

enabled us to sell considerable land around the McGregor & Waskada districts. The extension of the Pipestone branch has also caused a great many home-seekers to make extensive purchases. Increased immigration from the better classes in the U.S. also helped to increase sales."

Grand Trunk Betterments, Etc.

Rapid progress is reported as being made with the steel work for the general office building on McGill st., Montreal, & the erection of this part of the work is expected to be commenced in Feb. The stone work will probably be resumed in April. (Nov., '99, pg. 322.)

The ratepayers of Meaford, Ont., have passed a by-law granting bonuses amounting to \$56,000. Of this \$31,000 is to be given to the G.T.R. to divert its line so as to connect with the harbor at Meaford, & to erect station & other buildings for the transaction of all its business at that town in connection with the harbor & with an elevator to be erected there. The remaining \$25,000 is to be given to the Botsford-Jenks Co., of Port Huron, Mich., to erect at Meaford an elevator to cost not less than \$100,000 & with a storage capacity of, at least, 600,000 bush.

Capt. Marsh, of the Lake of Bays Navigation Co., Huntsville, Muskoka, was recently reported to be endeavoring to induce the G.T.R. management to build about a mile of railway over the strip of land dividing Peninsular Lake & Lake of Bays. We are informed that there is no immediate intention on the part of the Co. to undertake the work.

Piles have been driven along the embankment at the west end of the bridge at Brantford, which was threatened with a wash-out last spring. This, and a stone facing, are expected to keep the river within bounds.

Arrangements are said to have been completed by which the Co.'s old shops in Brantford will be utilized as malleable iron works by the Pratt & Letchworth Co.

C.P.R. Betterments, Construction, Etc.

Ontario & Quebec Division.—J. W. Leonard, who was the first general superintendent to get betterment appropriations for 1900, secured them to the extent of \$200,000 just before Christmas. Considerable ballasting will be done between Montreal & Toronto, & between Chatham & Windsor. The employment of heavier power, which means longer trains, has necessitated the lengthening of

sidings, & \$20,000 will be spent on them between Montreal & Toronto.

At Smith's Falls, divisional offices, to cost \$6,000, will be built. The tea storehouses for the accommodation of the tea trade from the Orient, are situated at Smith's Falls, & it has become necessary to increase them. Their present capacity will be doubled at a cost of \$11,000. For this work the yards at the Falls will be re-arranged.

During 1899 some \$26,000 was spent on straightening the line between Havelock & Toronto. The present appropriations include \$40,000 more for this work, much of it is rock work, & will be proceeded with at once.

In Toronto the freight shed room will be more than doubled by the erection on the water side of the present sheds, between York & John streets, & parallel to them, of sheds 40 by 150 ft.

It is contemplated to provide large coal storage bunks at Toronto Jct. to guard against any possibility of a shortage of fuel. The terminal yards at Toronto Jct. will be increased from 1,100 to 1,600 cars capacity, & an additional stores building will be erected. There also are expenses consequent upon increased business. A 65-ft. turn-table is to be built to accommodate the larger locomotives now in use.

The grade between Orangeville & Orangeville Jct. will be cut at an outlay of \$6,000. At present the engines will haul 1,100 tons from Flesherton to Orangeville Jct., & only 800 over the grade. The grade will be cut so that the larger load may be taken through to Orangeville.

The business at Owen Sound has increased enormously, & to keep pace with it the loading facilities at the docks & yards will be increased 400%, & the storage capacity for flour 25%. The cost will be \$30,000. This work will be gone on with at once so that it may be completed by the opening of navigation.

Mr. Leonard speaks of his \$200,000 appropriation as "a preliminary canter," which may be added to as the year advances.

Perth Car Shops.—We are informed by an official that there is no truth in the report that these shops are to be removed to Toronto Jct. next spring.

Canal Between Georgian Bay & Lake Nipissing.—The Ottawa rumor factory credits the C.P.R. with the intention of constructing a canal with 20 ft. of water up the French River, from the Georgian Bay to Lake Nipissing, & of building elevators at North Bay. The distance from Lake Nipissing to the mouth of the French River is 69 miles, & there

is said to be a rise of 61 ft. divided among 7 or 8 falls or rapids, the intervening stretches of river being wide & deep.

Western Division.—A large amount of work was done during 1899. In addition to the usual ballasting, filling of bridges, & other general betterments along the line, the wooden structures over the Brokenhead & Whitemouth rivers have been replaced by masonry & steel girders, & a 44 ft. stone arch has been erected over the mill race at Keewatin. The divisional point has been removed from Manitou to La Riviere, where a two-storey round house has been erected, also coal chutes of a unique design. The Stonewall branch extension to Teulon has been surfaced & lined. A handsome stone station & a freight house has been erected at Virden. At Moose Jaw the station & hotel have been completed, coal pockets have been erected & a station yard has been built. Coal pockets have also been erected at Maple Creek & Bassano. Gleichen & Canmore have been closed as divisional points & a divisional point has been established at Calgary, where a running shed & coal pockets have been erected, & a large yard has been provided. Masonry abutments have been put in under the span at the second crossing of the Bow River, & the approaches have been filled. The wooden trestle over Sunshine Creek has been replaced by masonry & steel. In addition to the above mentioned work a large amount of construction has been done, including the Snowflake branch, 16½ miles; the Deloraine Waskada branch, 18 miles; grading on the branch from McGregor to Varcoe, & the extension of the Pipestone branch, all of which we have referred to from time to time & some later details of which are given below.

Fort William.—A 20-stall engine shed has been built. The yard has been rearranged, increasing its capacity about 50%, & leads have been provided so that switching can be done without one engine interfering with another. (Dec., '99, pg. 349.)

Fort William to Winnipeg.—The surveys for the double tracking of this portion of the main line, which were carried on last season by Division Engineer Busted under the supervision of H. D. Lumsden, C.E., have been completed between Fort William & Dexter, 54 miles, & between Eagle River & Rennie, 118 miles. For several years past, in the renewal of bridges the abutments have been built for double track, also all permanent culverts. Last year sidings at 22 stations were lengthened to 4,000 ft. each, & so placed as to form part of the second track. Between Gonor & Louise Bridge, Winnipeg, about 23

MICA BOILER COVERING

For Locomotive, Marine and Stationary Boilers

Tested by Mechanical Experts of the C.P.Ry. Co., G.T.Ry. Co., M.C.Ry. Co., Boiler Inspection Insurance Co., and proved to be the

= = **Best of All Non-Conductors** = =

All Steam users should see the Mica Boiler and Pipe Covering—Flexible, Durable and Highest non-Conductor of Heat in the Market.

Full particulars, reports of trials, testimonials, prices, etc., from

Mica Boiler Covering Co., Limited, Montreal, Toronto and London, Eng.