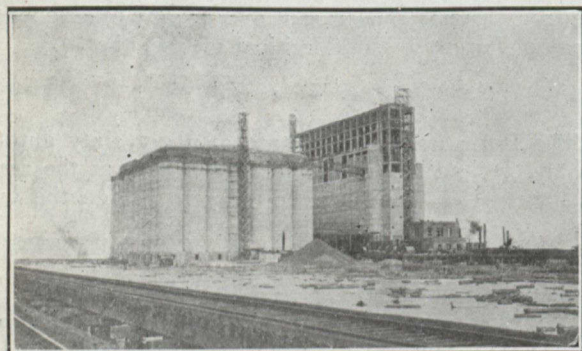


GOVERNMENT ELEVATOR AT PORT ARTHUR

It Will Be Ready This Month—Can Unload Twenty Cars Simultaneously

The Dominion Government grain elevator at Port Arthur is nearing completion, and from present indications will be able to handle grain by September 20th. The structural work is almost finished, and most of the machinery is on the site, and is now being put in place. One force of men is at work installing the high potential power line to the plant, while another is laying tracks, which will give the Canadian Pacific Railway access to the elevator. The Canadian Northern Rail-



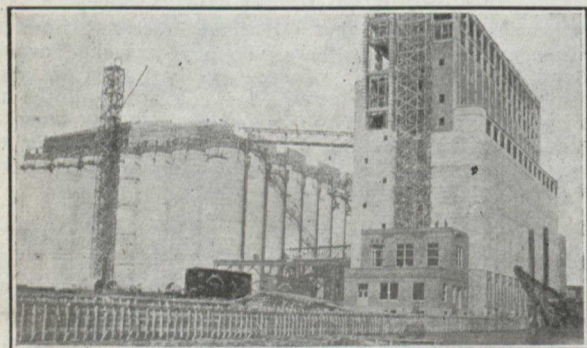
Building the Government Elevator at Port Arthur.

road already has its tracks laid into the elevator, and arrangements will be made later to give the Grand Trunk Pacific Railroad a similar connection.

The elevator is of reinforced concrete construction throughout, except that in the walls of the working house brick panelling is used in a skeleton of reinforced concrete. This latter construction was used to facilitate rapid erection of the house, and adds to its appearance as well. So inflammable material is included in either building or machinery.

Operated by Electric Power.

The elevator will be operated by electric power throughout, and a separate motor has been installed for each machine. Twenty cars can be unloaded simultaneously, the unloading capacity of the house being about forty cars per hour. An interlocking device connecting the valves of the car hoppers prevents any possibility of mixing the contents of one car with that of another. The normal loading capacity to boats will be about 75,000 bushels per hour, but for the first hour this can be increased to 115,000 bushels.



The Government Elevator at Port Arthur will be Opened this Month.

The working house towers to a height of 185 feet above the water level. It contains seventy-five circular bins of about 7,000 bushels capacity each, fifty-six interspace bins of 3,000 bushels and thirty-six outer-space bins of 1,500 bushels capacity each. Its total capacity is about 750,000 bushels. The storage house has seventy circular bins, each 24 feet in diameter and ninety feet in height of 30,000 bushels capacity, together with fifty-four interspaces of about 8,000 bushels capacity each. The total capacity of the elevator is 3,250,000 bushels. In designing the elevator especial provision was made for a large number of bins of small capacity for storing small lots of grain that may require separate binning.

The working house is equipped with ten hopper scales of 2,000 bushels capacity, with a garner of equal capacity over each scale. The elevator legs are as follows: five for receiving, five for shipping, five for cleaning, one for screenings, one for drying, one for oats, and two for flax. Fifteen sets of receiving cleaners are provided for cleaning oats, wheat and barley, and fifteen additional cleaners can be in-

stalled when they are needed. Special machines are also installed for separating oats from wheat, in addition to two screenings separators and two flax separators.

At the south end of the working house a drying plant is installed in a separate building. This has a capacity of 48,000 bushels per day, and is for drying damp, tough or wet grain, and putting such grain in condition for storage.

Will be Busy Site.

A revetment wall is being built around three sides of the site, which contains about 32½ acres. The site was formerly covered by water, but is now being filled in level with the top of the revetment wall. A slip 1,200 feet long will provide ample space for the largest lake boats alongside the working house. Four lines of railroad tracks extend through the house and beyond it for a distance of 800 feet, so that eighty cars can be spotted at one time, and taken into the house by the car-pullers. Provision has been made for increasing the capacity of the elevator to a total of ten million bushels, should additional capacity be required, and the site affords ample space for increasing this capacity still farther.

GRAND TRUNK CHAIRMAN ON CONDITIONS

Payment for Rolling Stock—Bank Rate—Company's Future Intentions

Monetary Times Office,

Montreal, September 4th.

That conditions for obtaining money are improving would seem to be the conclusion from the statement of Mr. A. E. Smithers, chairman of the Grand Trunk Railway, who reached here last week from England. At any rate, in explaining the circumstance that his trip is later in the season than usual, he said:

"I was detained in England later than usual to attend to arrangements for the payment of rolling stock ordered last spring. I accomplished this by issuing one and one-half million five per cents. at 98 and another half million at 98½. The issue was oversubscribed. The payment was for some 8,000 cars and 50 engines."

While it was known here that the Grand Trunk Railway flotations as well as others had been successful recently in London, the matter was brought home all the more by Mr. Smithers' presence as well as by the somewhat more cheerful view being taken of market affairs, recently, and the street interpreted the absence of warnings about the difficulty of obtaining money as a good augury.

Situation in England.

Furthermore, Mr. Smithers spoke most hopefully of the situation in England, pointing out that trade was greater last year than ever before, imports and exports amounting to more than £120,000,000,000, and that unless there was a falling off during the remainder of the year, the present year would register another high record.

Mr. Smithers also spoke of the financial strength of the Bank of England, remarking upon the effectiveness of the 4½ per cent. rate in attracting gold from all parts of Europe and in fact from practically all over. The result was that the proportion of reserve to liability was being splendidly maintained and, notwithstanding what might be the case elsewhere, they had never fallen below the levels of a year ago.

Grand Trunk and Terminals.

Replying to rumors which had been circulating to the effect that the Grand Trunk Pacific entertained the intention to divert the western trade of Canada at Cochrane Junction through United States ports, he denied that such was the case. He said the company realized that its success depended upon the good-will of the people and there was absolutely no intention to act in the manner suggested.

It would appear also that no action has yet been taken regarding terminals at the city of Quebec. No proposition has yet been placed before the Grand Trunk Pacific by chairman Leonard of the Transcontinental Railway Commission. So far as is known, chairman Leonard is still in negotiation with the Canadian Pacific Railway concerning a union station, including the building of a terminal, but up to the present nothing definite has yet been submitted to the Grand Trunk Pacific, either in this connection or in connection with the construction of railway shops at St. Malo.

A branch of the Bank of British North America has been opened at James Bay, Victoria, B.C., under the management of Mr. E. J. M. Williams.