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OFFICE PHONE 1789
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517 McIntyre Block, WINNIPEG, Man.

The records being clear and perfect, an official certificate of weight is issued bearing upon its face the car number, initial, contents and State weight, together with the date and place where weighed. This certificate is stamped with the seal of the office of the State weighmaster, and forms the basis of settlement between the seller and buyer in the matter of weight.

To obtain a State certificate of weight, it is necessary to present a request in writing. Should any bad order condition be recorded against the car it is written in the remark column of the certificate of weight.

The State weighers who do the weighing are each under a substantial security bond of \$5,000.00, and are thus held liable for the results of their work to the State.

They are wholly impartial and independent in their work, not knowing to whom a single car of grain belongs which they weigh, and they also know that the tenure of their office is not dependent upon the good or ill will of mill or elevator people at those weighing stations where they may be stationed.

Scale experts are employed by the department, whose sole duties are to test the scales and keep them adjusted to the government standard of weights. Nor does the State supervision cease at the testing of the scales, but takes up the details of proper scale construction, elevating machinery and all apparatus that enters into the handling of the grain before it is finally weighed.

The mechanical improvements in the terminal have kept pace with the progress of development of the State system of records and weighing, and today in the mills and elevators are installed the most improved type of scales that money can buy.

In the matter of track scales, the old wood foundations are replaced with steel and concrete, and the track scale capacity has increased from 100,000 pounds to 200,000, while the largest hopper scales in the world are in Minneapolis with a capacity of 120,000 pounds net.

Automatic devices are used to aid in the securing of exact results; the scales are sealed after testing to prevent wilful or accidental changing of the scale leverage without the knowledge of the department. Every terminal operator co-operates with the State to produce a weighing system as perfect and accurate as human energy and experience can make it.

A close supervision is kept over all scales on which State weights are given, and this does not mean just ordinary care in the use of scales, but means a complete and severe test from minimum to maximum capacity of every scale in the system.

Special work has been done involving travel of hundreds of miles to test scales or check up the work of loading, when some especially serious case demanded.

The State weighing department thoroughly investigates all claims that arise in the work, and no effort is considered too great if in the end a just settlement can be obtained.

When a claim is presented alleging a shortage, it is placed on file and handled in order of its filing. The records are carefully checked over to see if error has been made in transposition of numbers, addition of drafts or by actual mistake in recording a figure or set of figures.

The type registered ticket which has been carefully preserved for reference is then examined and compared with the figures, as shown by the original written record.

The record of the work is then carefully investigated at the unloading station at which the car was unloaded and weighed covering the date of weighing, involving a close study of the conditions that might effect the results. The seal records are also checked up to find if such a condition might have existed as a broken seal, no seal or faulty seal record.

The work of settling claims is done as fairly and as impartially as was the weighing, and if mistakes are found they are fully set forth, no matter whom they affect, be it weigher, seller or buyer.

Another very important branch of the State weighing service is the system of watching or patrol, whereby the cars loaded with grain are continually watched while going through the terminal yards, to detect any leaking condition that might exist as well as to guard against pilferage.

The terminal railroad yards are usually located in outlying districts where the vigilance of watchmen is especially needed. Many times leaking cars are found and reported by these special watchmen, that would not show to be leaky when in motion, for cars often leak in the yards when being switched about and do not show evidence of leakage when set for unloading.

Much has been accomplished in the way of protecting the property of shippers from pilferage, a loss against which the country shipper would be powerless if it were allowed to exist.

Since these special watchmen cover the whole ter-

