

order to meet increased demands for its coverings, since which time it has been run to its utmost capacity to fill orders; in fact, so much so that it has lately had to get additional room. Among some of the large orders that have been placed with the Co., that of the pipe & boiler covering required at the Royal Victoria Hospital, Montreal, is perhaps the most important. The steam plant is being installed there by a U.S. firm which has always hitherto used the best & purest magnesia that could be got; in this case the firm preferred mica, even to the extent of replacing a quantity of the old magnesia covering, that had been there before, with mica covering.

The Co. has lately placed on the market a sectional pipe cover which differs from the well-known flexible covering in that it is in a moulded form, & except that it still preserves the concentric circles of flakes of mica, is to all appearances like any other sectional cover on the market. It is meeting with great favor, & the Co. finds a market for every foot of it that it can turn out, & at good prices.

Grand Trunk Betterments, Etc.

Coal Plant at Portland.—The Co. is establishing a coal handling plant at Portland, Me. It will have 4 coal towers, similar to those of the Dominion Coal Co. at Windmill Point basin at Montreal, capable of storing 3,000 tons, which will be handled from the vessels to the bins or cars, as the case may be, by "clam shells." The expenditure will be between \$60,000 & \$65,000, & the plant is expected to be ready for service during Dec.

Abolition of Montreal Level Crossings.—Several conferences have been held lately between Montreal City Council & representatives of the Co., & an agreement has practically been reached. The proposed cost, comparatively speaking, is not great, involving, as it does, for a work of such magnitude, the expenditure of only \$1,500,000, half of which it is proposed shall be borne by the city & the other half by the Co. One of the alternative plans submitted would have cost twice that amount, & a third over thrice. The latter, however, called for the raising of all the tracks as far as Victoria bridge, which was felt to be entirely beyond the requirements of the city for many years to come. The objection to level crossings in St. Gabriel's Ward is to be met by the construction of three additional subways at important points in that section, so that the elevation of the tracks for the present will only be carried as far as Atwater Avenue, which marks the dividing line between the city & St. Henri. In future years, when the growth of population, the increase of traffic & the expansion of commerce demands it, the elevation of the tracks throughout Point St. Charles & across St. Henri may be continued without any difficulty. All the

tracks in the yard at Bonaventure station are to be raised to a height of 16 ft., all the passenger tracks being carried at that altitude as far as Atwater Avenue, when, by an easy grade, they will be carried to the low level in St. Henri. In the neighborhood of Lusignan Street a single inclined track will convey the freight trains to the level at Mountain St., where will be one level crossing protected by gates. As freight is only to be permitted to enter the city late at night, & to depart early in the morning, it is felt that this single level crossing will prove neither inconvenient or dangerous. All the G.T.R. freight sheds are to be located east of Mountain St., thus being gathered into an area untraversed by streets, with the exception of Albert, which, however, is retained mainly for the use of teamsters & not for the convenience of the general public. The space between the two stone walls flanking the elevated tracks on either side is to be filled in with earth. At the station there are to be elevators for passengers & lifts for baggage, as well as two easily graded inclines up which trucks may be run. See plans on this page & on page 336. (Aug., pg. 233.)

Fast Track-laying.—Eight miles of rails between Dorval & Ste. Anne de Bellevue, Que., were laid on a Sunday recently without the slightest interruption to traffic, by a force of 120 men working from 7 a.m. to a little before 6 p.m. On the Toronto-Hamilton line 7½ miles were recently laid in 10 hours by 95 men.

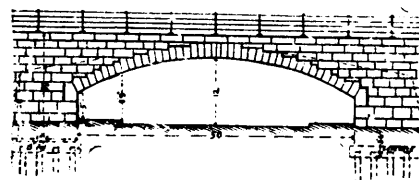
Ottawa to Brockville.—A report that the Co. is having a survey made for a line between these points is incorrect. See under heading "Ottawa, Brockville & St. Lawrence Rv."

