

## GRAIN ELEVATORS AT MONTREAL.

## Harbor Commissioners and Grand Trunk Railway Difficulty Explained—Capacity of New Elevator.

Monetary Times Office,  
Montreal, Sept. 6th.

Some discussion has been caused in local grain circles concerning the difficulty which arose between the Grand Trunk Railway and the Harbor Commissioners of Montreal over the construction of an elevator which was attempted by the railway. Work was started by the railway on the construction of this elevator last spring, and the Harbor Commissioners by means of an injunction compelled the railway to desist. A considerable outcry was raised amongst the grain men of Montreal, and also of other sections of Canada shipping through this port. It was pointed out that, while the Commissioners were preventing the Grand Trunk from constructing additional elevators, there was a dearth of elevator space in the port. Grain growers were delayed in the harbor owing to the fact that the elevators were incapable of moving the amount of grain brought into the port.

A short time ago a delegation, of the Montreal Corn Exchange Association waited upon the Harbor Commissioners, and the explanation of the situation was then obtained. It seems that when the present commissioners took the harbor over some years ago they, with the assistance of the engineers and the shippers in port, outlined a comprehensive harbor improvement scheme which would be carried on consistently through about twelve years until completion. A very considerable number of the changes shown in the plan have already been made, but many others are still to come. Among the latter is the alteration of the shore line in certain sections of the harbor and the addition of wharves. Some of these are taking place on the spot where the Grand Trunk proposed to construct its new elevator. Consequently, when the Grand Trunk made application to the commissioners for the space to erect the elevator, the commissioners stated that they could not permit them to erect it at the point proposed by the railway, but that at the other side of their present elevator they might do so. The Grand Trunk Railway went ahead with its work, and there was nothing left for the commissioners to do but to take legal proceedings to prevent the work being carried out.

## Capacity of Elevator is Increased.

Meantime the Harbor Commissioners have been pushing forward the work on their new elevator as rapidly as possible, and at the present time the structure is well advanced. Originally it was intended that the capacity of this elevator would be 1,772,000 bushels. In view of the congestion of the grain trade the commissioners concluded to proceed with excavation for a new addition which would add 848,000 bushels to the proposed capacity, making a total of 2,620,000 bushels. The elevator is of concrete, fireproof throughout, and will be equipped with the most modern machinery obtainable. The new elevator is well proportioned, and approaches, as near as an elevator may, to having a pleasing effect upon the eye. It is stated that the commissioners have in view the possibility that a third elevator will be necessary in the port ere a great many years have passed.

## Traffic Through the Lachine Canal.

The traffic through the Lachine Canal, through which passes all the merchandise leaving Montreal by water for the West, and most of that arriving in Montreal from the West, showed a considerable increase in August over the corresponding month a year ago. This is shown in the totals of grain and flour as follows:—

	1910.	1911.
Wheat, bushels	2,872,004	3,063,030
Corn, bushels	241,200	216,525
Oats, bushels	51,133	1,215,054
Barley, bushels	79,917	38,595
Flaxseed, bushels	...	45,884
Flour, sacks	29,522	100,043

The annual general meeting of the Wabasso Cotton Company, Limited, was held at Three Rivers on Tuesday. The company reported a successful year. J. N. Greenshields, K.C., F. F. Farmer, Alex. Pringle, W. T. Whitehead, Thos. McDougall, L. G. Craig, and C. R. Whitehead were elected directors. At a subsequent meeting of the directors C. R. Whitehead was elected president; F. F. Farmer, vice-president; W. T. Whitehead, second vice-president; L. G. Craig, treasurer, and S. B. Cayford, secretary.

## MONTREAL STREET RAILWAY.

## Problem May Soon be Settled—Montreal and Southern Counties Railway.

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For a long time the probable terms of the re-organization of the Montreal Street Railway have been discussed. Many contradictory statements have appeared during the past few months. These the management of the Street Railway have ignored, and the public have received absolutely no statement from the only source from which an authoritative statement could be made.

At the opening of the Canadian Light and Power plant a week ago, Mr. E. A. Robert, president of the Montreal Street Railway, made almost the first definite announcement concerning the matter. Even in this Mr. Robert confined himself to the statement that the street railway problem would be settled in thirty days. In local financial circles it was thought for a considerable period that the railway had given up the idea, for the present at least, of amalgamating the Montreal Street Railway with the Canadian Light and Power Company. When control of the Street Railway changed hands a year ago, the understanding was that the two companies were to be brought together.

## Proposition Meets with Opposition.

Apparently this proposition met with considerable opposition. The power company had not, up to that time, brought its undertaking to completion, or demonstrated what power could be developed in the Beauharnois Canal. The city at different times during the past six months has made attempts to bring to completion its negotiations with the railway concerning many outstanding matters. The announcement that the entire problem would be settled within thirty days having been made by Mr. Robert at the official opening of the power company leads to the belief in financial circles that in the settlement provision will be made for closer relationships between the Street Railway and the Canadian Light and Power Company.

At the inauguration proceedings referred to, the announcement was also made that electric railway extensions would shortly be made as far as Beauharnois, which would give communication with Montreal. This announcement was interpreted by some as meaning that the Montreal Street Railway would make these connections. This is exceedingly unlikely, the probabilities being that the reference was to the Montreal and Southern Counties Railway. This railway now has its terminal on McGill Street, near the harbor front. It has a close connection with Grand Trunk interests, and operates across Victoria Bridge to St. Lambert and along down the river to Longueuil. Within the past few weeks the line has been extended westward as far as the Country Club of Montreal, about a mile or so from St. Lambert.

## Montreal and Southern Counties Railway.

It is known that plans are in existence showing this railway extended twenty-five miles westward to Beauharnois, and there is no doubt that electric railway extension to which Mr Robert referred is the Montreal and Southern Counties Railway. As a close association exists between the Canadian Light and Power and the Montreal Street Railway and many Grand Trunk interests, it would be a very natural outcome if negotiations were started with the Montreal and Southern Counties Railway, and triangular arrangements made whereby the railways would operate in connection with each other, and the power company would supply them with the necessary current.

Following the organization of the International Milling Company of Canada to take over the International Milling Company of Minnesota and the Canadian Cereal and Milling Company, Limited, arrangements have been made to have the fiscal years of the two companies close on the same date, so that the fiscal year of the Canadian Cereal and Milling Company will now close on August 31st instead of July 31st. In order that the quarterly dividend periods may run with the company's fiscal year, the board of directors of the Canadian Cereal and Milling Company have declared a dividend of 2½ per cent., being at the rate of 7 per cent. per annum, on the preferred stock of the company for the four months ending August 31st, the same to be payable September 10th to shareholders of record August 31st. Owing to the change in the company's fiscal year, the annual meeting of the Canadian Cereal and Milling Company will be held on the third Wednesday in October instead of the third Wednesday in September.