This rib creates a line of weakness across the matte after it has solidified and facilitates breaking. Before the matte is poured into the moulds a cast-iron lifting-block with an aperture for a hook is placed in the centre of the area marked out by a pair of ribs, and the moulds are given a lime wash to prevent the matte sticking to the iron. Soon after the matte has solidified, and while it is still quite hot, an air lift which travels on an overhead I-beam is hooked to the lifting block and a slab of matte about six feet square and

Photo by British and Colonial Press, Toronto.
Plate XXV.—View of converter building.

four inches thick, weighing about 1½ tons, is picked up and transferred to a set of grizzlies at the floor level. Below the grizzlies is a small pocket in which stands a side-dump steel car that has a capacity of about 2½ tons of matte. There is one of these loading pockets at each end of the matte shed. The matte is broken by sledges to pass through the grizzlies and when the car has been filled it is drawn up a short incline by an electrically operated hoist into a standard box-car