

To try and illustrate this and also to have a short discussion on our grading system, I am going to try and follow a farmer's car from point of shipment until it is finally unloaded into the terminal elevator. We will suppose a farmer has a carload of grain for sale and he wishes to ship it forward instead of selling it locally. In the first place the Act now provides him with the means of obtaining a car. The railway companies have to provide car order books in which all applicants for cars must register their orders. No one is allowed to have more than one unfilled order on the book at any one time, and all cars must be supplied to applicants in the order in which they appear on the book. An applicant may order his car spotted at an elevator, flat warehouse, loading platform or siding. He may also order any sized car that the railway company may have in commission, and the railway company in supplying his order must give him the first car of the desired size that is available for distribution. No applicant for cars can sell or transfer his right, or load any car out of his turn, or any car that had not been allotted to him. If he does he leaves himself liable to a heavy penalty. If the farmer has stored his grain in an elevator and received a graded ticket he need not trouble himself any further in reference to grade or weight, but if he has put it in an elevator in a special bin, then, to be able to identify his grain he should, at the time of delivery demand that the operator of such elevator furnish some kind of a receptacle, that a sample be drawn from each load and put into this receptacle, and that it be locked or sealed up so that no one may be able to tamper with its contents. The most effective way to do this is to have the elevator company provide a tin box, the farmer himself furnishing the padlock and retaining the key until delivery of his grain is completed.

Wise Precautions.

If car is loaded over the loading platform he has to assume all the risks and responsibilities that the elevator company assume, so that there are several things that he should be careful about. Before he starts to load his car he should carefully examine it and see if it is in fit and proper condition to carry grain safely. If the car is in a dangerous condition he has the right to refuse it. If it requires only a little fixing, the shipper should see that this is done carefully and well, because, while the railway companies are responsible for any leaks or losses in transit, it is sometimes hard to prove that such have occurred, and it is very often difficult to get the railway companies to settle. Prevention in such a case is better than cure. After the car is in fit condition to load you should, when putting the grain into it, provide some kind of a receptacle on the platform and place a fair sample from each load in it. Then some means should be taken whereby you can prove that this is a fair and true sample of the car and that it has been kept in such a manner that there is no danger of it having been tampered with. If you are weighing your grain as you load it keep a record of each load and if possible obtain a statement from the party doing the weighing and preserve these for future reference. If you do not weigh your grain, keep a record of the number of your loads and after the car is loaded, level it off and note how near it comes to the load line