

issue only a special bin ticket guaranteeing to preserve the identity and to deliver the same grain in car load lots to the shipper on his demand. The elevator companies are not responsible for the grade when grain is handled in this way; and in respect to dockage, it is the general custom of the elevator companies to allow the owner of the grain to stand his own dockage at Winnipeg. There, only enough dockage is taken to safeguard against any loss through waste or shrinkage in handling. This in the majority of cases amounts to about one per cent.

#### *Car Load Lots.*

In disposing of car load lots a farmer may, if he so desires, sell to the company that is handling his grain for him. In so doing, once he furnishes a car this company will likely be able to pay him Fort William prices, less elevator fees, transportation charges, weighing and inspection fees, and one cent a bushel commission. There is nothing, however, to compel a man to sell to any particular company; and no elevator company may attach a condition that they will furnish storage room only on the understanding that the owner must sell to them. If he desires he may sell in several other ways. He can sell his car load to what is described as a track buyer, a man having a license to buy grain in car load lots on track. Such a buyer may either buy for himself or he may act as an agent for another licensed firm. In selling grain to a track buyer the law requires that a certain form of contract shall be used. This contract sets forth the full particulars of the transaction and also shows that the buyer has a license, as the license number will be found stamped upon the form. A farmer when selling grain in this way should always have this contract made out in writing and satisfy himself that the party he is doing business with is himself licensed or the agent of a licensed firm. He should always remember that once he parts with the custody of a shipping bill he has virtually surrendered possession of his car. This is important, since occasionally persons having no license and purporting to be track buyers, fail to give a satisfactory settlement for grain purchased. In selling grain in this way a farmer should always demand a cash advance if he is dealing with a party in his own neighborhood. If dealing with an outsider he should attach a draft to the shipping bill for at least 75 per cent. of the estimated value of the grain. He may then feel reasonably sure that he will be protected for the balance due him by the bond furnished by the buyer. When selling grain in carload lots a farmer can, generally speaking, sell on track at the closing price of the market that day but if he does not so desire he can sell and have the price stated for some future delivery.

#### *Commission Agents.*

If a farmer does not wish to sell he can have his grain shipped forward to a commission firm to be handled by them in such manner as he may direct. There are various ways in which he may have his grain handled, and it is a wise precaution for him to write his commission men, giving them full particulars as to how he wishes his consignment disposed of.