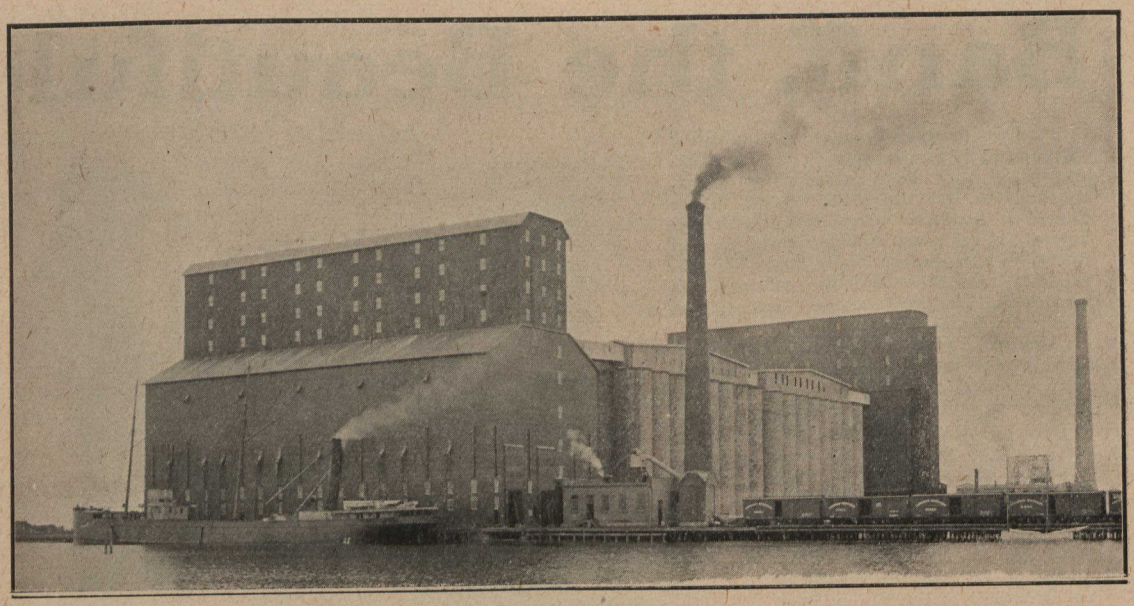

Housing the Great Harvest

THE wheat crop in Manitoba and the Territories this year surpasses all records, and the transportation departments of the railways will have to tax their resources to the utmost to move the product to market. The Canadian Northern Railway, tapping the agricultural areas of what Sir Sandford Fleming years ago designated as the great fertile belt of Canada, has grown to be a prime factor in the commercial life of the West in this respect, and yearly as the line penetrates farther into the interior it must increase in importance as a railway enterprise and in usefulness in a land rapidly filling with settlers whose requirements from a transportation point of view will be many.

The export traffic of the West in seeking outlet to tide water centres at the head of the Great Lakes, whence during the season of navigation the largest fleet of grain-carriers in the world find constant employment in bearing the grain to the sea-board, and what cannot be moved in this way is held in store at Port Arthur and other points for shipment the following spring. To do this requires storage capacity for many millions of bushels, and great as the accommodation is, the prominence of Port Arthur as a grain depot can be seen when it is pointed out that yearly all available space is utilized.

The picture shows the Canadian Northern Railway Company's elevators at Port Arthur, the largest connected and most up-to-date structures of the kind in the world. The engraving gives but a faint idea of these immense buildings, so solidly built that they are indestructible. They were designed and erected by the Barnett & Record Company, of Minneapolis, Minn., under instructions from Messrs. Mackenzie & Mann, and were completed under the supervision of the Canadian Northern Railway Company's engineers, the work being substantial to the smallest details. The material used in construction of these great storage houses, which are on the tank system, is fire-proof tile, braced with steel and embedded in cement, each annex having eighty circular tanks and sixty-three intermediate spaces for the reception of grain, giving each group a capacity of 2,500,000 bushels. The elevators flank the grain tanks and have a combined capacity of 2,000,000 bushels, giving in all a total storage capacity of 7,000,000 bushels.

To support this enormous weight, which can be easily estimated, required a massive foundation and the strongest buttressing to resist the lateral pressure There is no other building like it or equal to it as a storehouse on the continent, and the possession of it gives the Canadian Northern Railway facilities for handling and storing grain possessed by no other company in the West, whether in the United States or Canada.

The interior arrangements are as complete and commensurate for the purpose as skill and adaptability could make them. The tracks of the railway company run through the elevators and *twenty-five cars can be unloaded in an hour;* from the hoppers the grain is carried over the tanks on belts which can be so arranged that the grain is shot into any tank or intervening space desired.

The loading facilities are equally complete and expeditious. The grain chutes that open from the exterior walls on the water side can put *a cargo of 125,000 bushels in a steamer's hold in seventy-five minutes.*

Absolute safety in storage and celerity in handling freights and cargoes were the ends striven for, and it must be said by all who are acquainted with the operations of this immense plant, where everything moves with precision and certainty of action, that the designers have achieved complete success. Yet the credit rests with the railway company in providing a structure so applicable to requirements, and the knowledge that the line is so efficiently equipped to handle the wheat crop expeditiously, must encourage shippers to seek the Canadian Northern route in transporting their consignments to the eastern markets.