

CANADA ATLANTIC RAILWAY ELEVATOR, DEPOT HARBOR, ONT.

of the Crown adjacent to their line, 1,000 male settlers annually for the next 10 years. In consideration of this & other covenants, they are to receive, in fee simple, 7,400 acres of land for every mile of the 200 they are constructing to Missanabie.

"The necessity for building the line to Missanabie is apparent. But where is the need, & what is the object of pushing it 300 miles farther north? I am informed that the areas of pulp-wood & of mineral-bearing rock are more promising on Hudson's Bay than on the Lake Superior watershed; & besides, the sea is there, & that means fisheries, at a distance of 500 miles from the Sault, whence fish can be shipped to Chicago on one side & St. Paul & Minneapolis on the other. Salt water fish are now carried to these markets over 2,000 & 3,000 miles of rail. How can Atlantic fish compete with their Hudson's Bay kith & kin, once the 500-mile iron bridge has been built?

"The Manitoulin line is perhaps the most promising of the three. This great & fertile island, the largest in the world surrounded by fresh water, has hitherto had no market for its products & has been isolated for weeks from the rest of the world twice a year. Population has, therefore, been attracted to it but slowly, in spite of its stock-raising capabilities. No wonder that promises of a railway are demanded & freely made to do duty every time an election comes round. A friend writes me: 'Were it not for Mr. Clergue's connection with it, the present renewal of the project would be universally regarded by our people as a mere election dodge. We now feel sure. The Sudbury end of the line will be built first, & I believe that it will then be pushed across the channel to Manitoulin. The line will open up a very rich region on the north shore, a district rich in copper, silver, nickel & iron, also in timber & pulp-wood. From the mouth of the Whitefish River to Little Current, there are few natural difficulties to overcome in building the line or in crossing. There is only one navigable channel & it is narrow & runs right past the town. The rest of the channel at this point is filled with a series of low-lying islands, composed of flat rock, of limestone formation, with scarcely any soil. Ultimately, the line will be pushed across the island to a point on the south or Lake Huron shore, where I believe there are one or two good harbors. The advantages

to us I need not dilate on. For one thing, we dread the two periods annually of complete isolation, when the ice is forming & when it is breaking up.' Any one who has spent a winter in Prince Edward Island will sympathize with that feeling. How 'the' Island would rejoice if its isolation were only for a month, & what would it not give for a bridge or a tunnel!"

Canada Atlantic Railway Elevators.

The illustrations on this page show the C.A.R. Co.'s elevators at Depot Harbor, Ont., & Coteau Landing, Que. The one at Depot Harbor on Parry Island, on the east side of Georgian Bay, takes grain from boats which have been loaded at any of the great lake ports, such as Fort William, Duluth, Chicago, etc., & loads it into cars. For physical

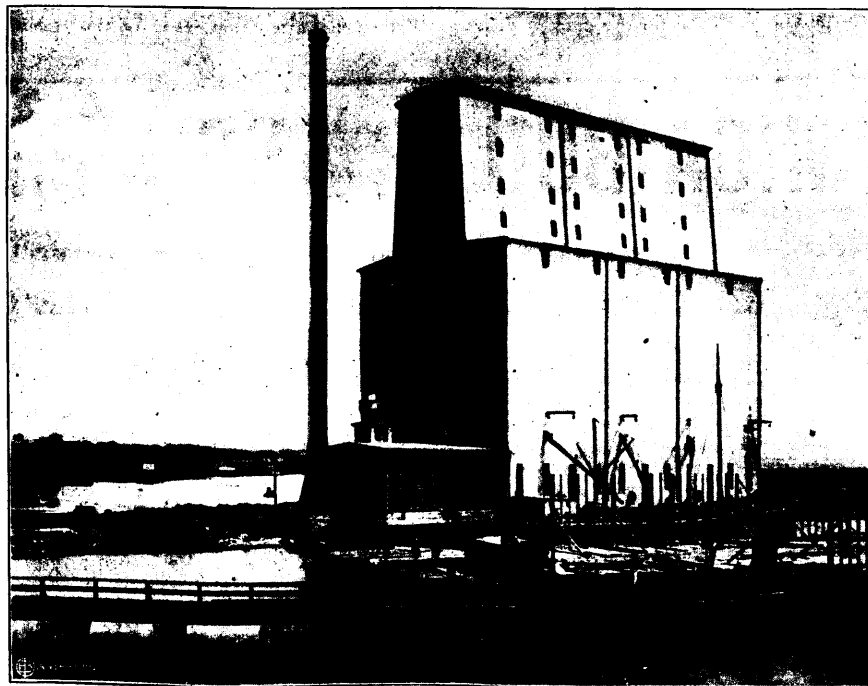
reasons the marine tower was built separate from the main house with which it is connected by a belt conveyer. Following are the principal dimensions, etc.:

Total capacity in bushels.....	1,000,000
Length, in feet.....	290
Width, in feet.....	80
Total height, in feet.....	158
Number of bins.....	98
Depth of bins, in feet.....	53 to 71
Capacity of bins, in bushels.....	1,400 to 12,000
Number of elevator legs.....	4
Capacity per hour each, in bushels.....	10,000 to 15,000
Capacity of scales, in pounds.....	72,000
Capacity of scale hoppers, in bushels.....	1,200
Number of distributing trolley spouts.....	2
Capacity from boats in 10 hours, in bushels.....	150,000
Into cars in 10 hours, in bushels.....	90,000
Length of power house, in feet.....	79
Width of power house, in feet.....	56
Number of boilers (horizontal tubular).....	6
Style of engine & number.....	Two horizontal Corliss condensing
Kind of condenser.....	Jet
Size & style of electric engine.....	10 x 18 horizontal
Size of dynamo.....	35 KW

The grain which goes through the Depot Harbor elevator is loaded on cars & taken over the C.A. tracks to Coteau Landing, on the St. Lawrence River, about 37 miles up stream from Montreal. After passing through the Coteau Landing elevator the grain is loaded into barges & taken by river & canal to Montreal, where it is transferred to ocean steamships. Following are particulars of the Coteau Landing elevator:

Total capacity, in bushels.....	500,000
Length, in feet.....	143
Width, in feet.....	90
Total height, in feet.....	158
Number of bins.....	82
Depth of bins, in feet.....	65
Capacity of bins, in bushels.....	2,200 to 7,900
Number of elevator legs.....	6
Capacity per hour each, in bushels.....	8,000
Number of scales.....	6
Capacity of scales, in pounds.....	72,000
Capacity of scale hoppers, in bushels.....	1,200
Number of power shovels.....	6
Number of distributing trolley spouts.....	12
Capacity from cars in 10 hours, in bushels.....	100,000
Into cars in 10 hours, in bushels.....	150,000
Into boats in 10 hours, in bushels.....	400,000
Length of power house, in feet.....	53
Width of power house, in feet.....	41
Number of boilers (horizontal tubular).....	12
Horsepower of each boiler.....	125
Style of engine & number, 1 horiz'l Wheelock condensing	
Horsepower.....	250
Kind of condenser.....	Jet
Size & style of electric engine.....	8 x 10 horizontal
Size of dynamo.....	25 KW
Capacity of fire pump, gallons per minute.....	350

Both these elevators were built from plans drawn by John S. Metcalf Co., Chicago, Ill.



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