

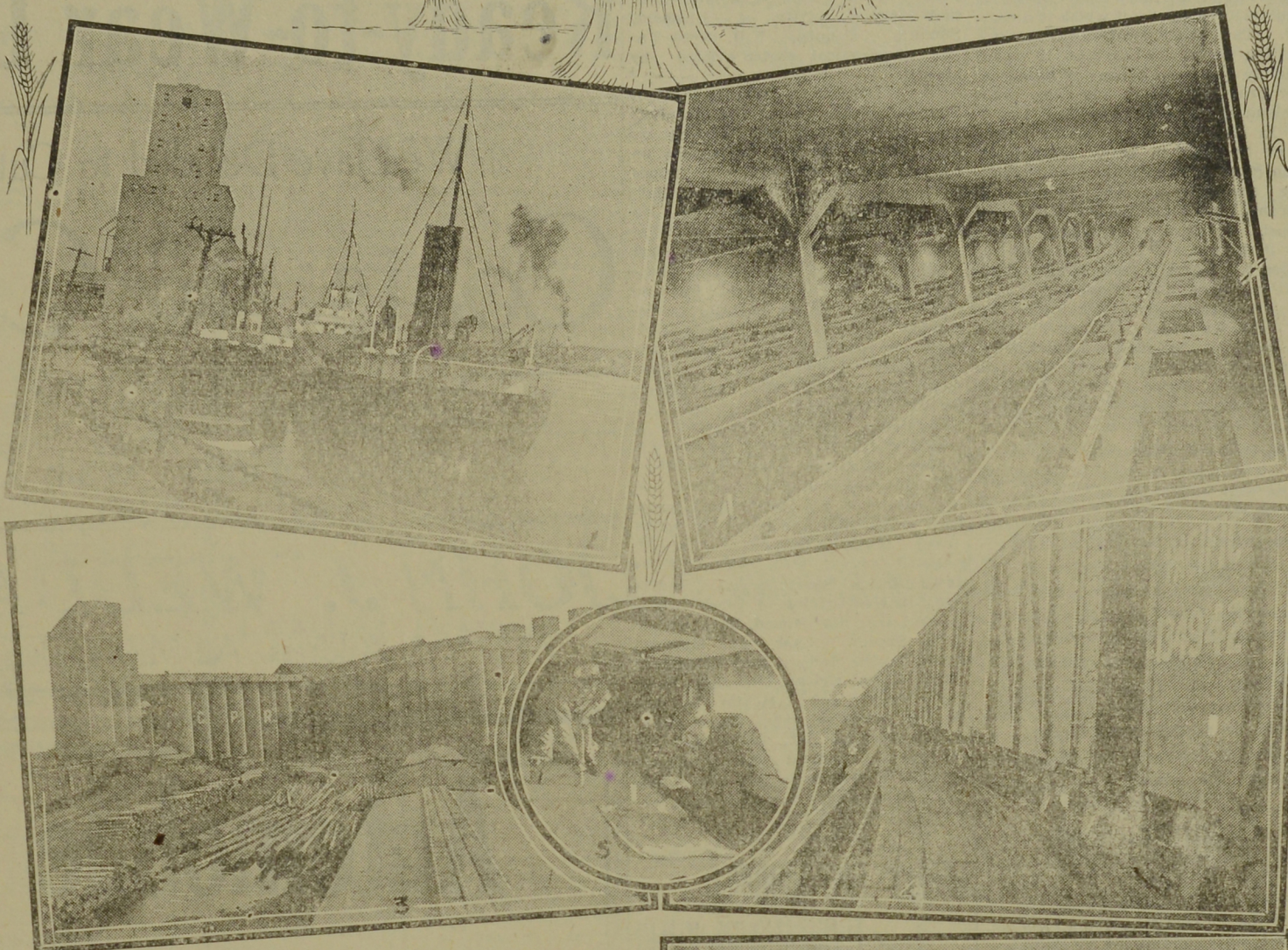
HANDLING TWO MILLIONS BUSHEL A DAY

THE CANADIAN head of navigation on the system of the Great Lakes was established long before any pioneer dreamed of wheat harvests on the vast prairies that only a few years ago were the hunting grounds of the buffalo runners. It was to Fort William at the mouth of the Kaministiquia River that the trappers and coureurs de bois of the great fur-trading company brought down their year's catch of peltry, and it was there that they met, in annual conclave and celebration, the representatives of the corporations which they served. In the memory of persons not yet much past middle age the old fort was standing on the river banks, while it is only a few years since the last of the stone buildings was demolished to make room for the spreading railway yards that now occupy its site.

