

How Grain is Handled IN MINNEAPOLIS

and other Terminal Markets in Minnesota

UNDER STATE SUPERVISION

The Inspection

WHEN a car load of grain reaches the terminal market, it is placed by the railroad company upon special tracks called "Inspection tracks," which are provided in each railroad yard.

A State sampler is on hand in the morning as soon as it is light enough to see, and he first takes a record of the car number and initials, and also records the number of the seal that he breaks in order to enter the car. He then takes a hollow brass tube called a "probe," and by plunging this down through the grain to the bottom of the car in several places, he secures a fair sample of the grain throughout the whole load. The sampler then re-seals the car and keeps a record of the State seal applied.

A sample of the grain is also taken by a Chamber of Commerce sampler, which sample is given to the consignee of the car. A complete seal record is also kept by the Chamber of Commerce sampler.

The sample that has thus been obtained by the State sampler is placed in a sample sack together with a ticket on which has been placed the car number and initial. The sample is then taken to the State inspection office, where under a proper light it is carefully inspected by expert inspectors who have made a special study of the particular kind of grain which they inspect. The grade and dockage, if there is any dockage, is then determined by means of apparatus

adapted to the work consisting of finely adjusted scales and sieves of different kinds.

If the shipper or the consignee is not satisfied with either the grade or dockage on the car in question, it is his privilege to call for a re-inspection. The case is then carefully reviewed by the Chief Deputy Inspector or the Asst. Chief Deputies. In case the parties interested are still dissatisfied, an appeal can be called for, which means that the merits of the case would then be considered by the State Board of Appeals, a board of three members. The grade and dockage as determined by them is final.

The rules that govern the grading and dockage of grain are established at the beginning of each grain year by the members of the Boards of Appeals, consisting of six members, three at Minneapolis and three at Duluth.

Another particular duty of the Inspection Department during their work in the railroad yards is to make an examination of each car of grain for any leaky conditions that might exist, making a record of same in their record books.

When the grade and dockage has been finally determined, a certificate of inspection is issued by the State Inspection Department.

After the inspection has been completed, and the car load of grain is sold, it is sent to mill or elevator for unloading.

The Weighing

Again the car load of grain comes under the direct supervision of the State Department. The State weigher at once makes a careful examination of the car to detect any bad order condition, and a most complete record is made of any such condition found.

This inspection of the car for leaky conditions having been finished, the State weigher takes a complete record of the car before the seals are broken by the unloading concern. In case the mill or elevator company to whose plant the car has been sent for unloading should break the seals for private inspection, they also keep a record of the seals broken and applied.

After the seal record has been secured, the car is placed at the unloading pit where by means of powerful steam shovels the grain is unloaded from the car. The grain is then elevated directly to the garner which is the large receiving hopper located just above the scale hopper. After the scale has been properly balanced and the hopper valve securely closed, the grain is drawn down from the garner into the scale hopper.

The grain is then carefully weighed by the State weigher, and the original entry of weight is made according to the law, in the record book provided for the purpose. He then takes a specially arranged ticket, and by means of the type registering device with which all scales on which State weights are given are equipped, he obtains a type printed record of the weight which must correspond with the weight recorded in the weigher's "IN BOOK."

He then checks this type printed record with the figures that he first recorded in the weight record book, and if they do not agree, it is evident that his attention would be immediately called to the fact, and it is his duty to at once thoroughly investigate the work before

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