

Marketing Your Grain

A Series of Articles Showing the Various Stages and Steps by which the Grain Crop of Western Canada
is carried from the Farm to the Foreign Market

Article II.—Sampling and Inspecting—continued

The Winnipeg inspection governs the storage in the elevators, except in cases of cars loaded too full for proper sampling at Winnipeg, cars that have been plugged, cars that have gone out of condition, or cars upon which reinspection has been asked, or an appeal to the Survey Board from the verdict of the inspector demanded.

If a reinspection is asked, it is given at Fort William without any additional charge. If an appeal is made to the Survey Board, the car is resampled at Fort William, and the survey is held on either the Winnipeg or the Fort William sample.

The inspection office at Winnipeg sends, every evening, by express train to the office at Fort William, a sheet showing the car numbers, the grade and dockage, the inspector's notations, the shipping point, the destination, the party to whom the car is billed, and the number of the inspector's certificate. As trains are broken up at Winnipeg, or between Winnipeg and Fort William, a new train sheet has to be made at Fort William. This sheet is made from the car bills and from the Winnipeg sheet, and it shows the Winnipeg sheet number, the car number, the grade and notations, the elevator to which the car is sent and the shipping point.

A grade ticket is then made out for each car and nailed to the car. The grain is stored in the elevator according to the grade shown on the ticket, unless the car has to be reinspected.

The cars are then switched to the different elevators, a man being placed to note signs of leaks or damage caused by the switching.

Cars that have been held for inspection, or upon which a reinspection or survey has been asked, or that have gone out of condition, or have been plugged, are all sampled and inspected while being unloaded. As a rule, except in these cases, the grade given at Winnipeg remains.

A daily report of all cars unloaded at each elevator is then made. The report shows the carrying company, the car number, the date, the Winnipeg sheet number, the Fort William sheet number, the grade, the dockage, the seal record, the condition of the car (damages, leaks, bulkheads, etc.), the load line, the inspector's notations as to grading, cleaning, etc., and the weighman's notation. One copy of this report is given to the elevator, and one is retained in the inspection office at Fort William. The grain is then taken into store and binned with other grain of the same grade.

Inspection Out of the Terminals

Grading the grain as it is being loaded out of the elevators into the lake steamers presents some difficulties not experienced in Winnipeg. It is easier to secure a fair average sample of the grain in a standing car, than to secure one out of a mass of grain



Checking the samples with the train lists in the yard office

rushing in several streams from a huge elevator into a steamer. Further, the car sample in Winnipeg is graded in the central office and not in the railway yard, but grain being loaded into a steamer must be graded there and then. To sample the grain, send the sample to a central office and grade it there, might mean that the wrong grain would be loaded into the vessel, and the steamer started off with grain different from that called for by the shipper. To unload grain out of a vessel at Fort William would be difficult, as there are no marine legs, and to delay the steamer would add to the cost. The grain must be graded as it runs from bin to boat.

An inspector with assistants is placed in charge of each elevator, and he is held responsible for the grading out. The grain is sampled at three places:

in the tunnels as the grain runs from the storage bins to the working house, on the floor of the working house, and on the steamer as it pours from the shipping bin to the hold.

If any grain is seen at any of these places which is not up to the required grade, the stream is stopped instantly. While the grade is given by the inspector in charge of the elevator, all the three samples are sent to the inspection office in Fort William and examined there. In this way the grading by the inspector in the elevator is checked by the grading of the inspector who has charge of all the inspection at the terminal points, Mr. Symes. A sample of every cargo with the Fort William inspection is also sent to the Chief Inspector in Winnipeg.

The government charge for inspecting grain passing thru Winnipeg is as

follows: Grain in sack, one-third of a cent per cental; grain in bulk, per carload, fifty cents; grain in cargoes, per one thousand bushels, fifty cents.

It is in the power of the Board of Grain Commissioners, however, to reduce or increase these fees, tho no such change has yet been made.

The government charge for weighing grain at the terminal elevators is thirty cents per carload (or per thousand bushels). The charges for inspecting and weighing are paid to the government by the elevator company at the time that the grain is inspected and weighed and charged up to the farmer when settlement is made.