When the influx of settlement began to show the latent possibilities of the west as a grain growing country, and the railroad builder followed the trail of the trappers, the judgment of the great men who planned the first line into that region, the Canadian Pacific railway, selected as their lake terminal the place that past experience had shown to be along the line of least resistance. And thus the City of Fort William had its beginning upon the site of the fort of the Hudson's Bay Company.

Thirty years ago the western plains were still on their trial as an important source of grain supply, and it was in 1883 that the first indication was given of their fertility, the first warning of what facilities would be needed for handling the crops of years to come. A crop that averaged over 28 bushels to the acre swamped all the handling machinery of those days: The Railway Company's single, million-bushel elevator was hastily supplemented by a huge flat warehouse, but all that could be done hardly availed to lessen the blockade. The necessity for additional storage facilities at the terminal was recognized and, within two years, it had risen from a single million to over five and a half million bushels, a total that seems insignificant in the light of the further growth that has since taken place, but which was fairly adequate for the crops that followed 1888. And it is to be noted that, since that date, largely owing to the progressive policy adopted by the Canadian Pacific Railway Company, the terminal storage has more than kept pace with the crop development, so that the transportation interests will not again be caught napping. The pioneer company set an example of preparedness that has been imitated by all who have followed them.

No better indication could be gained of the rapid development of the areas under crop in the three prairie provinces, and of the still more rapid increase in the bare figures for the years since 1900, when with two and a half million acres sown to wheat, and another million to oats and barley, the lake ports had only a storage capacity of five and a half million bushels. For the next five-year periods, the increase in area under cultivation was as follows: 1905—under wheat, 3,941,000 acres, and all grains, 6,009,000 acres; 1910—under wheat, 9,301,000 acres, all grains, 14,626,000 acres; 1915—under wheat, 11,659,000 acres, all grains, 17,948,000 acres, being an increase, in the fifteen years, of about five-fold in the crop acreage. Meanwhile, however, the increase in the storage capacity of the elevators at the head of the lakes had increased as follows: 1905—18,580,000 bushels; 1910—25,700,000 bushels; 1915—43,785,000 bushels. Thus, while the acreage increased five-fold, the storage capacity was multiplied by eight. Add

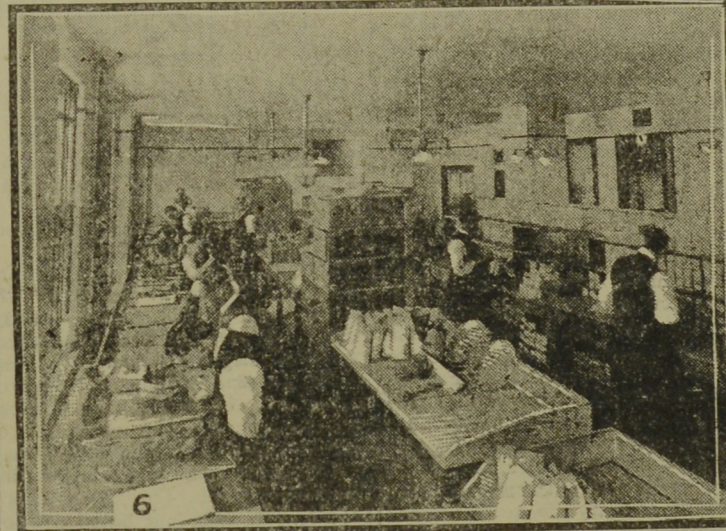


(1) Loading grain freighter. (2) Elevator grain carrier. (3) C. P. R. elevators at Fort William—capacity 3,750,000 bushels. (4) On the way to the elevators. (5) Inspecting grain in cars. (6) Government inspectors at work.

to this the capacity of all the interior elevators, 124,839,000 bushels, and it will be seen that the danger point of the grain traffic, as far as a blockade is concerned, has shifted from the head of the lakes elsewhere, probably to the terminals on the Atlantic seaboard, where the grain is transhipped to ocean going vessels.

