## January Birthdays.

Many happy returns of the day to—

G. Bazzard, late Freight and Passenger Agent, Delaware, Lackawanna and Western Rd., at Toronto, born at Westhide Court, Herefordshire, Eng., Jan. 3, 1838.

R. H. Bell, Travelling Freight and Passenger Agent, Canadian Northern Ry. at Montreal, born at Toronto, Jan. 13, 1865.

G. M. Bosworth, 4th Vice-President C.P.R. at Montreal, born at Ogdensburg, N.Y., Jan. 27, 1858.

G. McL. Brown, Superintendent of C.P.R. Dining, Sleeping and Parlor Cars and Hotels at Montreal, born at Hamilton, Ont., Jan. 29, 1856.

P. W. Brown, Purchasing Agent, Duluth, South Shore and Atlantic Ry., and Mineral Range Ry. at Marquette, Mich, born at Uxbridge, Worcester Co., Mass., Jan. 18, 1845.

E. L. Chudleigh, Chief Train Dispatcher C.P.R. at Moose Jaw, Assa., born at Clinton, Ont., Jan. 3, 1873.

N. S. Dunlop, Tax Commissioner C.P.R. at Montreal, born near Almonte, Ont., Jan. 17, 1861.

Sir Sandford Fleming, K.C.M.G., Director C.P.R., born at Kirkcaldy, Scot., Jan. 7, 1827.

T. A. Foque, Mechanical Superintendent Minneapolis, St. Paul and Sault Ste. Marie Ry. at Minneapolis, Minn., born at Boston, Mass., Jan. 14, 1866.

H. V. Harris, General Manager Midland Ry. of Nova Scotia at Windsor, N.S., born at Devonport, Devonshire, Eng., Jan. 16, 1857.

W. Phillips, General Eastern Agent Canadian Northern Ry. at Toronto, born at Toronto, Jan. 31, 1870.

J. Pullen, General Freight Agent G.T.R. at Montreal, born at Shepton Mallet, Somersetshire, Eng., Jan. 23, 1863.

C. Shields, President and General Manager Consolidated Lake Superior Co., born at Albany, N.Y., Jan. 1, 1856.

J. R. Steele, Freight Claims Auditor C.P.R. at Montreal, born at St. John's, Newfoundland, Jan. 14, 1856.

W. A. Trueman, Director, Secretary and Treasurer Albert Southern Ry. at Albert, N.B., born at Wallace, N.S., Jan. 29, 1849.

S. G. Wagstaff, Commercial Agent, G.T.R., at Toledo, Ohio, born at Hamilton, Ont., Jan. 6, 1866.

F. J. Watson, Division Freight Agent G.T.R. at Montreal, born at Toronto, Jan. 12, 1866.

G. H. Webster, Right of Way Agent C.P.R. at Montreal, born at Creemore, Ont., Jan. 31, 1857.

T. H. White, Chief Engineer Halifax and South-Western Ry. at Bridgewater, N.S., born at St. Thomas, Ont., Jan. 27, 1848.

## The Manitoba Grain Act.

An act to amend the Manitoba Grain Act of 1900 was passed at the recent session of the Dominion Parliament, the first section of which repeals the act of amendment passed in 1902; the second and subsequent nineteen sections contain amendments to the act of 1900; the 21st section adds 5 additional sections and the 22nd and 23rd amend two of the schedules of the original act. The second section of the amending act is an interpreting one, and defines, "operator, lessee, applicant, agent, railway agent, track buyer and commission merchant," while section 3 provides for the appointment of two or more deputy warehouse commissioners, who shall be under the direction of the Chief Warehouse Commissioner. By other sections all track buyers, etc., are required to take out licenses; elevators are required to "receive" the first six grades of wheat provided there is room; and persons having grain at an elevator in carload lots may order cars for the same, which must be landed within 24 hours after the cars have been furnished. Provision is made for the erection of flat warehouses on the application of any person residing within 40 miles of his nearest shipping point, on a site to be provided on the railway company's premises, at a fair rental, the erection to be commenced within 60 days after the site has been staked out; and for the erection of loading platforms on the application of ten farmers resident within 20 miles of their nearest shipping point. The loading platforms are to be erected by the railway company in its yard within 30 days after application has been made to the Commissioner, under a penalty of $25 a day for each day's delay. A new penalty section has been substituted providing for a fine of not less than $10, or more than $1,000 for breaches of the law. The new sections deal with the distribution of cars. These provide for the keeping of an order book for cars at each station where there is a railway agent, in which all applications for cars shall be entered in rotation, each order to be for a single car only, and cars are to be provided in accordance with the order book, no favor to be shown either to elevator, flat warehouse, loading platform, or otherwise. If the applicant cannot load the car ordered for him within 24 hours, or has not commenced loading within 24 hours after a car has been allotted the order shall be cancelled. The applicant for a car cannot transfer or sell his right to any car under a penalty of not less than $25, or more than $100. A written notice is to be posted up daily in the station giving particulars of all cars ordered and allotted; and such cars may be ordered to be placed for loading at any elevator, flat warehouse, loading platform, or at any siding. It is provided that the railway company shall not be relieved of any liability imposed by the Railway Act, or to deprive any person of any right of action against any railway company by that act, by any of the provisions of the Manitoba Grain Act, and further, that the provisions of the act as to the distribution of cars shall not apply to the shipments of grain consigned to points west of the B.C. boundary.

