

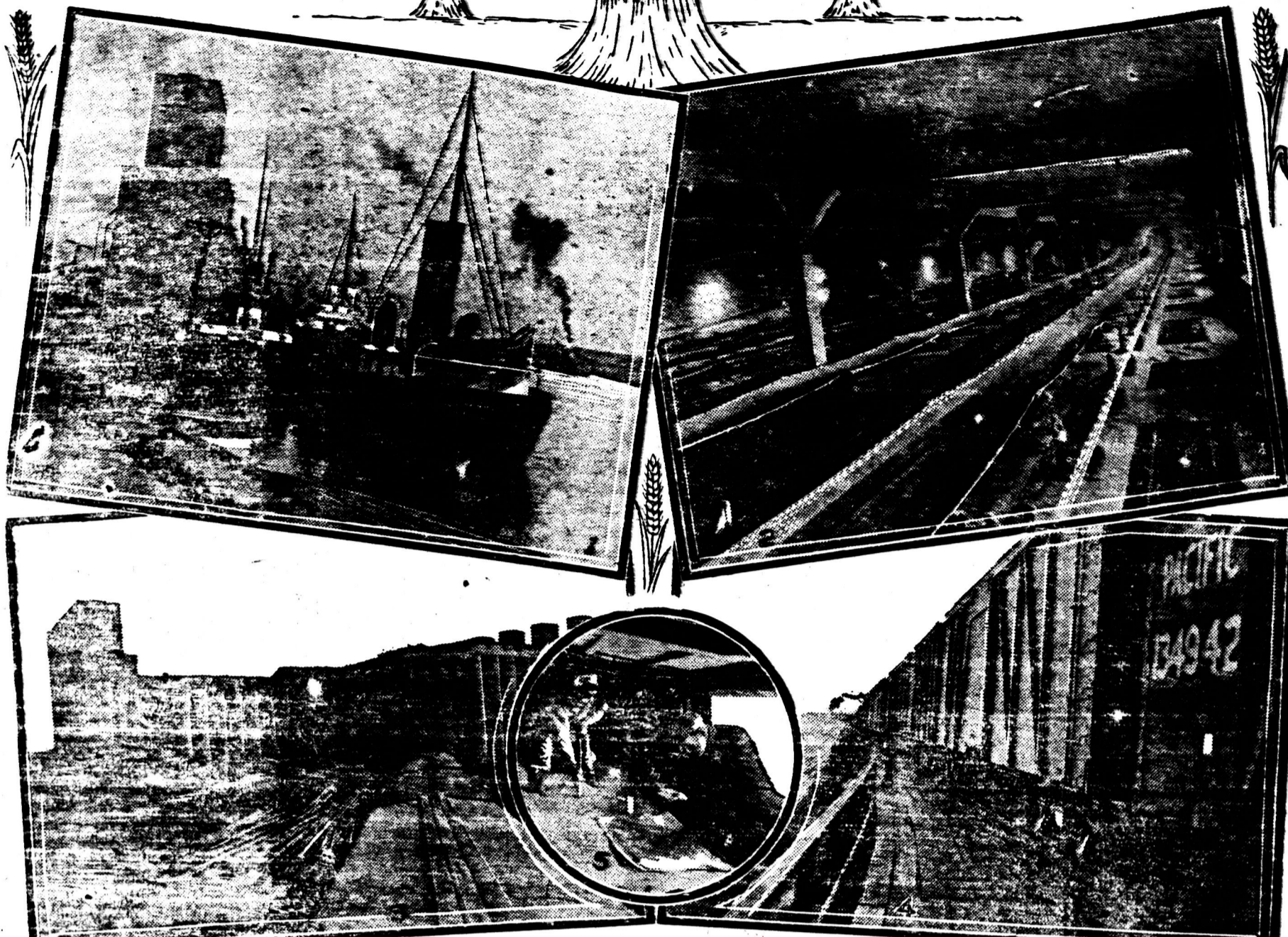
HANDLING TWO MILLIONS BUSHEL A DAY

THE CANADIAN head of navigation on the system of the Great Lakes was established long before any one dreamed of wheat harvests on the vast prairies that only a few years ago were the hunting grounds of the Buffalo runners. It was at Fort William at the mouth of the Kaministiquia River that the trappers and couriers de bois of the great fur-trading companies 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 sprawling 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 the place 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 1888 that the first indication was given of their fertility, the first variety of wheat facilities were built to meet the demand for the crops of the year. A crop that averaged over 25 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 large flat warehouse, but all that could be done hardly availed to lessen the shortage. The need 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 1898. 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 facilities will not again be caught napping.

The pioneer supremacy set an example of rapidness that has been followed 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 ability to handle these crops, than the bare figures for the years since 1900. Wheat, with two and a half million acres added 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, 5,008,000 acres; 1910—under wheat, 4,501,000 acres, all grains, 14,625,000 acres; 1915—under wheat, 5,000,000 acres, all grains, 17,918,000 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—18,550,000 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, 124,839,500 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 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. Owing 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

Christmas Appeal

The Hospital for Sick Children
COLLEGE ST. TORONTO.

