

## QUEBEC HARBOR IMPROVEMENTS.

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**D**URING the recent visit of the members of the Dominions Royal Commission to the city of Quebec, a very strong plea was made by J. G. Scott, president of the Board of Trade, for means to develop the possibilities of the magnificent harbor of which this city is so justly proud. Mr. Scott placed before the commission a full and clearly written report,

be as well to point out to the engineers, contractors and others directly interested in the building up of the country, that the development of the Quebec harbor on a scale in keeping with its advantages, is not to be regarded as a matter of mere local interest, but is a national undertaking which will be of untold benefit to the country at large, as tending to keep Canadian shipments, both incoming and outgoing, where they rightfully belong—in Canada.

In spite of the many difficulties encountered there has been in the last few years, and still is, a considerable amount of work going on about the harbor in a quiet and unobtrusive manner; and although it is not on so large a scale as might be desired, it is nevertheless tending gradually toward the end in view.

Amongst the items of work undertaken and successfully carried out, may be mentioned the construction of a reinforced concrete elevator having a capacity of one million bushels, and the reclaiming from the St. Charles River of some twenty acres of ground by means of the construction of bulkheads, and filling with material dredged from the river bed.

In addition to this work there is now under construction a freight shed 1,000 feet long by 102 feet wide, and a very complete system of grain conveyers from the elevator to the new dock front on the northern extension of the Louise embankment. An illustration of these works is shown herewith. This system of grain handling is proposed to be further augmented by an

addition to the present elevator storage of another million bushels in the near future.

The grain conveyers, a portion of which will be completed and in operation for the opening of navigation in the spring of 1917, are designed to transfer the grain direct from the elevators to the ocean-going vessels, in-

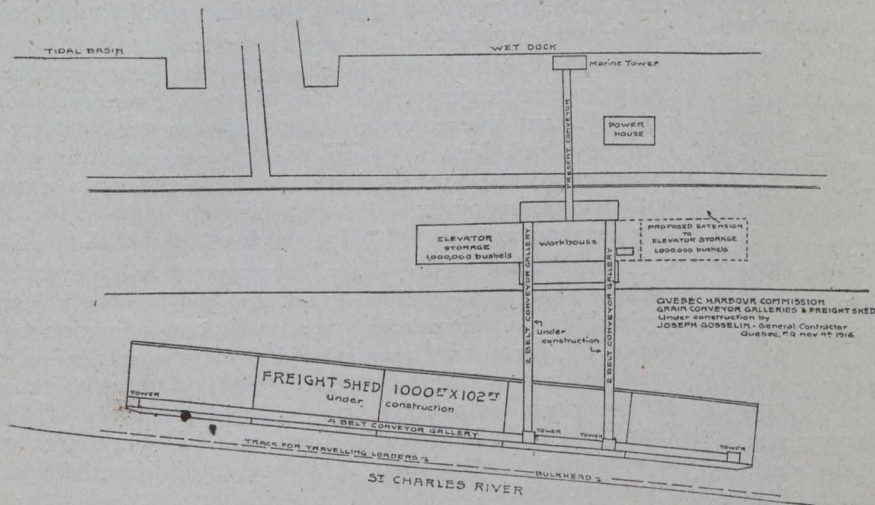


Fig. 1.—Plan of Quebec Harbor Grain Conveyer Galleries and Freight Shed Now Under Construction.

setting forth in no uncertain terms the advantages of using the port of Quebec as a summer terminus for the grain shipments on the National Transcontinental Railway. In this report it was shown that the Quebec harbor is capable of accommodating the largest vessels afloat for a period of seven months in the year, and has an abundance of deep-water frontage for the erection of docks, elevators, etc.

It must be conceded that Quebec is the natural outlet for the vast flow of grain from Western Canada, by reason of being the nearest Atlantic port by rail from the centre of the great grain-producing area, with the exception of the port of Montreal, which is not capable of accommodating the largest vessels. In addition to this, the port of Quebec is, in fact, the first at which the main line of the National Transcontinental Railway, that most recent and greatest artery of Canada, touches, and should, by reason of this fact, be excelled by none in facilities for the transfer of the country's output to the ocean-going vessels.

At the present time it would appear that the principal obstruction to the advancement of the port to the place it should occupy, is the large marine insurance rate as compared to that in force for the terminals situated on the coast, this probably being directly responsible for retarding the growth of the port.

It is not, however, the purpose of this article to discuss a matter which has already been placed before the proper authorities, and which it is to be hoped will be remedied in the near future. At the same time, it will

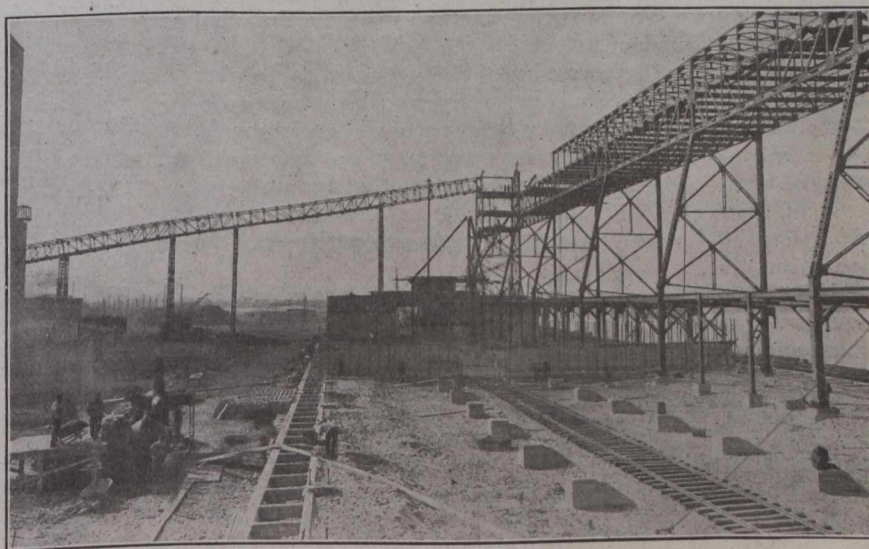


Fig. 2.—Portion of Freight Shed and Conveyer Galleries Under Construction.

stead of having recourse to the grain boat which is at present in use for the larger vessels. As the water at the mouth of the St. Charles River at this point is 35 feet in depth at low tide, the largest boats will be able to load