

# GUIDE TO GRAIN SHIPMENTS

For the guidance of farmers who would avail themselves of all the advantages of shipping their own wheat, The Grain Growers' Grain Co. of Winnipeg, respectfully submit the following hints which, if followed will save a great deal of anxiety and probably many hard-earned dollars.

## HOW TO GET YOUR CAR.

1. Under the Manitoba Grain Act, a Car Order Book must be kept at every shipping point, where there is a station agent.
2. When you want to get a car to ship your grain, go to the station agent and sign your name for a car, in this Order Book, telling the agent where you want it placed.
3. When it comes near your turn watch the Book closely, in order to be sure that you may not lose your car. If you live too far from the station to keep in touch with the car supply, get some one near the station to watch it for you, and let you know when your car has arrived.
4. Under the Grain Act, you must, when informed that your car is placed, declare your intention "to load" your car; otherwise it may be given to some one else. You can appoint some one in writing to do this for you, if you cannot be present to do it yourself.
5. Under the Grain Act, no person either Elevator Company or farmer, can have more than one unfilled order for a car on the Car Book at one time.
6. No Railway Agent can refuse to let your name go in the Order Book for a car, if you have grain to ship.
7. The cars must be supplied in the order in which the names appear in the Order Book.
8. If the car supplied to you is not the size you ordered, you can refuse it, and demand the first one that comes in the required size.
9. If the Station agent should refuse your legitimate requests, do not be afraid to report him.

## HOW TO LOAD YOUR CAR.

10. If you are loading your car from a loading platform, see that all holes are stopped, and weak places strengthened. Also see that the doors fit tightly.
11. If at all possible, weigh your grain before loading.
12. If car stands over night before you are through loading, have doors sealed or locked. If not, it weakens your claim should you wish to make one for shortage.
13. If you load through an elevator, take a handful of grain from each load delivered after it is dumped into the hopper. You thus retain a true sample of the grain you put into the elevator.
14. When shipped through an elevator, the elevator operator attends to the loading. You must, however, pay all shortage charges against your grain before it is shipped, or the elevator people have the right to ship it to their own order. You can demand the weight your storage tickets call for but no more.

## HOW TO SHIP YOUR CAR.

15. When your car is loaded go to your station agent and get your car "billed." It is the agent's duty to assist you in this.
16. Send us your bill of lading direct and we will make as liberal an advance as the bank or any firm in the

business by registered insured mail at our expense as soon as car is inspected.

If you must have money on day of shipment have your bank draw on us at once, but in that case you have to pay cost of draft.

17. If you do not wish to make a draft, bill it to the order of the Grain Growers' Grain Company at Fort William if you are on the C. P. R. and Port Arthur, if you are on the C. N. R., advise Grain Growers' Grain Company, Winnipeg. Then send your Shipping Bill to us. When we are "advised" on the shipping bill, the Inspector informs us when your car reaches Winnipeg. We are thus able to watch the grading of your grain and do our best in seeing that it gets the proper grade.

18. When sending in your Bill to us, let us know whether you wish us to hold your grain until you tell us to sell, or to sell it before storage charges commence at Fort William or Port Arthur, or to use our own judgment as to the best time to sell. Remember we can do nothing with it until you send us the "Shipping Bill," or as it is sometimes called, "The Bill of Lading."

19. No storage is charged on grain at Fort William or Port Arthur, for ten days after unloading. After that time, one thirtieth of a cent per bushel per day is charged on all grains.

20. If your grain is weighed state on the shipping bill the exact number of bushels. Note also on your "bill" the number of inches loaded above or below, the line on the walls of the car for the grain loaded. This is important, in case of a leakage, to establish a claim. We can collect a claim or shortage when there is evidence to support it, but cannot on weights guessed at by the shipper.

## GENERAL INSTRUCTIONS.

21. Never ship your grain to Winnipeg unless instructed by us to do so. If you do, it costs 5 or 6 dollars a car to get its destination changed to Fort William or Port Arthur. Strange to say, freights on grain are also higher to Winnipeg than to Fort William or Port Arthur, although the latter is double the distance.
22. After being placed, load your car with as little delay as possible. If cars are held 2 or 3 or 4 days in loading, it is used as an argument by the Railway people against giving cars to farmers.
23. If you are loading at a siding where there is no agent, and where the conductor "lifts the bill," be sure and keep the correct number of your car and the date loaded, letting us know at once.
24. If you think some mistake has been made when you get your grade and you wish your car surveyed, don't write but "wire" in order to catch it before being unloaded. This will be at your expense.
25. If you prefer selling on track, as soon as your car is loaded, wire us for a bid. This bid is the net price to you, and is not subject to commission charge.
26. If you want any other information, or a shipping bill properly made out, write to us. That is what we are here for.
27. Ship your grain. Don't sell it on street.