

The above sum of \$322,000 is estimated to cover all necessary expenditures in connection with the extension.

Total for Shops and Buildings, \$322,000.

E—RAILWAYS AND ELECTRIFICATION

Railways.—The steady increase in railway traffic during the past five years has necessitated a constant yearly enlargement of the railway system, and in order to avoid congestion relief is necessary at the after-mentioned locations:

1.—Two additional tracks on site of existing roadway between McGill Street and Section No. 19, including a connection to track outside flood wall, opposite the Harbour Building, with necessary turn-outs. Estimated cost, \$75,000.

2.—Tracks between Parthenais and Poupart streets, in the vicinity of the C.P.R. Junction, to serve the new "saw-tooth" wharves recently constructed at Sections numbers 30 to 32. Estimated cost, \$52,000.

3.—Two additional tracks from upper end of Dominion Coal Wharf to Desery Street, mainly for service to Elevator No. 3, as well as general traffic, including widening of embankment and the erection of six girder bridges. Estimated cost, \$145,000.

Total for Railways, \$272,000.

Electrification.—The electrification of railway terminals had been contemplated by the Harbour Commissioners as early as 1915, but it was decided not to begin operations until after the War, and work was accordingly begun in 1919, with the result that when the present Commission took office seventy-five per cent of the then existing tracks had been electrified.

The present Commissioners have completed the electrification of the remaining portion of the railway system, including such additional tracks as have from time to time been laid down, and it has been necessary for them as the system expanded to add to the generating equipment and provide traction equipment, and the items as enumerated below are required for the electrification of track extensions proposed to be carried out during the present year, enlargement of the generating equipment and additional traction equipment that is immediately necessary for operation of the system as presently developed and to meet the probable requirements of the next two or three years:

1.—Electrification of track extensions above enumerated, including railway transmission lines, estimated cost, \$69,000.

2.—Power sub-station at Harbour Yard, including two motor generators and equipments, estimated cost, \$280,000.

3.—Miscellaneous additional equipment in existing stations, emergency construction car, and installation of telephones throughout the system, estimated cost, \$56,000.

4.—Five new Electric Locomotives, \$600,000.

5.—Erection of garage at Harbour Yard for locomotives, \$65,000.

Total for electrification, \$1,070,000.

Grand total, \$1,342,000.

F—PERMANENT SHEDS

Permanent sheds, \$300,000.

The Commissioners have had the same difficulties with regard to demands for transit sheds as they have had for allotments, and during

the past two years have not been able to meet all the applications. While the Commissioners have, in a manner, allocated such accommodation as was available among all applicants, nevertheless there were always several applicants who had to do with a shed less than asked for, and the difficulty hitherto in providing for this deficiency has been the lack of wharf space, but it is hoped that with the completion of wharf extensions under construction, and some of those now proposed, sites for additional sheds will be available at an early date.

Additional sheds must be provided as soon as possible and the above amount of \$300,000 is the estimated cost for the erection of two semi-detached single storey reinforced concrete sheds with overhead craneway, similar to existing sheds numbers 26 and 27, for which provision should be made so that erection can be begun as soon as a site is available.

G—GRAIN ELEVATORS

1.—Additional storage at Elevator No. 3, \$2,700,000.

A Grain Elevator Committee appointed by the Ministers of Marine and Fisheries and of Railways and Canals on March 29, 1922, after an intensive study of the congestion which took place in the years 1921 and 1922, recommended that additional storage to the extent of three million bushels should be immediately added to the facilities of the Port of Montreal, in the expectation of the volume of grain handled in 1922 being maintained, and stated, further, that a further extension of two and a half million bushels would be justified in the event of business increasing. Following upon this recommendation the Commissioners were authorized to enlarge the storage facilities at Elevator "B" by approximately one and a quarter million bushels, and to construct a new elevator at Maisonneuve with an initial storage capacity of two million bushels.

These works were begun in 1923 and were pressed as rapidly as possible to completion, but the additional storage of three and a quarter million bushels so provided was not really fully available until the season of 1925, with the result that the amount of grain received for shipment being over 165,000,000 bushels, as compared with 155,000,000 bushels in 1922, about 10,000,000 bushels more grain had to be handled with practically the same storage facilities.

This situation was greatly aggravated in the fall by the lack of demand for export, and on September 3 no less than 63 lake boats were waiting to be unloaded at the harbour elevators, causing considerable hardship to the inland water carriers, while in the month of October the railway companies suffered in like manner from similar causes. Last season, these additional facilities being in full operation, the quantity of grain received for shipment being approximately the same, and supply and demand being less at variance, the situation was decidedly improved; nevertheless, even under those conditions, in the month of May there were actually forty-two lake vessels waiting to be unloaded.

These conditions prove that the findings of the Grain Elevator Committee were correct, and show that an addition to the storage of the Port of not less than three million bushels