

Grain Elevator Notes.

The Lake of the Woods Milling Co. has completed an elevator at Brookdale, Man.

The 2,000,000 bush. annex to the C.P.R. Elevator B, at Fort William, Ont., is expected to be completed by Feb. 1, 1903.

The Ogilvie Flour Mills Co. has completed the erection of an additional large elevator at Winnipeg, and is installing the machinery. The elevator is expected to be ready for use early in Dec.

The Canadian Northern Elevator Co. has erected elevators of 25,000 bush. capacity each at Oak Bluff, Sanford, Branheld, Sperling and Carman, Man., on the Carman branch of the Canadian Northern Ry.

The annex to C.P.R. Elevator D, at Fort William, with a capacity of 3,500,000 bush., was expected to be completed by Dec. 1. The workhouse at this elevator, which was destroyed by fire in the spring, has been reconstructed.

The C.P.R. cleaning elevator at Port Arthur, operated by J. G. King, has been undergoing a number of improvements which have recently been completed. Under the new arrangement it is possible to unload an 80,000 lb. car in seven minutes, less than half the time formerly occupied.

The total elevator accommodation in Manitoba and the N.W.T., and at Fort William and Port Arthur, Ont., available for storage when the new grain began to come in was:—

Elevators on C.P.R. lines.....	16,000,000 bush.
" " C.N.R. ".....	3,000,000 "
C.P.R. elevators at Fort William.....	4,000,000 "
C.N.R. elevator at Port Arthur.....	1,500,000 "
	24,500,000

In addition, the C.P.R. expects to have ready early in Dec. a 3,500,000 bush. annex to Elevator D, at Fort William; later on the C.N.R. 2,500,000 bush. addition to its Port Arthur elevator will be completed, and in Feb. a 2,000,000 bush. addition to C.P.R. Elevator B at Fort William is to be opened. This will increase the total storage capacity to 32,500,000 bush.

Work on the Canadian Niagara power plant is progressing rapidly. The tunnel will have a length of 2,200 ft. from the wheel-pit to the base of the Horseshoe fall, where it will discharge into the lower Niagara river. From the shaft to the pit is about 900 ft., and of this there remains only 48 ft. to be blown out. From the shaft to the portal is about 1,300 ft., and of this about 200 ft. remain to be taken out. For the entire length the bottom bench remains to be taken out, but this can be removed quite rapidly. When this bench is removed the stone will be used for concrete work and backing.



Department of Railways and Canals, Canada.

TENDERS FOR STEEL RAILS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Steel Rails," will be received at this office up to sixteen o'clock on 15th January, 1903, for 25,000 tons of 80-lb. Steel Rails for the Intercolonial Railway.

All the above to be delivered on or before 31st May, 1903.

Conditions, forms of tender and all other information will be furnished on application at this office.

By order,

L. K. JONES, Secretary.

Department of Railways and Canals,
Ottawa, 17th November, 1902.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

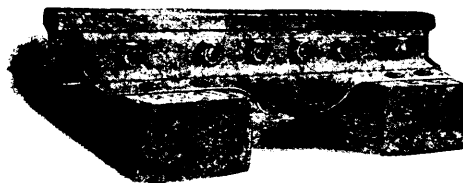


PAGE FENCE ON G.T.R., NEAR SOUTH PARKDALE, ONT.

Page coiled wire Fencing is in use on practically every railroad, both great and small, in Canada, and some of the railroads have in the neighborhood of a thousand miles of it. It is found that it wears so much better than any other fence that there is no comparison. We can supply any height and weight wanted, and either galvanized or painted. We also supply metal gates that do not sag, burn or rot. Prices compare favorably with any.

THE PAGE WIRE FENCE CO., Limited, - Walkerville, Ont., Montreal, P.Q., St. John, N.B.

BONZANO RAIL JOINT



Was Awarded the only
Medal and Diploma
for Rail Joints
at the National Export
Exposition
Philadelphia, 1899;

Also the Highest Medal awarded for Rail Splices at the Paris
Exposition, 1900.

Nearly one million of these joints are now in use. None of the splices have broken, and no rails have broken inside the splices. Low joints are impossible, nor can spreading of tracks take place at the splice. The joint is absolutely as strong as the rail. By its use the track labor saved will alone amount to a sum that will pay the cost of renewals of rails and splices.

In use on the following railroads: The Pennsylvania, Baltimore and Ohio, Canadian Pacific, Southern Pacific, Cuba Railway, Chicago & Alton, Southern Railway, Intercolonial Railway, Grand Trunk, Wisconsin Central, Michigan Central, Choctaw, Oklahoma & Gulf.

THE BONZANO RAIL JOINT.

A. BONZANO and THOS. G. CLARKE, Joint Owners of Canadian Patent No. 55,700,
MONTREAL ROLLING MILLS CO., Montreal,
Sole Manufacturers and Sales Agents for the Dominion of Canada,
East of Sudbury.

THE CANADA SWITCH AND SPRING CO. Limited

CANAL BANK, PT. ST. CHARLES, MONTREAL.

MANUFACTURERS OF

STEEL CASTINGS

(Open Hearth System)

Springs, Frogs
Switches

Interlocking Plants Installed
Jenne Track Jacks, Etc.

FOR STEAM AND ELECTRIC RAILWAYS.