

lakes connect with the railway, and where the first far West elevator of the Canada Atlantic Railway on Canadian soil has been constructed. It has a capacity of a million and a quarter bushels, receiving the grain directly from the steamers that bring it from Duluth and other points, and transferring it to the cars for Quebec. In this last mentioned port, the Great Northern Railway elevator at the Louise Dock, with a capacity of a million bushels, takes the grain from the cars and loads it upon the ocean steamships, lying alongside of it, for England. This elevator is of the most modern construction, equipped with the best, and most perfected machinery, and is capable of taking in, or delivering 12,000 bushels per hour. Attached to the main elevator is a marine tower for the unloading of vessels from the upper lakes that may pass down through the canals. This magnificent plant has been erected at a cost of over \$300,000, by Messrs. A. F. Chapman & Co., of Buffalo, the celebrated elevator builders, on plans prepared by Messrs. Hand & Greenberg, civil engineers. It is largely due to the spirit of enterprise of Mr. H. H. Melville, of Boston, one of the vice-presidents of the railway, and a firm believer in the commercial future of Quebec, that this city is now possessed of so important an addition to its shipping facilities. In regard to the excellence of this Quebec elevator and its entire equipment, splendid testimony was borne by Mr. F. McFee, grain exporter of Montreal, on the occasion of the first shipment of grain made by it on the 15th November last. Speaking at the banquet given on that occasion in the rooms of the Quebec Board of Trade, Mr. McFee said that not only was the Great Northern Railway itself unsurpassed for solidity, but that in the entire grain business of the St. Lawrence, there was nothing in the way of modern improvements to equal this elevator at Quebec, and he congratulated the