

WHEAT INSPECTION.

The Difficulties That Beset the Officials in Maintaining Grades.

Many Losses Through Shippers Carelessness—Inspector Sheely's Methods.

Concerning Wheat Grades.

To the Editor of The Duluth News.

As the time is drawing near for the handling and grading of another wheat crop, and knowing that a large portion of the crop of the Northwest will come to this market, I feel as though there ought to be a better understanding between the inspectors, farmers and shippers of grain to Duluth. I have thought that a few remarks about the grading of wheat at this point, and a few suggestions offered to the farmers and shippers of grain might not be out of place.

To commence with, I will say that Duluth is different from any other large grain market in the United States, inasmuch as it is strictly a grade market. All other large grain centers have sample market attachments, where damaged and other grain is sold by sample, for what it will bring, regardless of grade. I would recommend that all damp, musty, sour, smutty, grown, bin-burnt and other damaged grain be shipped to Minneapolis or Chicago and sold by sample. Damp grain should on no account be shipped to Duluth. Wheat is placed in store here for an indefinite length of time and it must be perfectly dry or it is bound to make trouble. Wheat ought to be dried in the straw, and it is a great mistake to thresh it unless it is dry. If the grain is threshed while damp, there is no end to trouble with it afterwards. The most difficult and trying times inspectors have to contend with is in grading and handling the early shock threshed wheat, and especially is this the case if the fall season is inclined to be wet. Often times a shower will approach while threshers are at work, and though it may last but a few minutes, the grain and straw become damp. Threshers are anxious to proceed with their work, the crews are under pay, and the farmer is anxious to get his grain as soon as possible, and they are allowed to proceed with the threshing before the grain is dry. The wheat is shipped to market and fault is found with the inspection because it will not grade. Do not place damp grain in store expecting age to improve it. Ship it and get it off your hands while it is sweet; later it becomes sour or musty, and is liable to heat or bin burn. The only way to keep damp grain is to keep it moving. If farmers would stack their wheat and allow it to pass through the sweat before being threshed, it would improve the quality of the grain, and there would be much less trouble with the grades. On large farms wheat is often allowed to stand five or six weeks in the shock, before being threshed, the grain becomes weather-beaten and bleached, the gluten in the berry is destroyed, and when it is shipped to market there is always more or less dissatisfaction with the grades.

Smutty wheat ought to be cleaned and the smut blown out before it leaves the farm, and in no case should it be allowed to go farther than the country elevators before being cleaned. Every time wheat is handled it deteriorates in value and by the time it reaches Duluth and is dropped 150 or more feet into a bin the balls are broken, the smut is pulverized and scattered over the grain, and the wheat that would have graded one or two northern had it been cleaned on the farm we are obliged to grade rejected.

The cleaners in use here do not separate oats from the wheat, therefore oat wheat ought to be cleaned in the country. Unless wheat can be thoroughly cleaned in the country it had better be shipped in the dirt. Dropping it through the cleaner, taking out the coarse dirt, and leaving the fine seed in does not answer.

The way wheat is docked here, no farmer or elevator can afford to take the time or go to the expense of cleaning wheat. In nine cases out of ten the farmer's mills will clean out more than the wheat is docked at the terminal point.

The average dockage on the dirty wheat received at this point for the year ending August 1, 1888, on the Manitoba railroad was 1 1/2 lbs to the bushel. During the same time the dockage on dirty wheat received from the Northern Pacific railroad averaged little less than one pound to the bushel. From August 1, 1886, to date, the dockage on dirty wheat on the Manitoba railroad averaged seventeen ounces to the bushel, and on the Northern Pacific railroad 16 1/2 ounces to the bushel. Wheat containing over three pounds of dirt to the bushel is ordered into the elevators and the actual amount of dirt cleaned out. If three pounds or less, the dockage is fixed by the inspector. Farmers and country shippers as a rule do not realize the amount of fine seed, cockle and shrunken grain there is taken out of wheat to put it in condition for the higher grades. During the rush of business here a man is stationed at each cleaner whose business it is to keep the sieves clean and regulate the feed and draft to correspond with the amount of dirt in the wheat passing through. The bulk of the wheat is cleaned twice and four times before the inspectors will accept it. We occasionally receive wheat containing seven, eight and as high as fifteen lbs. of dirt to the bushel.

In other markets grain of this class would be graded, rejected and sold by samples, while here we clean the grain and give the full value in grades, but it is very unsatisfactory work for all concerned, and the shipper is obliged to pay freight on the dirt. To properly clean a car load of this kind of grain takes from three to four hours, and during the rush of business the elevators have not the time to attend to it. I think it a great mistake to ship wheat in such a dirty condition because if the grain is not cleaned carefully there is too much wheat blown out with the dirt.