Speed and efficiency are the prerequisites of this service. From the beginning of September, when the first of the new crop reaches the head of the lakes, until the early part of December, when lake navigation closes, an enormous stream of grain is kept flowing from all the ramifications of the branch lines of the west, which converge at Winnipeg, whence it pours down the narrow spout of the funnel to its outlet at Fort William and Port Arthur. The Canadian Pacific, the oldest established and by far the largest carrier of grain, found it necessary to double-track its Winnipeg-Fort William line some years ago, so that now four lines of steel connect the prairie capital with the Lake Superior ports. A system has been built up under which from 1,500 to 2,000 cars can be absorbed without the semblance of hurry, which means that over two million bushels can be delivered daily at Fort William, unloaded through

the terminal elevators, and discharged into the holds of waiting vessels, and at the same time each individual carload will be accurately checked and weighed, sampled and accounted for to the shipper, be he a small farmer on the prairie or a large corporation dealing in grain by the million bushels. That all this can be accomplished to the complete satisfaction of the grain trade is a testimony to the excellence of the service rendered by the transportation companies, who control the largest of the terminal elevators, in which machinery has been devised by which, from the time it leaves the car till it reaches the hold of the vessel the grain is raised by revolving chains of buckets, transferred to bins along enormous whirling horizontal belts, cleaned, weighed and delivered, without being touched by the hand of man, except as far as the throwing of a switch or the pulling of a lever is concerned. The sampling and grading of all grains is under the control of the government, through the board of grain commissioners, who exert towards the grain business similar powers to those of the railway commission towards transportation. To them is entrusted the work of maintaining the high standard of Canadian grain, and so well is their task accom-



plished that the government grade, given at Fort William, will establish the price of that particular shipment on the Liverpool market.

In solving the many problems that have arisen during the growth, to its present proportions, of the grain trade of the Canadian west, the Canadian Pacific Railway Company has played no insignificant part. Owning and operating the first terminal elevators at the

lake ports, it was the pioneer in steel construction, and to-day operates the largest single elevator in the world, Elevator "D," with a capacity of 7,350,000 bushels under one roof, and has also set the example to the grain trade in equipping its houses with the most modern devices for cleaning, drying and treating damaged grain, in hospital elevators that have proved such a boon to the farmer of the prairie

WHAT CAPABLE WOMEN ARE DOING

New York University has eighty women enrolled in the law department. Eleven will be selected this year for the New York—all of Fame. Women of Detroit will hold a parade to show their peace sentiments. Berlin has a club which was organized, furnished and is operated by women.

Mrs. Kate W. Kirkpatrick has been postmistress at Decatur, Ga., for twenty-one years.

A lace making class has been started by a Belgian refugee at Swansea, Wales.

In England women are barred from practising either as lawyers or barristers.

Detroit's City Hall matron had to promise not to wed in order to secure the position.

Miss Alice Cudworth has been confirmed as pastor of the Vernon, N.J., Methodist church.

Mrs. Susanna Warner of Stonetown, Pa., is still able to read without glasses at the age of one hundred.

Of all the reigning queens of Europe Queen Maud of Norway leads the simplest, sanest life of them all.

France has one woman judge, Mlle. Jusselin, whose special duty is to try disputes between employers and the employed.

Typewriters and women typists will take a prominent place in the new efficiency system in the French war office.

Mrs. Jeanne D. Rice, one of the best known makers of poetry in the world, conducts the Durant Kilns in New York City.

Mrs. James W. Gerald, wife of the American ambassador to Germany, has been decorated with Red Cross medals by the Kaiser. This is the first time a woman not of royal blood has ever received a decoration of the first class.

Mrs. Ada Brown, who is past seventy years of age, is taking a short course in domestic science at Columbia University.

Queen Alexandria refuses to wear ospreys on account of the cruelty to birds which the collecting of the feathers involves.

Daughters of the Empire at St. John, N.B., have a movement on foot to start a toy making industry in that city.

Miss Minnie Hill of Washington, D. C., has just completed a trip by foot from the national capital to the Pacific Coast.

Women police have been appointed to watch the market places and detect any infringement of the Maximum Prices' law in Belgium.

The Boston Waitresses' Union is conducting a movement to gain a scale of wages which will make it unnecessary for them to depend upon tips.

One of the surprises of the New York Horse Show was Miss Loula Long of Kansas City, who, out of twenty-five entries carried off fifteen ribbons and cups.

Miss Emile W. Vaughn, one of the foremost women engravers and pen artists of the country, was the first woman to be made a notary public in New York.

Women wearing the police helmet and cloak, armed with clubs, are employed on night police duty in the streets of Berlin.

Miss Charlotte F. Gailor, daughter of Bishop Gailor of Nashville, Tenn., and Miss Montgomery Cooper, daughter of a Memphis millionaire, have opened a store for the sale of babies' apparel.

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