

fan which takes the dust from the clippers, together with the dust from the sweepers located throughout the building, & discharges it to a large cyclone, on the top of the boiler-house, which is connected with the furnaces of the boilers.

In the cupola of the elevator are six 1,400 bush. garners, which receive the grain from the elevator heads & discharge to six 1,400 bush. scale hoppers resting on Fairbank's scales. These scales discharge to 6 distributing spouts, which in turn discharge to the different bins through holes in the distributing floor. The 3 clipper legs ending on the distributing floor are supplied with telescope distributing spouts to distribute the grain to the bins. The capacity of the elevator is only 118,000 bush., quick handling & transferring of the grain rather than large storage capacity being required for the business.

The elevator is equipped with signals & electric bells & other appliances to facilitate its operation. At one end of the elevator is located the brick power-house. In the boiler-room are 3 horizontal tubular boilers, the heater & feed pump. A 450 h.p. Corlis engine furnishes ample power for the machinery of the elevator. In the engine-room is also located a dynamo, driven by a small engine, which supplies the light for the entire elevator. All of the transmissions throughout the elevator, excepting the fan, are of manilla rope. John S. Metcalf Co., of Chicago, furnished the plans & specifications & built the elevator.

Permission has been obtained from the Czar to establish a sort of Young Men's Christian Association among railway employees in Russia. It is to be called "Committee for the Improvement of Young Men."

### Recent Dominion Legislation.

Among the acts passed at the recent session of Parliament are the following which especially relate to the transportation & allied interests:

- Respecting the Kaslo & Lardo-Duncan Ry. Co.
- Respecting the B.C. Southern Ry. Co.
- Respecting the Montreal & Ottawa Ry. Co.
- Respecting the Canada & Michigan Bridge & Tunnel Co.
- Respecting the C.P. Ry. Co.
- Respecting the Hereford Ry. Co.
- Respecting the Niagara Grand Island Bridge Co.
- Respecting the River St. Clair Ry. Bridge & Tunnel Co.
- Respecting the Canada Southern Bridge Co.
- Respecting the Pontiac Pacific Junction Ry. Co.
- To incorporate the Port Dover, Brantford, Berlin & Goderich Ry. Co.
- Respecting the Ontario & Rainy River Ry. Co.
- Respecting the Montreal, Ottawa & Georgian Bay Canal Co.
- To incorporate the Morris & Portage Ry. Co.
- To incorporate the Quebec & New Brunswick Ry. Co.
- Respecting the Cowichan Valley Ry. Co.
- Respecting the Northern Commercial Telegraph Co.
- Respecting the Montford & Gatineau Colonization Ry. Co.
- Respecting the Thousand Islands Ry. Co.
- Respecting the Bay of Quinte Ry. Co.
- Respecting the Oshawa Ry. Co.
- To incorporate the St. Mary's River Ry. Co.

- Respecting the St. Clair & Erie Ship Canal Co.
- Respecting the Lake Erie & Detroit River Ry. Co.
- Respecting the Brandon & Southwestern Ry. Co.
- To amend the "Admiralty Act, 1891."
- Respecting the Restigouche & Western R Co.
- Respecting the Yarmouth Steamship Co.
- Respecting the Quebec Bridge Co.
- To incorporate the St. Lawrence Terminal & Steamship Co.
- Respecting the Western Alberta Ry. Co.
- To incorporate the Royal Marine Insurance Co.
- To incorporate the Comox & Cape Scott Ry. Co.
- To amend the act relating to ocean steamship subsidies.
- Respecting the Red Deer Valley Ry. & Coal Co.
- To incorporate the South Shore Line Ry. Co.
- To amend the Pilotage Act.
- Respecting the construction of a branch railway from Charlottetown to Murray Harbor.
- To incorporate the British America Pulp, Paper & Ry. Co.
- Respecting the Central Vermont Ry. Co. (Foreign).
- To authorize the granting of subsidies in aid of the construction of certain lines of railway.
- To amend the Railway Act.
- To incorporate the Quebec & Lake Huron Ry. Co.
- Respecting the Nipissing & James Bay Ry. Co.
- To incorporate the Manitoulin & North Shore Ry. Co.

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