

# The Commercial

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## Canadian Pacific Elevator System.

HOW MANITOBA'S GRAIN CROP IS HANDLED.

One of the advantages which the grain trade of America has, is the superior system of handling which is in vogue. This is an advantage which extends to the grower, as well as to the grain dealer, and which enables us to compete to good advantage with other grain-exporting countries. In Russia, for instance, as well as in some other countries, there are vast areas of land well adapted to the growth of grain crops, but their systems of handling the crops are not such as to encourage grain growing. Everything is on a more primitive scale than here. The facilities for rapidly and economically handling large quantities of grain, have not been carried to such a state of perfection, as on this continent.

While America in general takes the lead in the matter of grain handling facilities, there is no part of this continent where better facilities for handling grain exist, than right here in Manitoba. From the date of the opening of Manitoba to settlement, it was recognized that this region would be pre-eminently a grain exporting country, and accordingly facilities for handling grain were provided from the start on the most modern system. The Canadian Pacific railway management took the lead in this respect, and laid down such rules for the handling of grain, as would lead to the establishment of a modern elevator system along their lines in Manitoba and the adjacent country westward from the province. These rules provoked some hostility at first, and were considered rather too stringent; but time has demonstrated their wisdom. Manitoba has now a splendid system of country elevators, erected for the purpose of receiving grain from the growers, and the railway companies have done everything in their power to encourage the erection of modern style of elevators along their lines.

Not only has the Canadian Pacific company encouraged the erection of elevators at country points, but it has established an elevator system of its own, at terminal and transfer points. Grain marketed along the Canadian Pacific railway in Manitoba, is shipped eastward over this road, and reaches the first transfer points at Fort William or Port Arthur, two ports on the northwestern coast of Lake Superior. During the season of navigation, most grain shipped eastward is transferred from the cars at these ports and sent on by water, as the water freight rate is cheaper than by the all-rail route. It therefore became necessary to establish an elevator system at these ports, to facilitate the transfer of grain from the cars to boats.

### LAKE SUPERIOR ELEVATORS.

The first elevator was established at Port Arthur in 1883. This elevator has a capacity of 350,000 bushels. It has recently been leased to a private party, but will be operated as usual, for receiving, discharging, and storing grain.

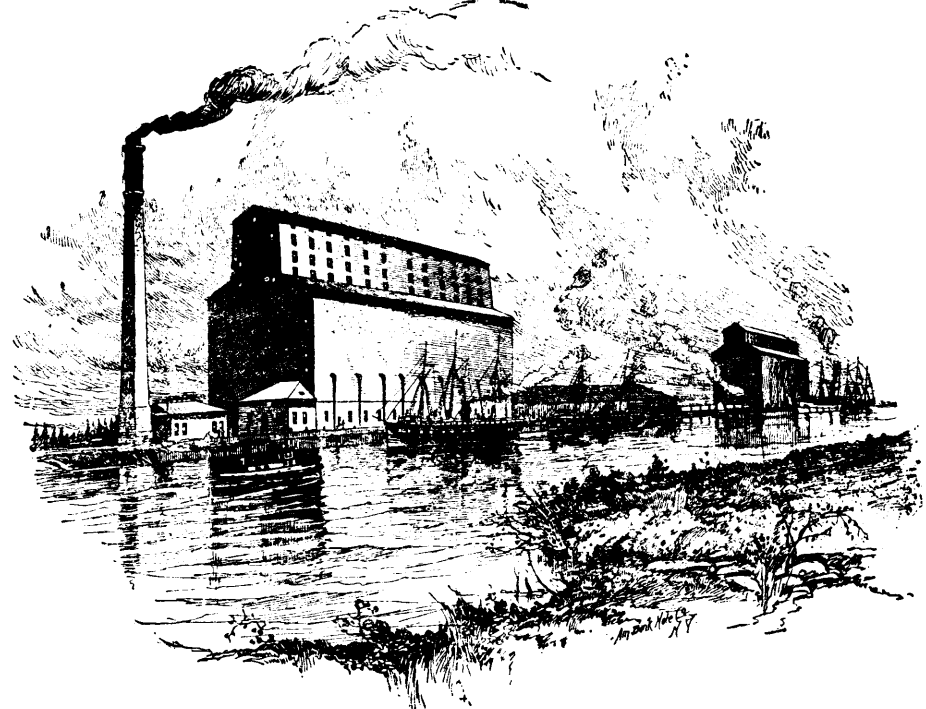
It was recognized that the Port Arthur elevator would not long be equal to the growing

demands of the Manitoba grain trade, and so in 1884 a second mammoth elevator was established at Fort William, and was designated "Elevator A." The limit capacity of this big structure is 1,260,000 bushels, which means an actual storage capacity of about 1,250,000 bushels. This is a most substantial structure in every respect.

In the winter of 1887, a large flat warehouse was erected at Fort William, to provide temporary storage for the crush of grain, and the following summer "Elevator B" was built and was ready for operation by the fall of the same year. Elevator B has a capacity of 1,300,000 bushels. These Fort William elevators have been built on the most modern principles, and they are furnished with the latest improved machinery for handling and cleaning grain. They were erected under the supervision of Mr Wm. J. Ross, superintendent of construction, etc., of the Canadian Pacific company, who has also had general supervision over the erection of all the company's elevators.

upon the class of grain. There are separate bins in the elevators, for different grades of grain, and where one car is of one grade, and the next car of another grade, and so on, it will take longer than if there were only one grade.

The elevator facilities will be extended at Fort William, as the requirements of the trade demand. The immense grain crop grown in Manitoba this year, made it evident that more storage accommodation was required, and accordingly work was commenced last fall on an annex to elevator A. Work is now being pushed on this annex, and it is expected that it will be ready to receive grain some time during January. Even with this addition to the storage facilities, it is evident that all the available space at Fort William and Port Arthur will be required this winter, and more too. The capacity of the annex will be about 1,250,000 bushels, so that when it is completed, the total storage capacity at our two Lake Superior ports will be about 4,000,000 bushels. The annex is designed simply as a storage ele-



ELEVATORS "A" AND "B," FORT WILLIAM.

The shipping facilities at Fort William could not be better, the place being near the mouth of the Kaministiquia river. Boats from the lake can proceed up the river and moor right alongside the elevators, and a large cargo can be spouted into them in a very short time. The accompanying engraving will show the location of the elevators on the river bank.

These Lake Superior elevators are designed for storage, as well as for receiving and discharging purposes, hence their large capacity. During the winter season a large quantity of grain is stored at these points, so that it may be shipped eastward by water, after navigation opens in the spring.

An important point about an elevator is its ability to receive grain. That is, its ability to unload cars. When a large number of cars are to be unloaded, it is necessary that this should be done with as little delay as possible. In this respect, the Fort William elevators are well equipped. The number of cars which can be handled in a given time, however, depends

upon the power of elevator A. It will be operated from the power of elevator A. While the increased storage capacity which will be afforded by this annex will be urgently needed, still it is the opinion among grain men that it would be much better if the annex had been supplied with loading and cleaning machinery, so as to be independent of elevator A.

Regarding the future extension of the company's facilities at our upper lake ports, we may say that it is altogether probable another large elevator will be erected at Fort William next summer. The rapid increase in the grain crops of Manitoba will no doubt necessitate this.

### OWEN SOUND ELEVATOR.

The next point eastward where the Canadian Pacific company has an elevator is at Owen Sound, Ontario, a port on Georgian Bay, an arm of Lake Huron. The company has a line of steamships running between Fort William and Owen Sound. After having made the trip from Fort William to Owen Sound by water,