

C.P.R. Elevator at Fort William, Ont.

Following are particulars of elevator D, at Fort William, contract for the re-construction of which has been let to the Barnett and McQueen Co. The handling house will be 56 ft. wide by 154 ft. long, with shed 10 ft. wide and of the same length as the handling house, the height of which will be 165 ft. from base of rail to the eave. The track shed will be 66 by 182 ft., with four railway tracks and four receiving hoppers on each track. The shed will rest on a pile and concrete foundation, and have a steel frame enclosed with corrugated galvanized sheets on the sides, with fireproof roof. The work house, shed and stair tower will have pile and concrete foundation, the first story frame of work house up to and including the bin bottoms to be of reinforced concrete, the bins themselves being of reinforced fire clay tile. The cupola frame is to be of steel and enclosed in two thicknesses of fire clay tile, with fireproof roofs and floors. A drainage system will be arranged to keep the basement free of water. A complete dust collecting system, including floor sweeps, garner exhausts, and all other appliances, will be supplied to make the plant complete to receive, store, and clean grain up to its full capacity. It is estimated that the average receiving capacity will be upwards of 24 cars of grain per hour, and the cleaning capacity, with medium sieves, will be equal to that.

The following are the chief items of equipment: 4 stands receiving elevators with two lines of 14 in. by 7½ in. buckets; 4 stands shipping elevators with two lines of 14 in. by 7½ in. buckets; 5 stands cleaning elevators, one line of 16 in. by 7 in. buckets; 1 stand screening elevator of one line of 16 in. by 7 in. buckets; 20 receiving separators on first floor; 6 wild oat separators in cupola; 2 screening separators in cupola; all cleaning machines of iron-covered wood; 1 4-drum car puller with 4 back haul drums; 16 pairs car shovels; 2 lines of 12 in. screw conveyors in basement; 4 receiving belt conveyors from track hoppers; 8-1,600 bushel standard hopper scales; 8-1,600 bushel garnerers; 2 special garnerers serving cupola cleaning machines; 1 passenger elevator in stair tower; 1 ticket elevator between first and scale floors; and a full equipment of electric motors, lights and signals. In our Jan issue the approximate cost of the construction was given as \$600,000, but we are advised that it will be in the neighborhood of \$400,000.

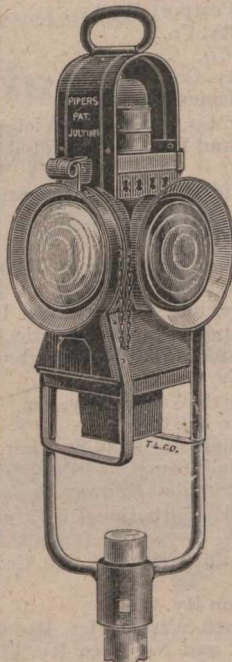
The Grain Commission and the Elevators.

The Grain Commission's report was brought before the Dominion Parliament Jan. 8. As a result of prolonged enquiry the Commissioners have come to the conclusion regarding elevators, that any system of public or Government weighing would be impracticable. They could suggest no plan which would be just as between the elevator and the farmer, other than the rights given under the Grain Act, and the protection given by the law as to weights and measures. They recommend that where a warehouse commissioner has investigated a complaint under sec. 37 of the Grain Act, and has found that the complaint be true, he should be given power to direct the owner of such elevator to make proper redress to the person injured, and to order the discharge of the offending operator. On the question of Government owned elevators, the Commissioners cannot accept the suggestions that the Government should build and operate large interior storage elevators, on the grounds that it would involve extra expense in handling, and the payment of stop-over charges to railway companies;

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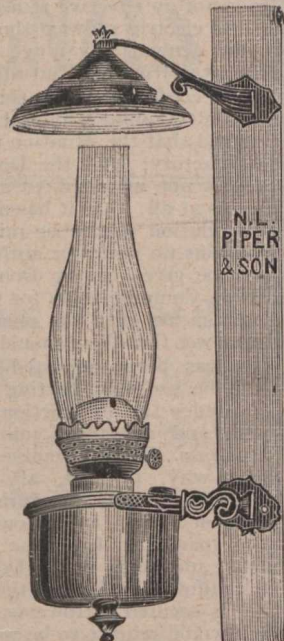
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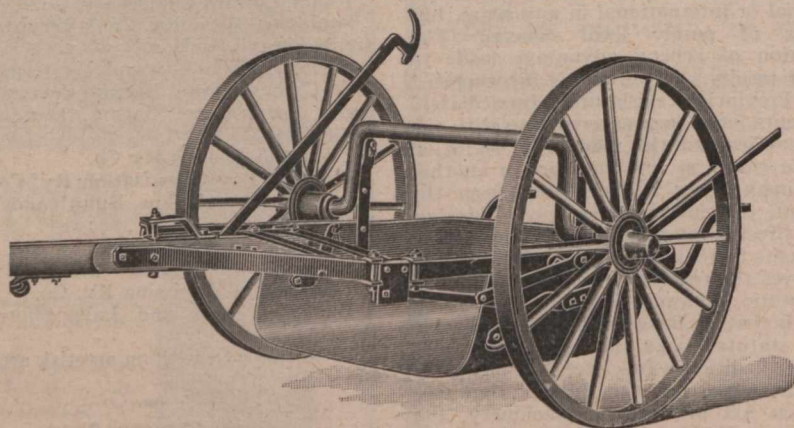


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