

## WAY FROM FARMER TO DUSTY MILLER

Route Taken by Wheat and Hands it Must Pass on Its Journey from Field to Bakeshop.

### PART OF THE GRAIN EXCHANGE

Let us trace the course of the golden grain from the time it is ripe in the farmer's field until it arrives in the mill.

A few score years ago it was very simple. The farmer took the wheat, put it into sacks which he balanced across his saddle, rode off to the mill a few miles away and returned the same day with the same wheat ground into flour, and perhaps ate bread made from it that same evening.

Today it is vastly different. The complexities of modern life have invaded the movements of the world's staple food.

The wheat raised on a Nebraska farm may be consumed in Nebraska or in any other state of the union. Or it may be made into a four-pound loaf for the people of London.

It may find its way to France, and there be made into "petit pain" or into one of those immense loaves, four feet long, from which the baker cuts and weighs out just the amount you want to buy. Or it may appear on the market in Vienna, Berlin, Petrograd, Constantinople or almost anywhere else in the wide world.

How it Gets Abroad. And what is the process by which it arrives at these far places?

Let us see. The farmer goes out upon a day and steps through his wheat field feeling the heads of wheat and observing the color of the field. If he finds the grain ripe unto the harvest he hitches up to the binder and goes in and cuts and binds the wheat into bundles.

The shockers follow and put the bundles into shocks. Then it may be hauled and stored in the barn or in stacks, or it may be threshed directly from the shocks.

In either case the grain is received from the thresher into wagons which haul it to the farmer's granary and store it there.

Now the farmer has his grain and it is up to him to sell it. To this end he calls on the elevator man in town to see what price wheat is. If the price is suitable, he makes a deal at a certain figure and then hauls the grain from his granary in to the elevator and gets his money. Or he may simply haul his grain in and put it in storage in the elevator to hold it there until the price rises to a figure at which he wants to sell. In this event he pays a certain storage charge.

Part of the Elevator Man. The owner of the elevator gathers his grain from the farmers and when he gets enough for a carload, providing he thinks it a good time to sell, he loads a car and consigns it to some commission firm belonging to the Omaha Grain exchange.

He takes the bill of lading given him by the railroad and attaches it to a sight draft which he puts through his bank. This draft comes to Omaha through some bank here.

The firm to whom the grain was consigned, and on whom the draft is made out, pays the draft through the local bank and takes the bill of lading, thus securing possession of the car of grain. If the commission man borrows the money from the bank with which to pay for the car of grain he files with the bank a receipt for the bill of lading.

Inspectors Get Busy. When the car of grain arrives in Omaha it is placed on the inspection track. Each railroad has certain sidings set aside for this purpose.

Early the next morning the inspectors and their helpers go out from the Grain exchange to get samples of each car of grain on the inspection tracks.

These men usually begin work at 7 o'clock. Each inspector has a crowbar, a ladder, seals and sacks and a "tryer." Arriving at the inspection tracks they put the ladder against the first car, break the seal and open the door with the crowbar, go inside and take three samples of grain, one from the middle and one from each end.

This is done with the "tryer," which is a long hollow tube with holes at intervals. When it is plunged down into the grain the grains flow into it through these holes. Then it is withdrawn and the grain it contains emptied onto a square of canvas. The grain is then emptied into a sack, which is labeled with the number of the car, name of the road and so on. The sample from each car is about one peck. The inspector reseals the car with an Omaha Grain exchange seal and goes on to the next. When they have taken samples from all the cars they bring them up to the Grain exchange building to the inspectors' department.

Getting Down to Grade. There the inspectors put the grain through a rigid examination, noting the size and quality of the grains, the dirt and foreign matter in the sample, and, in the case of corn, giving it a test for moisture. The inspectors then fix the grade of the grain, whether it is No. 2 hard winter wheat or No. 3 durum or No. 4 white corn or No. 2 yellow corn or what it is.

This data is written on a card together with the car number and the name of the road, etc. The sample of grain is put into a pan and this card is placed on top. The pans full of samples are taken to the big trading room, where the machinery of buying and selling is and where all buying and selling is done. Here are fourteen marble top tables. Each table has four drawers and each commission firm has one or more drawers. The pans of samples are placed in these drawers according to the several firms to which the cars belong.

Just as Simple. You see, all is done precisely as groceries or dry goods or shoes would be sold with the exception that only the sample of the goods is on display for the very obvious reason that it would not be possible to bring in the whole carload.

When the market opens the representatives of the various commission firms arrive, take their stock in trade from the drawers and are ready to receive customers.

If customers are slow coming to buy representatives of the commission men, of course, can go about seeking buyers just as a shoe man or a grocer can try to boom his business.

"I have a car of No. 2 hard winter," a commission man may say to an elevator man. "I'll sell for \$1.30."