The Red River Valley is noted for raising large quantities of weeds and fine seed as well as wheat, and if farmers who are troubled with dirty fields would cut the straw as high from the ground as possible, and then see that the threshing machines used screens and tried to clean the wheat, they would avoid handling a large amount of fine seed; but when wheat lands get old and become foul, the best course to pursue is to summer fallow them. Another difficulty inspectors have to contend with is in grading fine wheat. It does not matter where grades are placed, there will be a certain amount of grain on the dividing line that is as near one grade as another. The amount carried in the upper grade depends largely on the general quality of the grain we are receiving. For example: If to-day we should receive a train of twenty-five cars of grain, twenty cars of which are choice No. 1 hard, while the other five are not quite good enough for No. 1 hard, but are choice No. 1 northern, the chances are they would be carried in the upper grade. A few days later, perhaps, we receive another train of twenty-five cars, twenty of which are from a different section of country, and the other five are fine wheat from the same shipper, who a few days prior received a No. 1 hard grade for it. This train of wheat is about an average No. 1 northern, will not stand any stretching of grades, and the chances are the five cars will be graded No. 1 northern.

Now the shipper of the five cars complains that our grades are uneven; that he

shipped wheat out of the same bin, and that it was raised in the same field, etc., and received two different grades for it. He does not appreciate the fact that we have given him a higher grade for a part of his grain than a strict interpretation of our rules would warrant. But this is human nature.

Do not plug cars by putting good wheat on top and poor on the bottom. We are obliged to be severe with this class of work, otherwise there would be no limit to it. The instruments we use show the wheat from the bottom as well as the top of a car. Clean out your graneries and warehouses of all bin burnt, rotten and other decayed grain. Better throw it away than to take the chances of getting it mixed with good grain and lowering the grade of it. In threshing damaged grain separate the good from the bad and ship it separately.

Never mix damaged grain with good expecting the latter to carry it through, in nine cases out of ten it will fail. Inspectors always give their reasons for grading wheat below No. 1 hard. In case you do not understand why your wheat is graded down write to the chief deputy inspector for a certificate of inspection. If your trouble is with the weights write to the chief weighmaster for a certificate of weights. Inspectors have nothing whatever to do with the weighing of grain. Inspectors also make a note of the condition cars are found in as regards leaks, broken seals, open doors, etc. Shippers ought to pay more attention to examining cars for leaks. Out of 37,500 cars received here last year 545 were found leaking wheat, the amount ranging from one to seventy-five bushels to the car. One car was received where the shipper had forgotten to put the grain door in; you can imagine the result.

Shippers are apt to charge their shortages to the elevators and weighmen when in nine cases out of ten the fault is their own. With the system of weighing in force here there is no good reason why there should be any serious difference in weights. The scales are balanced each day and occasionally tested by experts sent here by the Fairbanks Scale company. A car load is weighed at one draft, the weight is taken by two men, one of which is employed by the elevator company, and the other by the state. The state weighman's whole duty is to see that weights are correct.

End doors of cars ought to be fastened on the inside. We are often obliged to have wheat cleaned to get out the dirt left by tramps. Occasionally they build fires on top of the wheat causing it to be graded down on account of smoke and burnt kernels. Of the 73,500 cars of wheat received from August 1, 1886, to date, 2,098 had the end doors open.

The question is often asked: Why does not light colored Scotch fine grade No. 1 hard? In answer I would say that it lacks in gluten, which any one can demonstrate to his own satisfaction by taking a kernel of dark amber and a kernel of light colored wheat, cut them in two and he will notice that the light colored kernel is soft, white and nearly all starch while the amber colored berry is hard, dark, flinty and nearly all gluten, a quality necessary in the composition of No. 1 hard wheat. In grading grain there are two points we always bear in mind, viz: If our grades are too rigid we take from the producer, if they are too liberal the same rule applies to the consumer. Our object is to give all concerned value received. If inspectors should call 2 northern No. 1 hard, it would not help the farmer in the least. If the value is not in the grain, the consumer would soon find it out, and the price paid would be reduced to correspond. If purchasers had no faith in our grades it would mean lower prices and a demoralized condition of the grain interests of the state. At present, cargoes of wheat containing thousands of bushels are bought and sold on grades by telegraph, and the purchaser knows just what he is getting.

