

The Canadian Engineer

A weekly paper for engineers and engineering-contractors

PROGRESS OF MONTREAL HARBOR DEVELOPMENT

OUTLINE OF THE 1914 ACTIVITIES OF THE HARBOR COMMISSIONERS OF MONTREAL AND A SUMMARY OF THIS YEAR'S CONSTRUCTIONAL PROGRAMME.

ADDED to the prominent place of the city of Montreal among financial, commercial and manufacturing centres, its geographical location makes it one of the most important shipping points on the Atlantic coast. The growth of the port is an interesting one and extends as far back as 1830, in so far as attempts to

in *The Canadian Engineer* for January 18th, 1912. It summarized the general scheme of development adopted in Montreal. The work which we describe below as having been effected in 1914 and that under way or proposed for this season form a part of this scheme. The money voted for the improvements decided upon in 1909 was

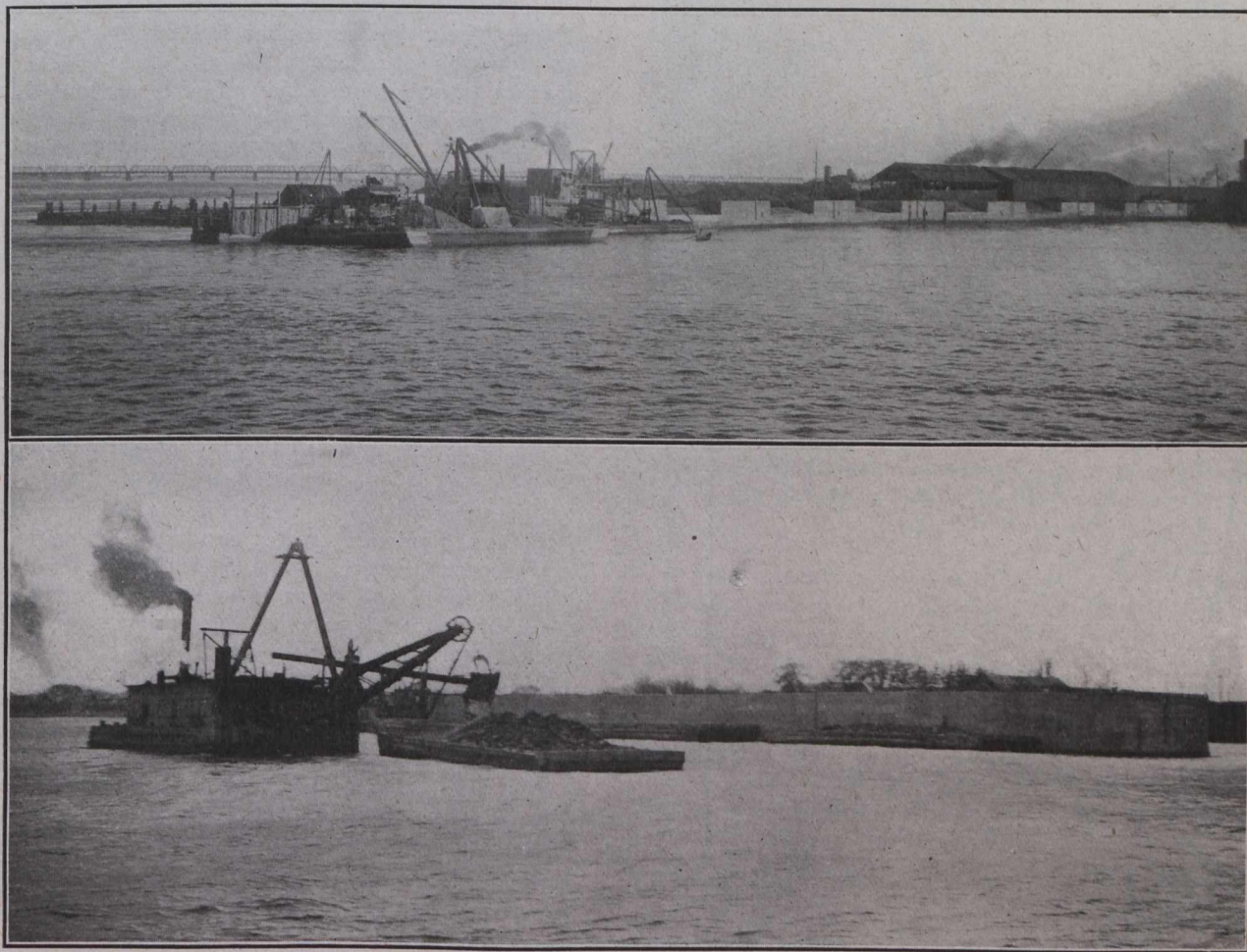


Fig. 1.—Activities in Montreal Harbor: Construction of Inner and Outer Side of New Victoria Pier; Industrial Wharf at Pointe-aux-Trembles.

accommodate ocean vessels are concerned. A concise history of its development, including the ship channel of the River St. Lawrence, and an outline of the physical features of the locality and of its importance as an inland ocean port and railway terminal, was brought out in an article by Frederick W. Cowie, chief engineer for the Montreal Harbor Commissioners. This article appeared

almost entirely expended by the fall of 1913. Parliament thereupon voted \$9,000,000 in order that the improvement of the terminal facilities, together with the proper equipment, might proceed without delay.

An interesting feature of 1914 work was a study participated in by the president, Mr. G. W. Ross; chief engineer, Mr. F. W. Cowie, and the assistant secretary,