Dear Mr. Editor:—
Thanks for your kindness in allowing me the privilege of appealing at this Christmas time on behalf of the Hospital for Sick Children, Toronto.

In the 46 years of the Hospital's existence there have been treated within its walls 26,108 children as in-patients; 231,768 as out-patients; a grand total of 257,876 in and out-patients. The Hospital for Sick Children gives a province-wide service, for little patients from every section of Ontario have sought its aid. Last year 426 patients were admitted from 232 places outside the city of Toronto. In 1914 there were 394 from 216 places. Of the 2,338 in-patients last year 1,771 were medical cases and 1,067 surgical. In the orthopedic department of the 2,338 in-patients, 264 were treated for deformities, 21 Pott's disease of the spine, 10 lateral curvature of the spine, 10 bow-legs, 57 club-foot, 17 dislocations of hip, 42 tubercular disease of knee, hip, ankle, wrist and elbow; 76 infantile paralysis, 8 wry neck, and 21 miscellaneous.

Our battle is never-ending—is one that will continue while the world lasts, for it is the fight between the armies of life and death, to save the child life, the sick little ones, sons and daughters not only of our soldier men but of the fathers and mothers still in this home-land province.

The Hospital is beating back disease and death, the enemies that assail the lives of little children as the British Empire is beating back Germany, Austria and Turkey, the enemies that assail the life of liberty.

So we appeal to the generous people of Ontario not to forget those so near and dear to us, who lie in the beds and cots of this great charity.

Will the people at large, as of old, respond to our call? Will they remember that every year is a war year for the Hospital, every day a day of battle, and that the Hospital needs money, not for its own sake, but for the children's sake?

The Hospital has waged its war for forty years. The people of Toronto and Ontario have been its friend, and this year of all years it requires help. Surely you will give to a charity that cares for every sick child in Ontario, for only as your money reaches the Hospital can the Hospital's mercy reach the children.

Every dollar is a link of kindness in the chain of mercy that joins the money in your pocket to the miseries of some child's life, some mother's heart.

Remember that Christmas calls you to open the purse of your kindness to the Hospital that the Hospital may open the heart of its help to the children.

Will you send a dollar, or more if you can, to Douglas Davidson, Secretary-Treasurer, or
J. ROSS ROBERTSON,
Chairman of the Board of Trustees,
Toronto.

WANTED—25 head of cattle to board for winter at \$1.50 each per month. Basement stable and good care; any number taken on one year's term. Apply to E. S. H. Farr, Jr., R. R. No. 1, Port Dover.

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Repairing & New Handmade
Boots and Shoes.
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In all countries. Ask for our INVENTOR'S ADVISER, which will be sent free.
MARION & MARION,
364 University St., Montreal.

CURE DANDRUFF FOR 50 CTS.

It's easy, and you take no risk. Step in to-day, and get a large 50 cent bottle of **PARISIAN SAGE**, the germ killing hair restorer.

If it does not cure dandruff in two weeks we will give you your money back.

PARISIAN SAGE is a pleasant, daintily perfumed tonic and hair grower. It is guaranteed to stop falling hair or itching of the scalp, and to cure all diseases of the scalp and hair.

PARISIAN SAGE has many imitators—get the genuine.
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J. R. Seater, Jarvis

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Fashionable Tailor
and agent for
The Rex Tailoring Co., Toronto.
Call and see samples and get prices of Tweed and Woollen Suitings and Overcoatings.
I am making a specialty of
CLEANING & PRESSING CLOTHES

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Dr. J. C. Fletcher* and has been made under his personal supervision since its infancy. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Dr. J. C. Fletcher
In Use For Over 30 Years
The Kind You Have Always Bought
THE CENTAUR COMPANY, NEW YORK CITY.

Postal Rates to France and Flanders

Post Office Department,
Ottawa, Canada.
The Honorable T. Chase Casgrain, Postmaster General of Canada, has been successful, as a result of negotiations entered into with the Imperial Postal Authorities, in effecting an arrangement with the British Government whereby parcels from Canada for Canadian soldiers in France and Flanders will be carried at the same rate of postage as applies to parcels from the United States for the Expeditionary Forces on the Continent; that is:

For parcels weighing up to three pounds 21 cents
For parcels weighing over three pounds and not more than seven pounds 32 cents
For parcels weighing over seven pounds and not more than eleven pounds 38 cents

This means a material reduction on the cost of parcels, and it is hoped it will be a source of satisfaction to the Canadian Public. This reduction has been brought about by Canada foregoing all postal charges for the conveyance of these parcels in Canada and on the Atlantic.

The public are reminded, however, in accordance with the circular issued by the Department recently, that until further notice, no parcel can be sent weighing over seven pounds.

The value of Manitoba's farms, buildings and equipment is officially estimated at six hundred million dollars, which is an increase of one hundred and thirty-seven million dollars in the last four years. The value of the live-stock is seventy-five million of which forty-seven million is represented by horses. If this year's crop were included it would add another hundred millions to the above valuations.

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