## C.P.R. Power House at Fort William.

The C.P.R. has under construction at Fort William, Ont., a power house for the supply of electricity for the operation of its elevators, machine shop and coal-handling apparatus, and also for the supply of electric light in its yards and buildings there. At present the five grain elevators are operated by three independent power houses, two of which provide power for two elevators each. The capacity of these elevators are: two of 1,250,000, bush. each, one of 1,500,000 bush., one of 2,000,000 bush., and one of 3,200,000 bush., making altogether a total storage capacity of 9,200,000 bush. The new central power house will supply power to three of these elevators, the machine shop, the coal-handling plant, and light for the entire yard and buildings. The power house will be 115 ft. long by 100 ft. in breadth, and will be divided by a central wall into an engine and a boiler room. The walls are on concrete foundations, resting on piles, 3 ft. centres, driven 35 ft., and there is a similar pile and concrete foundation under the engine foundation. The building will have a height of 38 ft. 2 in. at the centre wall and 34 ft. at the outer walls, and the roof, in which are skylights over the engine and boiler rooms, will be carried on steel trusses. In the engine room there is a pump pit 8 ft. deep, extending the entire length of the building. The list of boilers and machinery to be installed at present includes the following:

Boiler room.—Four boilers, 416 h.p. tested to 150 lbs. to the square inch, and fitted with economizers, induced draft and shaking grates. The boilers will be hand stoked. Steam header will be carried right along central wall for distributing steam to the various units.

Engine room.—One 10-ton travelling crane overhead; two 500 k.w. generators, alternating current, 500 volts; two exciters for same; cross-compound condensing, horizontal direct connected engines, to work at 150 revolutions a minute, and engines for exciters; compressor for supplying compressed air throughout the yard. The pump pit runs the whole length of the yard in which are placed: two condensing plants, 16-24" x 24"; two boiler duplex feed pumps, 12-7" x 12"; one 1000 gal. per min. duplex pump, 18-12" x 12"; one 1000 gal. per min. pump, 18-10" x 12". The injection water for the condensers will be taken from a well outside the power house which is supplied with water from the river, a distance of nearly 300 ft., through a rectangular wooden intake box. The discharge from the condensers is sent back to the river through a similar box; both boxes being built together, one on the top of the other. The 1,000-gal. a minute duplex pump also draws water from the well and supplies water throughout the yard and elevators at a pressure of 100 lbs. per square inch. The second 1,000-gal. a minute pump is connected to the same piping for use in the event of fire. There is also fitted in the pump pit a feed water heater of 500 h.p. capacity, through which feed water passes from pumps to economizer. The exhaust steam from the main and auxiliary engines is also used for heating the machine shop and roundhouse by a blower apparatus.

The coal-handling plant, yard, elevators and sheds are lighted by arc and incandescent lights. Induction motors are used for driving the elevators.

It is the intention of the company to gradually increase this power station until all the elevators at Fort William are driven by electricity from a central source. At the central power house foundations have been prepared for the installation of an additional 416-h.p. boiler, one 500-k.w. and one 250-k.w. generator.

## Canadian Northern Railway Elevators.

The Canadian Northern Railway Co. has under construction a large addition to its grain elevators at Port Arthur, Ont., consisting of a receiving and shipping, or what is commonly called a working house of 700,000 bush. capacity, and a storage building or annex with a capacity of 2,100,000 bush. The working house will be an up-to-date regular wood frame work and cribbed bin house covered with corrugated iron, while the annex will be a fire-proof tile tank building, a duplicate of the plant erected in 1902. The working house is 72x224 ft. with first story 24 ft. in clear under bin girders. The bins are 60 ft. deep, and the cupola is 41 ft. wide and five stories high, and extends the full length of building. There is one track through the house and one at the side in a one story carway. There are five receiving elevators with 10 receiving pits, so arranged on the two tracks that the receiving of grain can be carried on continuously and rapidly, each elevator having a capacity of 10,000 bush. an hour or 10,000 lbs. a minute. Five cleaning and shipping legs on the other side of the house take care of the five no. 9 separators and give large shipping capacity, being located to handle grain to or from annex and also from any part of the working house. Each of these elevators will handle 12,000 bush. an hour. Each of the 10 receiving pits is supplied with a pair of automatic power shovels. There are five spouts for loading cars on either track and 10 boat-loading spouts discharging from bins of large capacity, so that loading a boat with several hundred thousand bushels of grain will be but a short job.

All the grain taken in or shipped out is weighed in the cupola, 10 sets of 1,400 bush.