Twelve Years' Record

The following shows the number of cars inspected in Winnipeg from 1900 till 1913:

	Cars.
1900	32,575
1900-1	15,405
1901-2	57,500
1902-3	54,995
1903-4	40,299
1904-5	40,396
1905-6	69,178
1906-7	81,506
1907-8	63,972
1908-9	87,957
1909-10	114,997
1910-11	100,737
1911-12	176,201
1912-13	189,075

Legal Weights

In contracts for the sale and delivery of any of the undermentioned articles, the bushel shall be determined by weighing, unless a bushel by measure is specially agreed upon and the weight equivalent to a bushel shall, except as hereinafter provided, be as follows:—

Barley, 48 pounds. Buckwheat, 48 pounds. Flax-seed, 56 pounds. Indian corn, 56 pounds. Oats, 34 pounds. Peas, 60 pounds. Rye, 56 pounds. Wheat, 60 pounds.

Two provisions in the Canada Grain Act which are of special interest to farmers are the following:

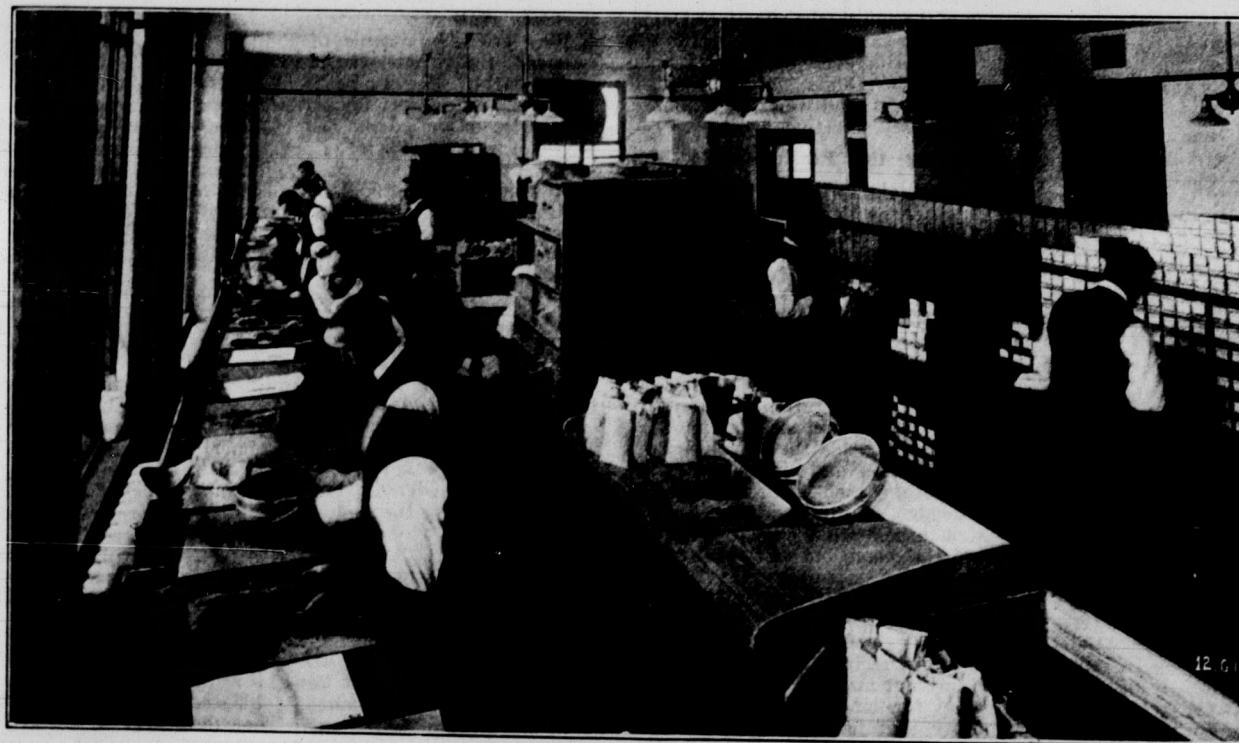
Standard Samples

33. The chief inspector and the inspectors for the division shall, not later than the first day of October in each year, select samples of the different grades of grain, which shall be known as official standards.

(2) Any such inspector shall, upon request therefor, furnish a sample of any such grade of grain, accompanied by a specific statement that it is the official standard for that grade.

(3) For all samples so furnished the inspector shall make such charge as is approved by the board.

34. No inspecting officer shall in any case make the grade of any lot of grain inspected by him above that of the poorest quality found therein, if he is satisfied that the grain has been improperly loaded for the purposes of deception.



INSPECTORS GRADING GRAIN IN THE CHIEF INSPECTOR'S OFFICE, WINNIPEG