

PORTLAND CEMENT DIAMOND BRAND LUMP LIME

IN BARRELS AND LOOSE

KELLY ISLAND LIME

HARD WALL PLASTER
WOOD FIBRE PLASTER
RUBBLE STONE
CRUSHED STONE

WRITE US FOR QUOTATIONS

THE WINNIPEG SUPPLY CO. LTD.

298 RIETTA STREET, WINNIPEG

Flour and Feed Dealers

We handle carloads of

Hay,
Oats and
Chop

From Country Points

RAYNSFORD & CO.

126 King Street

Winnipeg

The Grain Standards Board, appointed by the Governor in Council, establishes the standards found necessary to be designated as commercial grade, and selects samples thereof for the guidance of the Chief Inspector.

The Inspector is governed by the grades established by statute. The Inspector arbitrarily fixes the grade entirely on physical appearance of the grain.

The Sampler of the Inspection Department secures a fair sample of the car by plunging a hollow brass tube, called the "probe", to the bottom of the car in several places.

The samples thus obtained are placed in a sample sack, together with a card, on which has been placed the car number and initials, and taken to the Inspector's office, where the grade and dockage is determined.

The Inspector gets a manifest of the cars which contain the name of the shipper, owner and advisee. No record is kept of the car seals. No sample is taken out of the car except that of the Inspector's.

The owner of the grain, if dissatisfied, can have a re-inspection of his car by the Inspector, and if still dissatisfied can order a survey by the Survey Board.

When the grade and dockage of the car has been finally determined, a certificate of inspection is issued by the Inspection Department. The cars are all sampled at Winnipeg.

The Inspector has information as to the point of origin, the owner and shipper of the grain he is grading.

It is to be noted there is a good deal of similarity in the systems of inspection at Minneapolis and Winnipeg, yet they differ materially in very important respects, more especially in the fact that at Winnipeg there is no check on samplers, while at Minneapolis there is an opportunity to check up the Samplers Department and reviewing the work of the sampler.

Again, the Appeal Board in Minneapolis fulfils a very important function, while the Survey Board at Winnipeg is of no practical use.

Another important difference is the fact that the Appeal Board determines their decision more on the commercial value of the grain inspected than on its physical appearance or definition of the grade as fixed by statute.

The Appeal Board, appointed by the Governor, leads to an independence of any influence outside of their duties. The Survey Board in Winnipeg, being nothing more or less than men selected from the floor of the Grain Exchange, who are active dealers in grain, and whose judgment is liable to be biased on that account.

Another important difference is that neither the Inspector nor the Board of Appeal has any intimation as to the owner of the grain inspected. They simply inspect a sample of grain, not a car of grain belonging to an individual, while at Winnipeg that information is available to both the Inspector and the Survey Board.

Re-Inspections and Appeals at Minneapolis

Out of a total of 240,422 carloads of grain inspected "on arrival" and "out of store" 54,922 carloads were held for re-inspection with the following results:

There were 34,066 cases sustained; 13,866 cases with grades raised; 2,119 cases with grades lowered; and 4,851 cases with dockage changed.

Appeals to the Grain Inspection Boards (Appeal Boards) were made in 31,420 cases. In 22,728 of these cases the decisions of the Inspection Department through the Chief Deputy Inspectors, were confirmed, and in 8,962 cases their decisions were changed.

Appeals to the Survey Board of Winnipeg

From September 1st, 1909 to February 28th, 1909
Number of cars inspected 66,955