## Inspection and Weighing at Omaha By George B. Powell

T HAS been seven years since the directors of the Omaha Grain exchange adopted a system of inspection and weighing which at the time was designed to cover the best features of the systems in vogue in the other large grain centers of the country. During that time every effort has been put forth to maintain a high standard of service. We have looked forward, accepting always the best ideas offered; and at the same time, we have originated safeguards both in the inspection and the weighing departments. We have looked carefully into the new idea of office inspection, and regard it as an advanced step, but we believe that we have a more accurate inspection in the system of inspecting on track and then reviewing the track inspectors' work by office inspection.

We value highly our original idea of using paraffine-lined boxes in which to carry in perfect condition, corn or other grain. We were the first, and at the present time we are the only exchange furnishing boxes



George B. Powell, Chief Inspector and Weighmaster

to inspectors for delivery to the office of grain in a moist or heating condition. We adopted the paraffine-lined boxes because we found that in no other way could the exact condition of grain at the car be conveyed to the place of sale or the office. We found that by the use of these boxes an intelligent and fair test could be made of moisture content at our laboratory. After experience had shown the merit of the box, we found it possible to make tests for grades on all doubtful cars. We have apparatus at our laboratory for testing at least forty cars of grain an hour, and we have at each elevator moisture testers to determine the moisture content of all grain for shipment from Omaha. So far as we know, Omaha is the only market testing practically all corn, both in and out.



Photo by Einehart J. A. Cavers, Director

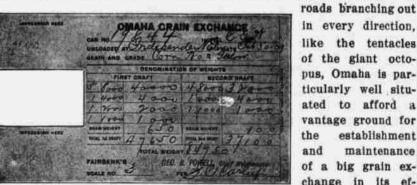
ture content. If we continue the as the original and only market buy- have been doubtful in the past. ing and selling corn, according to the and sane and is particularly valuable during the months when, from germigrade with no moisture content.

Scientific buying and selling by content.

weighing grain.

years and know its value. Mistakes quality of our grain. which happen in the usual run of business are discovered by compari-

son of the work of the man with the great corn belt, and with its rail-



manded by the railroad companies, and we act as the railroads' representative in checking for them the weights furnished by the elevator companies. The variances which occur through clerical errors and otherwise give great value to our ticket and the double-checking system.

This whole system originated in Omaha, and we are still looking for new ideas. Within the last month we have perfected a system of joint inspection with the railroads, of the leaking of grain and the physical condition of grain cars and grain doors. An inspector in authority for the railroad company and the grain man's inspector employed by the Omaha Grain exchange will sign in original and duplicate a report on the exact condition of the car and grain doors. Credit should be given the Union Pacific railroad for its action in helping to perfect the joint inspection scheme. We believe that Omaha originated this joint inspection and think it will be equally valuable to the shippers into the market and the claim departments of the railroads.

The new form of report was drafted to cover a complete analysis of the physical condition of the car, present policy, we shall be recognized and should clear up all points which

In order to build up a grain center, moisture content. The policy is safe it is necessary to give fair inspection and good weights to realize the highest comparative market values and to nation or moisture deterioration, a reasonably and accurately figure disguide should be provided for each counts on off grade grain between car or consignment. We find the consignor and consignee. Omaha south willing to take a risk on speci- has become a great grain market by fied per cent corn while it would be practicing equal rights in all the esimpossible to sell that section on a sential points necessary to the steady growth of a grain center. Introductions have been going on now for six cereal manufacturers is now beyond years and our business acquaintance the experimental stage, and from the has extended to the western coast manufacturing points and grain cen- both from a receiving as well as a ters a campaign of education will go shipping viewpoint. The magnet of on until the buying at country points the Omaha market is drawing wheat will be based on actual moisture and barley from irrigated states, including California, and the live wires We call attention to the cut pro- of our market are finding an outlet duced here of the ticket we use in through the same current for our corn, oats and alfalfa feeds. Our nat-This cut shows a two-draft car and ural outlet to the south and southeast is balanced by the pencil denomina- is being extended and protected. tions of weights as against the auto- Everything being equal, preference is matic register of the actual weight, always given to Omaha because of the We have used this ticket now for five courtesy of our people and the high

Situated in the very heart of the



F. H. Brown, Director

middlemen, if you please, who, with their capital and energy, make it possible for the producers to market their products to the best advantage.

No branch of industry has shown a greater development in the last ten years and particularly in the seven years since the establishment of the grain exchange, than the grain business. Nebraska was raising, on the average, nearly as much grain ten years ago as now, but Omaha, the metropolitan city of the state, was not a grain market. Probably as much grain was passed through Omaha then as now, but it actually passed through-it did not stop. And no city can be a grain market unless the grain stops there, unless it has facilities for distributing and does distribute the wealth of the farms to the various parts of the country.

A. B. Stickney of the Great Western made proportionate rates east, allowing the grain to stop at Omaha. Soon every other road out of Omaha had promulgated rates, which made Omaha a permanent grain market.

Grain receipts at Omaha now run to about 43,000,000 bushels annually. The market is also gradually developing a milling business, and the two big mills now established are doing a flourishing business.



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Our elevators were the first and second draft of large loads. The possibly are now the only elevators double check at the scales is followed that during the several months of a by a check at the office with requests new crop movement, allot corn to furnished by individual elevator bins strictly according to the mois- companies. These requests are de-

mechanical impression. It is absolutely impossible to make a mistake in weighing grain in the hopper, and we have found many times that the two-draft part of the ticket makes accurate entries of the small or on pus, Omaha is particularly well situated to afford a vantage ground for the establishment maintenance and of a big grain exchange in its ef-

forts to extend its organization and draw from those sections which have heretofore neglected to align themselves with any one center.

Nebraska, the focal point of the combination, is peculiarly well located for the grain men to get in direct touch with the men who till the soil and who have made the states known throughout the country in the grain world and with the men, the

Photo by Kinehart 1 T. F. Blake, Director