Inspecting grain is a thankless position. The country shipper is apt to think our grades too rigid, while the eastern buyer and shipper find fault because he thinks our grades are too liberal. We are between two fires. It takes considerable nerve as well as judgment to keep grades balanced and give all concerned what is due them. Nothing would suit inspectors better than to be able to grade all wheat No. 1 hard, but unfortunately there are rules and regulations laid down for our guidance which we cannot override. Our rules of inspection are sent broadcast over the East and Europe. Millions of bushels of grain are bought on the strength of these rules, and the purchaser has a right to expect a quality of grain corresponding to what the rules say it shall be. Our rules for grading No. 1 hard says: "It shall be sound, bright, well cleaned, mostly Scotch fine, and weigh not less than 58 lbs. to the bushel." Certainly this does not mean that No. 1 hard wheat can be sprouted, bleached, dirty, soft, or weigh 66 lbs per bushel.

No grain is so perfect but what some technical defect can be found in it. Our rules for grading No. 1 hard and No. 1 northern say it shall be sound, and yet I don't think it would be just to grade wheat down because a dozen kernels of grown or bleached wheat are found in a car load. If any particular defect in grain is general throughout the country, we are obliged to be more particular with that class of grain in order to avoid getting an overload of it. Parties shipping grain to this market can rest assured that they will get all they are entitled to in the shape of grades; more they cannot and ought not to expect. Hoping that the coming wheat crop will be mostly No. 1 hard and especially dry, Respect fully,

JOHN SHEELY,
Chief Deputy Inspector.
Duluth, Aug. 4, 1887.

Rosecrans's Fish Story.

Gen. Rosecrans tells a wonderful story about a curiosity in the possession of the Society of California Pioneers. It is a section of timber taken from the side of the Powhattan, including a portion of the skin, which is four inches thick, and a piece of the abutting knee, which is nine inches thick. Transversely through the whole a swordfish has dashed his sword, and the portion broken off is still left imbedded in the timber. The sword pierced through fourteen inches of solid oak and the fish was going in the same direction as the vessel, which was under a good head of steam. An idea of the strength which must have been exerted can be obtained from the fact that a rifled six-pounder could not have done more than pierce that thickness of wood. People on the vessel state that they felt the shock caused by the blow, and thought that they had struck something floating beneath the surface. The sword is over six inches wide at the broadest point, where it is broken off.

France has an agricultural school for girls, with 400 acres for them to experiment with the spade and hoe.

Mrs. Jay Gould.

New York Letter: While Jay Gould's name is in everybody's mouth how many persons ever heard of his wife? His sons George and Edward are rapidly becoming well known figures in Wall street and in daring they resemble their father. But Mrs. Gould "What is she like?" "Is she pretty?" "Does she dress elaborately?" These are some of the questions now asked about the great financier's helpmeet. She is a gentle, affable, courteous, retiring-woman. She would not be called a handsome woman, yet her face is more attractive than many a beauty's. She is well educated and possesses an air of refinement. She is shy and does not care for society, yet she convinces all whom comes within the sphere of her influence, that through her retiring nature she has deprived society of an important ornament. Her inclinations have made her a devotee to her family; there is her enjoyment, and she cares little for the pleasures that do not in some way bring the family together. She is the confidant and constant companion of her daughter Nellie, and passes several hours each day with her two young boys, Frank and Harold. Her son George is a source of great pride to her. Mrs. Gould was a Miss Miller whose father was a successful grocer in New York. She was brought up in a well-appointed home, and has been accustomed to wealth and refinement since her childhood.

Mr. Gould was a partner of Mr. Leupp in the feather business at the time he married Miss Miller and she brought him a considerable fortune. The grocer's daughter and magnate's wife cares nothing for society, and takes no pleasure in entertaining beyond a pleasant dinner party of a few intimate friends. Yet the fine residence and great wealth of the Goulds will fit them to entertain in an elaborate manner. Anything that savors of ostentation is distasteful to Mrs. Gould. It is said that while naturally of a retiring disposition, she became more so at the time of her husband's relation with the late "Jim Fisk." Fisk's blatant manner and vulgar prominence, his open carriage drawn by four horses, his loud dress and display of jewelry, are all very obnoxious to Mrs. Gould, and the fact that her husband's name was continually linked with that of Fisk gave her a strong desire to appear modest and make a contrast. While Mrs. Gould possesses some very valuable jewels, they are unobtrusive, and she is more apt to wear them when alone with her family than in public. In her dress she is modest in color and style, although her costumes are rich in material. Mrs. Gould is very fond of their country residence at Irvington, as there she can enjoy the society of her husband, to whom she is greatly attached.

Mr. Gould built his fine greenhouses particularly for his wife, who is fond of flowers, and spends a portion of each day among them. His conservatory cost \$500,000. Anything that her husband and children can enjoy with her without intrusion from outsiders is her special delight. For this reason she is very fond of their yacht Atlanta, aboard of which they can sail beyond the reach of Wall street. Mrs. Gould enjoys fine pictures, bric-a-brac and her houses are filled with the finest. She is fond of music, and is therefore giving her daughter, Nellie, a thorough musical education.

