

## Winnipeg Grain Exchange.

In our last issue we reported a meeting of this Exchange at which Messrs. C. N. Bell and J. A. Mitchell were appointed to visit Saint Paul, Minneapolis and Duluth, to secure information as to the practicability of establishing a Call Board here, and to inquire as to the particulars of grain grading in Minnesota. These gentlemen returned to the city on Monday, and at a meeting of the Exchange held on Wednesday they presented the following report which was received and adopted:

WINNIPEG, Man., 26th Sept., 1888.

To the President and Members of the Winnipeg Grain and Produce Exchange:

Having been appointed by the Exchange as a deputation to proceed to Duluth and Minneapolis to gather information regarding the methods pursued at those places of grading wheat and managing the Call Board, we beg to submit our report.

Leaving here on Sunday, the 16th, via the Red River Valley and Northern Pacific railways, we arrived in Minneapolis on Monday morning and between us interviewed officials here and afterwards in St. Paul.

Mr Clausen the deputy grain inspector at Minneapolis, informed us that no change had been or would be made either in the grades of last year or the mode of inspection. Frosted grain was held to be simply damaged to the extent of its loss of milling value and would be graded in accordance with that view taking its place with grain effected by rust, blight or other injurious causes. It has been customary to allow a small percentage of frosted grain in all grades where bulk of the grain in other respects was sound, plump and clean, or in other words, where the grain in the main was equal to the general requirements of the regulation governing inspection.

Reports here obtained from various persons connected with the grain trade were to the effect that the crop of Minnesota and Dakota would turn out from 30 to 50 per cent of last year's crop.

In Minneapolis and St. Paul we met with numerous inquiries regarding our barley crop, its extent, quality and the likelihood of its being shipped to American markets. An idea seemed to prevail that eastern Canadian houses had controlled and would control in the future the barley shipments of Manitoba. We explained that graded barley if shipped to eastern Canada would probably be exported to the United States from there, and have to meet the American customs duty of 10 cents per bushel just as it would in direct shipments to St. Louis, Chicago and Milwaukee from Manitoba.

Proceeding to Duluth we spent the next day on 'change, amongst the elevators and with the grain inspecting officials. On every hand we were met with the greatest courtesy and attention, and every facility was afforded us to obtain the information we were in quest of.

There is no regular call-board working on 'change. Quotations from all the leading markets of the world are regularly posted between 9:30 and 13:15, trading proceeding. The bids and sales are taken down by an attendant as made, the quantities, and prices

only being registered, and not the names of the dealers. Sales and purchases are recorded by dealers on cards carried for the purpose, and these are checked over at the close of the market. No other records are kept on 'change. A call-board was worked at Duluth until about a year ago, but as wheat is the main article dealt in, the necessity of continuing was not apparent and was abandoned. The secretary informed us that the present system is simple and efficient in practice.

In Duluth frosted wheat has no recognized grade except rejected, but in conversation the inspector and different dealers stated that they recognized frost simply as an injury to the grain, affecting the grade in the same manner as smut, speant, bleach, weight, etc., and they therefore grade it accordingly, looking more to the value and actual damage sustained, so that it is quite possible for some of the lower grades to contain a small portion of frosted wheat. They also contended that their No. 1 hard would average fully two thirds hard Red Fyfe wheat.

We found the system of inspecting and weighing very complete and wholly under the control of the State and operated by State officials. We can better illustrate the system by following a car from its arrival to its being loaded on the boat.

The inspector or deputy first examines the seals, opens the car and draws a proper sample, which is weighed with a small test scale, then thoroughly cleaned by a small sieve and again weighed, and the amount for shrinkage for dust, etc., fixed. He then fixes the grade, and examines if the car is in good condition, and fills out a card with his decision (which is placed in the car), giving date, car number, initial grade test, weight, shrinkage and condition of car, and as to actual or apparent leakage. He then takes a duplicate, with his reasons for grade, all of which is registered in the inspector's office in a book kept for the purpose, and which is open for examination. He then issues a certificate of grade, which gives all the above particulars. The State weighman then weighs the wheat and hands the weight, with the inspector's car ticket fixing the shrinkage to the warehouseman, and also a copy to the railroad company, who issue their expense bills on the gross weight so furnished. The weighman then registers the car number, initial, place weighed, date, contents, states weight in pounds, and shrinkage, and issues a certificate giving the above particulars with the net outturn of properly cleaned wheat for which the warehouse man is responsible. The cleanings are considered to be valueless. The State inspector then weighs out in shipping, for the inspector inspects as he grain runs from the bins into the boat, and gives his certificate accordingly, specifying in which compartment of the boat it is loaded if there are more grades than one loaded in the the same boat, or different lots of wheat, endorsing on each certificate the quantity, position and grade of the whole cargo.

The cost of inspection is 25c. per car, and 50c. per thousand bushels for vessel.

The weighing charge is 20c. per car, and 40c. per thousand bushels for each cargo.

You can see by this system that the ware-

houseman is not allowed to weigh anything, in or out, and is also limited to the amount of shrinkage fixed by the inspector.

The State has also a system of warehouse receipt registration, which can better be explained verbally.

There is for the State of Minnesota one chief inspector and three chief deputy inspectors, the three last being stationed at Duluth, St. Paul and Minneapolis. The grades are fixed for the whole State, and it is the duty of the chief inspector to see that the deputies grade closely together.

At Duluth, as at Minneapolis, we were informed that no change had been made in the grades from those in force last year.

From what we could learn there will be no difficulty in shipping in bond via Duluth, it being the intention there to have separate bonded bins for Manitoba grain if shipped, and the opinion of the Exchange members was that grain so held in elevators might be bought and sold on 'change on an export basis.

The question was frequently asked us as to whether Manitoba grain would be kept according to Manitoba grades or if it would be regraded there by the Duluth inspector on the Minnesota standards. On this point we held no opinions, presuming that the owner would take advantage of which ever inspection would enable him to sell for the best prices.

To the officials of the different boards of trade visited and to Mr. James, the chief inspector, and Messrs. Clausen and Shelly, chief deputies at Minneapolis and Duluth, we were greatly indebted for the courteous attention paid and the facilities placed at our disposal for acquiring information.

We also desire to express our thanks to the Northern Pacific railway officials, who placed transportation and other facilities at our disposal.

Copies of the various forms used in connection with the inspection, weighing and registration at Duluth are herewith submitted.

All of which is submitted.

J. A. MITCHELL, } Delegates.  
CHAS. N. BELL, }

## He was Suspicious.

Business man—What's the matter? You look blue.

Partner—I expected to have some money left over this year to invest in real estate, but it's the same old story. I'll close the year without a cent.

What does that extravagant little wife of your's want this time?

I don't know whether it's a new palace, a barrel of diamonds, or a castle in Europe, but it's something mighty expensive. She hasn't said yet.

Eh? Then how do you know she wants any thing?

When I went home last night she was darnin' my stockings.

Customer—"Waiter, bring me some rice pudding."

Waiter—"I can't just recommend the rice pudding to-day."

Customer—"What's the with it?"

Waiter—"Nothin'—'cept there ain't none."