

of members of the grain exchange, and the reason of that is, that a survey must be held before the car is unloaded and the identity of the grain lost, and to make this possible men must be appointed who can be quickly reached, and who have the necessary expert knowledge of grain to consider, and if necessary revise and alter the finding of the chief inspector. We must never forget that if we had men on that survey board that were not able and capable of doing the work in a proper and satisfactory way that it would cause endless loss and confusion, not only to the grain dealers but to the producers as well. The only alternative that there may be to change the constitution of the survey board, if its present form is unsatisfactory to the producer, is to have a permanent board, appointed by the government, whose duties will be to perform the work now done by the present survey board. To do this would entail a very large expenditure and would necessitate the raising of the fees already collected for the purpose of inspection and weighing.

Duties of Survey Board.

When your sample goes before this survey board they are not supposed to know anything about what grade it got from the inspection department. They are simply asked to use their best judgment as to what the sample should grade, and what amount of dockage it should get, and when they reach a decision it is handed to the secretary, who hands it then into the inspection department. If they alter the decision of the inspection department, a new certificate is then made out according to the finding of the board; if not, the original certificate stands; but in any case their decision is final. If they have altered the decision of the inspection department, the \$3.00 is returned to the shipper; if not, it is retained for the purpose of paying each member of the board \$1.00 for their services. If the owner of the grain so desires he can demand that fresh samples be drawn for the purpose of this survey. After this work is completed the car is then ready to be unloaded.

When it arrives at the terminals it is run in along with cars of a similar grade to whichever elevator it is going to be unloaded into. The car is then opened and emptied for the purpose of being weighed, and the inspection department, having full control of the weighing and binning of grain, sees that this grain is up to the grade it bears. If it is not they have the power to hold the car, preserve its identity, draw fresh samples and notify the department at Winnipeg that some mistake must have occurred in the grading. If all is right, the grain is taken into the building, elevated to the top for the purpose of being weighed under government supervision, and a weight certificate is made out accordingly. The grain is then put into a bin of the same grade, no mixing being allowed.

Shipping from Terminals.

It is often stated that a larger amount of the higher grades are shipped out of the terminal house than are received into them, but while such statements have been made, no one has ever produced evidence sufficient to prove that such is done. When the grain in a