

to some 3,500 cubic yards, was mixed in this manner.

A very complete fire protection system has been provided for the elevators and galleries. The houses and the exposed galleries are snugly covered with galvanized corrugated steel, and, as already mentioned, a section of

the connecting gallery is entirely fireproof. A thorough system of fire pumps, fire-service piping and hose is calculated to extinguish any fires that might occur.

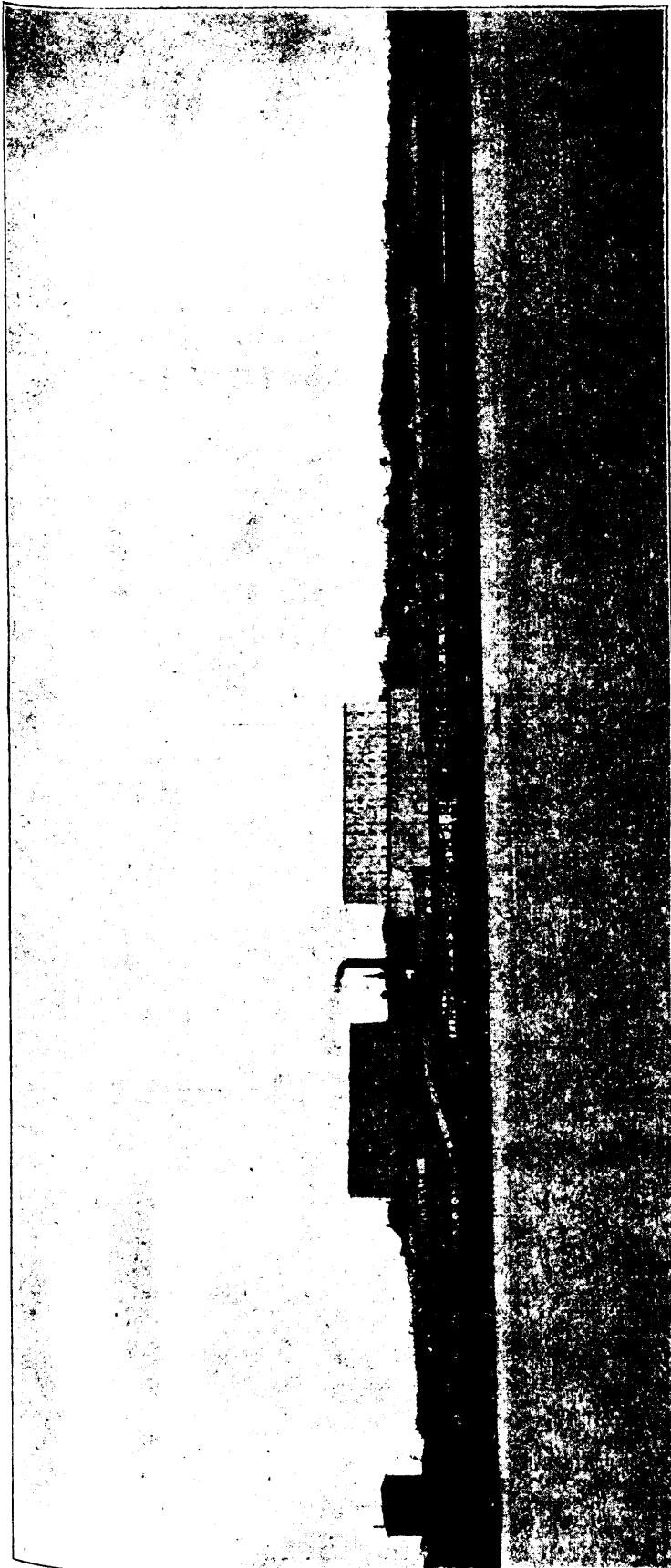
A unique feature of this elevator system, but one made necessary by its great extent, is the telephone and signal system running to

all parts of the elevators and galleries. At each vessel-loading spout in the wharf galleries and at two points in each of the side galleries are stations for attaching a portable telephone which connects with a switchboard in the office of the superintendent of the elevators. This switchboard also connects with a telephone in the foreman's and the weighman's offices of each elevator, and with the operators controlling the spouts in the side galleries and the distributing tower. There are 66 telephones in the system.

In addition to the telephones, an electric signal system for starting and stopping the shipping of grain from either elevator has been provided. In each side gallery is a signal box with glass front, displaying in red the numbers of the various wharf conveyors, and containing an incandescent lamp behind each number. When an order is being sent in from any loading point along the wharves, an electric bell warns the spoutman in the side gallery that a number is being displayed in the signal box. The number of the conveyor which is displayed informs him from what gallery the order is coming, and the number of flashes gives him the order for starting, stopping, full speed or slow speed. This telephone and signal system was especially designed for these elevators and conveyors, and is the only one of its kind in existence. These signals and telephones are not merely for convenience, but the extent of the galleries is so great that an installation of this character had to be devised in order to make the sending and receiving of signals prompt and certain.

From the foregoing it will be seen that the system is remarkable not only for its extent, but for its completeness in every detail. It is evident that the G.T.R. has worked with the sole object in view of handling the grain traffic at Portland quickly and in large quantities. Both of the elevators and the entire conveyor system were built from the plans and specifications and under the supervision of John S. Metcalf Co., Chicago.—American Elevator and Grain Trade.

GRAND TRUNK RAILWAY COMPANY'S SYSTEM OF GRAIN ELEVATORS AND CONVEYORS AT PORTLAND, MAINE,
John S. Metcalf Company, Chicago, Engineers.



A Hudson's Bay Craft.—The steam barge Inenew, built by the Polson Iron Works, Toronto, for the Hudson's Bay Co., left for her station on the Labrador coast on July 29. She is a trim and staunch craft, and is in every way admirably adapted for the trade in which she is to be engaged. The hold has a capacity for about 100 tons of freight, and the bunkers will hold 20 tons of coal. A cargo of coal was carried from Toronto, and bunker coal will be obtained at one or two points until the Inenew is beyond supply points, when wood will be used. She will carry five or six of a crew, including the captain and mate, engineer and fireman. Two staterooms are provided on the bridge deck, each containing one berth; five berths are fitted up in the fore-castle, and three in the stern. The deck fittings include a steam capstan and a derrick. On her trial trip over eight miles an hour were made, the engines not being worked to their full capacity, as the contract speed had been more than reached. The present destination of the Inenew is Rigolet, on Hamilton Inlet, Labrador, on reaching which point she will commence making trips to the different posts of the H.B. Co. on the coast and up the rivers. The Inenew reached St. John's, Nfld., Aug. 19, after a stormy trip; fourteen days being occupied in steaming from Montreal. On the trip her machinery became disabled and repairs were made in St. John's. Capt. Hayes reports that from Rigolet he will proceed to Hudson Bay, where the Inenew will replace a schooner as a supply vessel on the run between Moose Factory, York, and Fort Churchill.

"The Manual of Statistics and Stock Exchange Handbook," for 1902, the twenty-fourth year of its issue, has recently been published by the Manual of Statistics Co., 220 Broad St., New York. It has been enlarged to 912 pages, 100 more than the issue for 1901, and the thumb index provided enables reference to be made at once to the particular class of stock on which information is desired, or to the exchange to which it is wished to make reference. The Canadian companies included in the manual, and referred to in the index, show an increase over those mentioned last year, the additions under railway securities including the Canadian Northern Ry., Quebec Central Ry., and the Cape Breton Ry., whilst among general securities are the Northern Navigation Co. and the Dominion Securities Co., of New York. Information relating to Canadian electric railways will be found under the heading of the Detroit