Nellie Gould is one of the brightest and sweetest little ladies in the city. She has been finely educated and is highly accomplished. She is an artist of no mean ability and has a collection of bric-a-brac which has been greatly admired. She dresses plainly but richly, and when in town can be seen any afternoon driving through the park with one of her brothers. She is probably the richest heiress in America and at her father's death will come in for \$20,000,000 or \$30,000,000. Like her mother, she is not too proud to wait on herself, and there are no French maids in the Gould establishment. Mrs. Gould and her daughter go shopping the same as other women do and return home with their arms filled with bundles. They don't mind riding in horse cars and don't put on nearly so much style as the wife and daughter of the grocery man who serves them with the necessities of life.

Drawing the Bible on Her.

There lived near Alexandria, in Virginia, an old colored man and woman whom their acquaintances called Daddy and Mammy Williams. He had had educational advantages, and could read in a fashion peculiarly his own, but his wife, although lacking as regards erudition, possessed great force of character, which she often displayed in a manner that was very irritating to her husband. When she became particularly fractious Daddy would take the Bible, and open to that chapter in Revelation beginning, "And there appeared a great wonder in heaven, a woman clothed with the sun, and the moon under her feet," etc. With impressive solemnity he would read as follows: "An 'dere peared a great wonder in Heben, a woman!" Slowly closing the book, he would gaze sternly at his now subdued wife, for the passage never failed to produce the desired effect.—Harper's Magazine.

The Destructive Power of Torpedoes.

The destructive power of torpedoes was recently illustrated in the Resistance experiments; but no exact account of their action has yet been published, as far as we know, of their use in actual warfare. Although the destruction of the Chinese corvet Yang Wo during the fight between the French and Chinese at Foochow has almost been forgotten, no authentic report of the encounter has ever reached us. The account just given of the annihilation of the Chinese vessel by a close eye-witness is therefore doubly interesting. The writer says that the French flagship had two torpedo boats attached to her at the gangways. The ship was about 300 yards below the Yang Wo. As soon as the firing commenced, both boats attacked the Chinese vessel. The first one fired her torpedo directly under the Yang Wo's after gangway—starboard side. No damage whatever was done to the ship; but the officer in charge of the torpedo-boat was wounded in the chest by the return action of the torpedo. The other had in the meantime attacked the ship forward, a little abaft the cathead, on the same side. This torpedo was in direct contact with the ship. The effect was that, when the torpedo exploded, it penetrated the fore magazine, or rather the fire from it did. This blew up, and the whole forward part of the ship was demolished. This all happened within three minutes. The Yang Wo was a wooden corvet of fourteen guns. The torpedoes used were boom—contact ones—Iron.

Honesty Its Own Reward.

Robinson—I had to discharge young Blinkins today. He was not honest.

Brown—Sorry to hear so. He supports his widowed mother, too. What was the trouble?

Robinson—He found a postage stamp on the floor and kept it. He should have turned it over to the office.

Brown—Of course. By the way, it's raining got an extra umbrella?

Robinson—You can take my old umbrella I have a new one.

Brown—Hello! Where did you get that silk affair?

Robinson—That! Ha! ha! ha! Great joke. You see I went into the Stock-exchange to look after a little deal in wheat. A shower came up, and when I was ready to go I just picked this up in the lobby.

Brown—Wish I had your luck. And how about the wheat deal?

Robinson—O, we skinned 'em alive, Brown, skinned 'em alive.—Omaha World.

Gladstone's Ebullient Vigor.

One of the most remarkable features of the royal garden party at Buckingham Palace yesterday was the ebullient vigor of Mr. Gladstone. As the veteran stood bareheaded, with a

bright rose in his button hole, before the royal tent, making the Grand Duke Serge laugh by his contagious mirth he seemed one of the youngest and liveliest of the festive company. The cares of state have weighed much more heavily upon the Queen than upon the ex-Prime Minister, who entered Parliament before she ascended the throne. Mr. Gladstone might have been celebrating his fiftieth birthday, so blithe he looked and so full of animation and high spirits.—Pall Mall Gazette.

Patti was commanded to do a little singing at Buckingham Palace to help out the jubilee. But royalty refused to pay Patti prices, and the diva allowed that her Majesty's commands might be laid on somebody else. She wouldn't sing, not a note, for less than her price. She didn't get her price, and the jubilee had to get on without Patti.

When showing the German Emperor through his great iron works, the late Alfred Krupp pointed out the very spot where, an ill-fated boy of 10 years, he was glad to take from one of his father's workmen a piece of bread to appease his hunger.

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