

the truest sample that possibly could be secured of the lot delivered. As soon as the carload had been delivered at the elevator, the owner of it could, if he wished, have the elevator operator forward a portion of the sample secured under seal, to the office of the commission at Winnipeg. The commission would provide a sample room in Winnipeg, where these various samples could be displayed in bowls, with information setting forth the shipping point from which they came, and the commission merchant who was entrusted with the selling of it. Intending purchasers would visit the sample room, select the samples that suited them, and purchase from the commission merchant who had the handling of it, if a price satisfactory to the owner could be secured. This purchaser, representing the domestic or foreign miller, would have the guarantee of the commission that the grain back in the commissioners' elevator represented by the sample he had seen would be delivered to him without being in any way mixed with other grain. This guarantee of the preservation of the identity of grain would form the basis for a sample market.

"The grain when shipped would be graded by the inspector, as at the present time and the grade affixed. If, however, it had been sold on sample, the purchaser would have it binned at Fort William along with other parcels he had purchased in a similar manner.

"If the owner of the grain wished to ship it before he was desirous of selling, it could be done as at present time, and the grain binned with other grain of a similar grade. In respect to weighing, the operator of the elevator would be obliged to keep a careful record of the weights from bins into cars.

"Regulations would be framed for his guidance so accurate that he could take an affidavit as to the weight into any particular car, setting forth all particulars in connection with the loading of it. The commission would then be in a position to protect the shippers' weights at initial points, giving the owner of the grain virtually the protection of official Government weights.

"At the present time the railway company is obliged to deliver at the terminal the weight loaded at the original shipping point. The difference in weights between shipping points and terminals has been very pronounced in the past. The individual shipper has had slight recourse, since individually he could do practically nothing against the railway company. Under this method it would be the commission against the railway company as far as weights were concerned, rather than the individual against the railway company, and with the accurate system of records that would be developed, the railway company could not escape the responsibility of delivering the amount of grain that had been given to their care.

"The guarantee of weights and samples would permit of sales being made between local points, such as, for instance, as for local milling requirements and for seed purposes, a thing which cannot be satisfactorily accomplished today.

"When delivered at the initial elevator a shrinkage of not least three-quarters of one per cent. would be taken, and when loaded into the car, an average of one-quarter of one per cent. would be loaded. This would