This has nothing to do with a "hard winter" in the usual acceptance of that term as opposed to an open winter. Nor does the commission man mean to sell the whole car of grain for \$1.30. He means he has a carload of wheat of a certain definite grade known as "No. 2 hard win-

ter wheat" and that he will sell it for \$1.30 a bushel. In case the elevator man wants to buy it at that price the papers are signed and that car of grain is sold and off the market.

### Keeping Track of Sales.

Notation of this sale is written on a slip of paper and sent up by a mechanical carrier to the man perched up in front of the blackboard. He immediately chalks down the sale under "Omaha cash sales," giving the price and then it is flashed by telegraph to the other markets where it is also marked up on the board.

Orders are now made out to the railroads to shift the various cars that have been sold from the inspection tracks to the side tracks leading to the several grain elevators.

If the Holmquist Elevator company has

bought ten cars for example, these must be shifted from the inspection tracks of the several railroads where they stand to the Holmquist elevator.

### Work of Tallemen.

At the elevators are stationed the grain exchange's tallemen of whom there are thirty-six. It is the duty of these men to oversee the weighing and unloading of every car of grain.

Before starting to work they will inspect the car to see that no grain has been leaking out of a hole. If it has they make a report. Flax seed, it is claimed, will leak out of a hole almost as readily as water. Of course, not much flax seed is handled. But even wheat will get through surprisingly small holes. The tallemen will sometimes strike the sides of a car with a heavy hammer to see whether that starts the grain coming

from some hidden hole. If it does the fact is marked down on the report.

The official weight of the grain in each car is made at the elevator. The commission man who sold the grain delivers to the elevator man the bill of lading together with the switching order. Thus the car is handled from the inspection tracks to the elevators.

### Route Through Elevator.

The course of the grain from the car into the elevator is first into the "sink," then up into the "boot" then the "leg" and finally through the "earner" into the "topper scales" and then into the elevator bins.

The tallemen are shifted every month to a different elevator. This is to obviate any possible danger of collusion or short weighing or any other scheme which men might hatch. They are a high class body of men, but the grain exchange takes no

chances with a possible unscrupulous one creeping in somewhere.

The work of the elevator is to clean the grain thoroughly and then to sell it in other markets or to mills.

The oat going grain from Omaha is tested and weighed and sampled under the supervision of the grain exchange with the same care that characterizes the work of the incoming grain.

### His Revenge.

Two young bootblacks who have stands close together quarrelled the other day. "I'll get even with that guy yet," vowed the smaller boy. "Go in to fight him, are ye, Jimmy?" he was asked. "Naw! When he gets throo polisher's a gent, I'm goin' to say ter that gent soon's he steps off the chair. Shine, shine!" - Chicago Post.

## BEE'S KEEN SENSE OF SMELL

Tests Made with 5,500 Insects at Smithsonian Recently Completed.

Experiments with 5,500 honey bees recently completed by Dr. N. S. McCluskey of the Smithsonian Institution, Washington, have led him to the conclusion that bees can smell and taste. The two senses are combined so closely that the scientist says they cannot be separated.

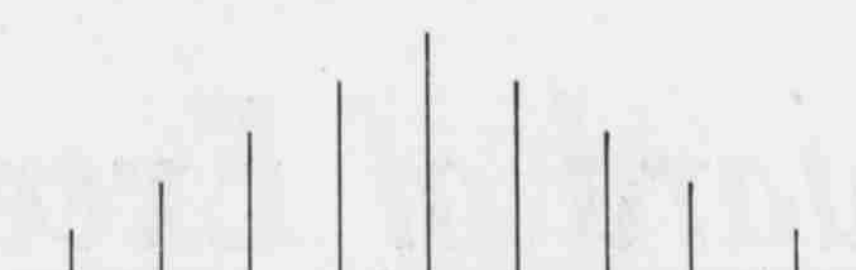
In testing the senses of these insects the following substances were the most important ones used: -nearly lime sulfide, phenol, acetic acid, carbolic acid, formic acid, oil of peppermint, quinine and strychnine and various other salts mixed with cane sugar and honey. The experiments show that bees like honey best of all foods, and that they

are able to distinguish the difference between various kinds of honey. Dr. McCluskey also discovered that bees don't like oil of peppermint.

During the experiments he also investigated the sense of touch of the honey bee, and he believes that by this sense the bee is able to mold its uniform thickness the walls of all its cells. He also investigated the manner in which bees eat liquid foods by capillary attraction and by a pumping force which they possess. Solid substances which they cannot eat at once are dissolved by the application of saliva.

Dr. McCluskey's tests during the four years convince him that the sense of smell of the bee is much keener than that of man, and that it serves it as a sense of smell and taste combined.—Philadelphia North American.

Key to the Situation—Bee Want Aids.




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