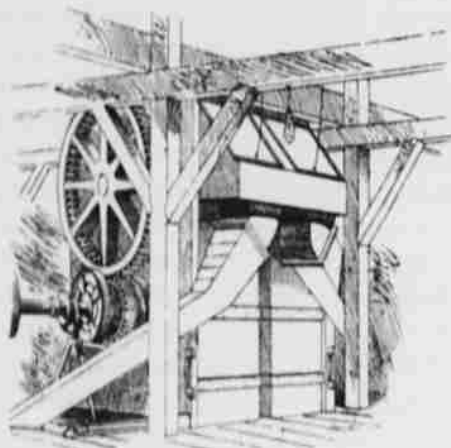
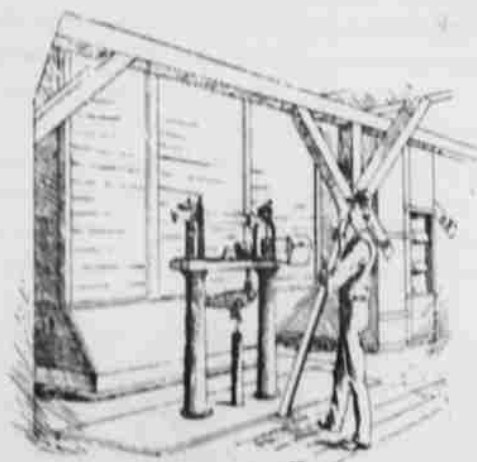


his grain as it comes from the thresher, he empties his bags into bins at the elevator and takes them back home with him. In this way a few bags will serve for handling large crops several seasons. Some farmers do not even handle their crops thus briefly in sacks,



TOP OF BOOT LEGS ON SHAFING FLOOR.

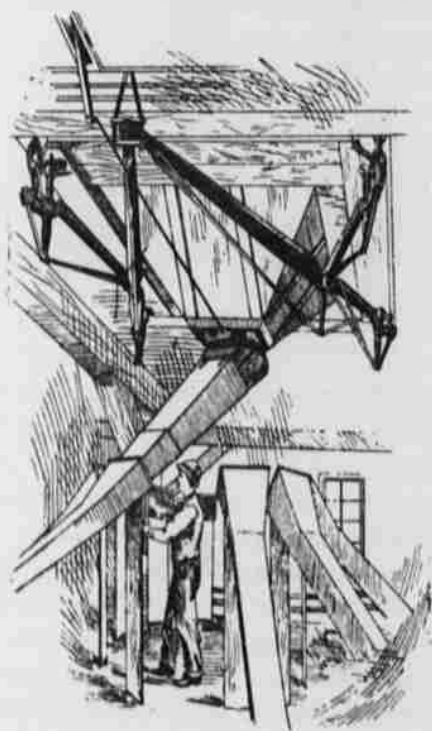
but convey them in high wagon boxes to the nearest elevator. From these elevators the grain goes by rail to such great centers as Minneapolis, Duluth, Chicago, Milwaukee and St. Louis, where it is manufactured or held for favorable markets and further shipment to the Atlantic seaboard and beyond the ocean. The shipments from Duluth, Milwaukee and Chicago are almost entirely by vessel to Buffalo and other lower lake ports, thence by way of the Erie canal or the New York railways to the metropolis, or down the St. Lawrence. The trunk lines, however, carry a good deal of wheat from Chicago. Occasionally a cargo is sent from an upper lake port direct to Europe. The grain elevator system of the east affords some opportunities for ras-



WEIGHING GRAIN.

icals to profit by illegitimate practices, but it is one of the factors that have contributed to the upbuilding of the grain industry of the country to its present colossal proportions.

On the Pacific coast the grain elevator system that has proved so successful in the east has just been introduced. Since the beginning of grain shipments from the Pacific coast, the farmers have each year been put to considerable expense and annoying and disastrous delays by the necessity of getting a fresh supply of sacks in which to market their product. Many millions of sacks were annually purchased by the farmers of the Columbia basin, and this single item of expense, from which their fellow farmers in the east are entirely exempt, became no inconsiderable burden. At best, the only storage conveniences available were warehouses, where the grain in sacks was permitted to lie until facilities for moving it could be provided—the railroads during the harvest season always being crowded to their utmost extremity to take care of the



SPOUTING GRAIN.

grain delivered at the side of the track before the damaging weather set in to ruin it. The grain was usually piled in the field in sacks, then drawn to the railroad and piled on flat cars, where very mysterious shrinkages often occurred before it was landed safely in the hold of a ship at the seaboard. The sacks that cost the farmer much money and worry went out of the country with the grain, and the operation was repeated the next season. All transfers were made by the very tedious process of handling the sacks. When stowed in a vessel, there were small spaces between the sacks that were filled by what was termed "bleeding;" that is, cutting open a number of sacks, so that their contents would escape and fill the vacant crevices. A great many sacks were thus ruined and became a dead loss.