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NEW GRAIN ELEVATOR FOR THE HARBOR COMMISSIONERS OF MONTREAL.

The marine traffic of the port of Montreal is second only to that of the port of New York among all the ocean ports of North America. An important portion of the export traffic from Montreal is grain, which is, for the greater part, wheat from the Western provinces of Canada.

Prior to 1910 the export grain handling equipment in Montreal harbor consisted of a 1,000,000-bushel steel elevator, owned and operated by the harbor commissioners, adapted for unloading lake and canal vessels, but not designed for railway car traffic; a 1,000,000-bushel steel ele-

exporting point when it became advantageous to do so, and to eliminate the necessity for direct and almost direct transfer of inland cargoes to ocean vessels; (d) facilities for shipping grain from the new elevator, not only to the present vessel berths but to others under course of planning.

The harbor commissioners retained John S. Metcalf Company, Limited, as their constructing engineers for the new elevator. This company were the designers and builders of the Grand Trunk elevator in Montreal harbor, and of the great export grain conveyer system belonging to the com-

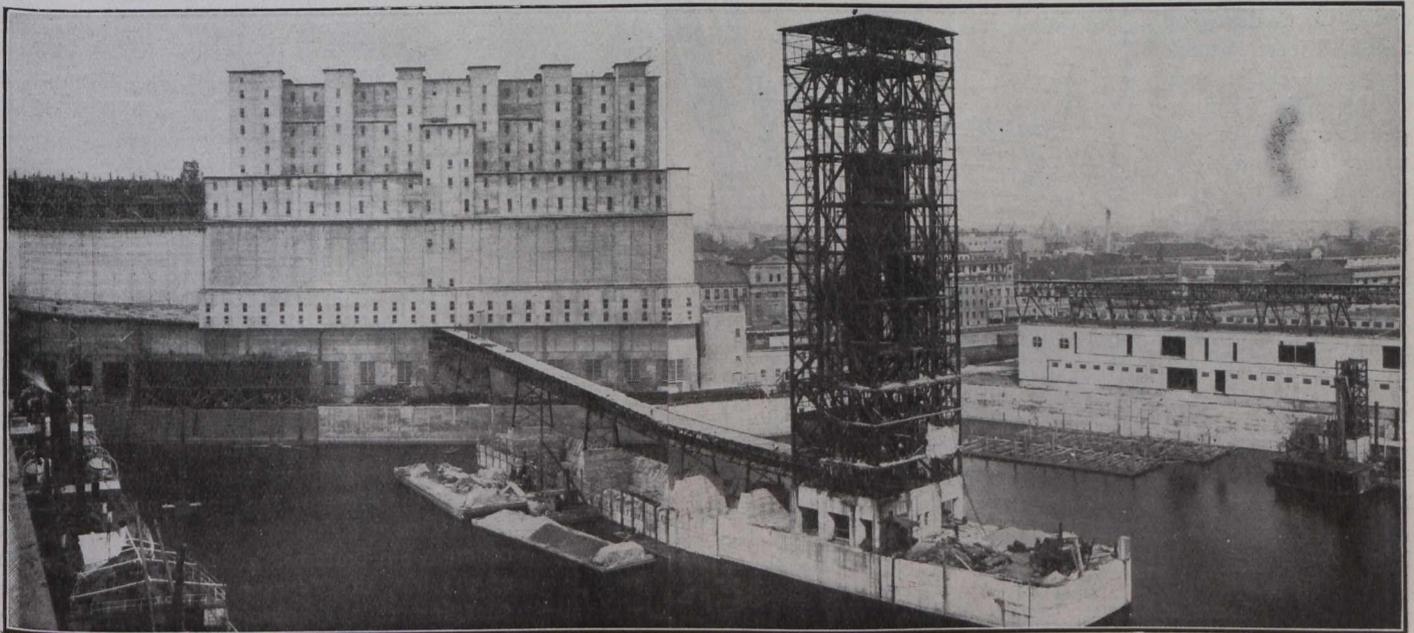


Fig. 1.—General View of Elevator from Outer End of Jacques Cartier Pier.

vator owned and operated by the Montreal Warehousing Company (a corporation subsidiary to the Grand Trunk Railway), equipped for the unloading of both railroad cars and inland vessels; two obsolete wooden elevators, owned by the Canadian Pacific Railway, and since torn down; and a small fleet of floating transfer elevators of varying age and efficiency.

In the early part of 1910 the harbor commissioners of Montreal determined on the immediate construction of a new grain elevator of the highest class to provide (a) a rapid and efficient plant for the unloading of those railway cars for which the Grand Trunk elevator was not available; (b) extensive additional capacity for quick unloading of inland vessels, which were often being delayed for days in the harbor waiting to be unloaded; (c) sufficient additional storage capacity so that merchants could hold grain at the

missioners, so that they were familiar with the developments of the port and the details of the problems to be solved.

The instructions were to provide the best, in structure, equipment and efficiency. The commissioners were resolved that Montreal's export traffic in grain should not suffer through lack of thorough facilities.

In the summer of 1912 the elevator and a portion of the shipping conveyers were ready for the handling of car grain; and the marine unloading will be in operation October 1st.

Even though the capacity of the new elevator was to be 1,772,000 bushels, it was found in 1911 that the storage room of the port would still be inadequate; and as the elevator was to have machinery equipment suitable for taking care of several millions of bushels of storage capacity, the commissioners ordered the capacity of the elevator to be increased by 850,000 bushels, making the total capacity of the