

best medium in which to do business. There buyers and sellers come together and are enabled to do business in a more satisfactory manner than would be possible otherwise.

Work of Inspection.

The farmer's car has arrived in Winnipeg. We shall consider how it is handled from there until it is unloaded at the terminal point. When it arrives in the yard the railway company furnish the inspection department with the shipping bill, then the men go out into the yards and draw samples for inspection purposes. It has been stated that the men employed in the inspection department do not draw the samples in a careful and satisfactory way, that no proper supervision is kept of them and the manner in which they do their work and that in many cases a poor class of men is employed. Now, no matter how good the inspectors are, unless they receive proper samples they cannot do satisfactory work, as all they have to go on is the sample that is furnished them. It is therefore absolutely necessary that the sampling be done in a careful and systematic way. When these men go into the yards they are in every case in charge of a foreman. This foreman is one who has been in the employ of the inspection department for years and a man in whom they must have absolute confidence. He has charge of the men who are to draw the samples. When they arrive at a car they look it over to see if there are any signs of a leak, or if it has suffered any damage in transit. They mark down on a little pasteboard card the initial letters and number of the car; they then examine the seal and note whether it has been broken. The man who draws the sample places a short ladder against the door of the car, climbs in and starts his work. He draws the samples with what we call a stieker, a long brass tube with a sharp point. This is pressed down through the grain to the floor of the car. After striking the floor the handle is turned and the grain then runs into this tube from every height until it is filled up. It is then withdrawn and the grain it contains emptied in a heap on a piece of sacking laid at the car door for that purpose. Samples are drawn in this way from each of the four corners of the car, then one from each side of the car and one from the centre. The last three are never drawn until the foreman comes to the car and sees them drawn himself. When that work is done he examines each sample as it lies there before him. If he finds they are uniform he bunches them together, fills up the sample bag that he has for that purpose, and then places in the same bag a card containing the particulars of the car. If he finds that the samples are not uniform he instructs the man in the car to draw a fresh sample. If he is convinced that this car has been deliberately loaded for the purpose of trying to deceive the inspector, or is what we call a "plugged" car, the poorest sample that can be found in that car is taken and the car then graded down to the lowest sample found in it. Once they have done that, they leave the car, shut the door again and seal it up. I might also have stated that they take a record of how near the load line the car is loaded. After this is done and they have got through all the rest of their work, the samples from all cars are taken up to the office of the