Thousand Islands Jet. is to be moved about 1½ miles east to the top of the hill, to avoid the difficulties & danger involved in stopping trains at the bottom of the hollow in which the station is now located. The work has commenced. (Aug., pg. 234.)

The Pottawatamie River Bridge, near Owen Sound, is being replaced by a steel thru' girder structure 98 ft. long.

Port Credit.—The bridge at Port Credit on the Toronto-Hamilton line is being raised 12½ ft.; the track on each side of it is being levelled, & the station has been moved to the top of the hill. This will remove the worst gradient on this line, reducing it 17 ft., by raising the bridge 12½ ft. & lowering a hill 4½ ft., obviate winter delays & generally facilitate traffic. The work is being done without any interruption of train service.

Hamilton.—At a recent conference between the Mayor & General Superintendent McGuigan, the question of renewing the high level bridge & bridging Strachan St., was discussed. Mr. McGuigan would not give any assurance that the work will be done.



G.T.R. SINGLE-ARCH BRIDGE.

Single arches, with a 45 ft. roadway, & a sidewalks, each 6 ft. wide, are to cross Lusignan, Richmond, St. Martin, Seigneurs, Chatham, Canning, Fulford, Drummond, & Vinet, Montreal, in connection with the high level track scheme.

He intimated that the Co. is contemplating running all through trains across the Beach, instead of over the Toronto branch between Burlington & Hamilton. General Manager Hays, when at Hamilton recently, said there was nothing new about the establishment of an up-town station.

Hamilton-Niagara Falls Double Track.—Work is being proceeded with rapidly on the double-tracking of the line between Hamilton & Niagara Falls, a distance of about 43 miles. By the close of this season about 25½ miles of the second track will have been completed from Hamilton to within a short distance of Jordan. Considerable grading has been done between Jordan & Niagara Falls. At the crossing of Jordan River the line will be straightened by re-diverting it to its old site of some 20 years ago, & a new bridge will be built. This is pretty heavy work, & is not expected to be completed before the fall of 1901. The masonry for the draw-bridge to be built over the Welland canal has been finished, but the bridge will not be erected till well on into next year. It is expected to have the whole of the work through to Niagara Falls completed by the end of 1901. The line is being laid with 80 lbs. rails, which have been specially rolled with a 6 in. base instead of a 5 in. one. (Aug., pg. 234.)

Brantford & Main Line Trains.—Several surveys have been made for the proposed cut off for main line trains to run through Brantford, but no decision as to construction appears to have been arrived at. (Aug., pg. 234.)

At Brantford the Buffalo & Goderich track is being raised, & the old Great Western track is being lowered so as to cross underneath it. This necessitates a lowering of the grade on the latter line to the street levels, & a raising of the Buffalo & Goderich track, entailing considerable work. It has not been decided, as stated by a local paper, to do away with the Y east of the G.T.R. station.

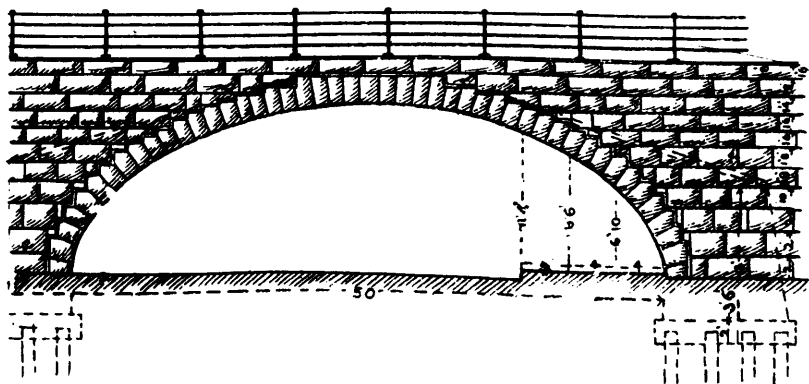
Meaford Extension.—Grading has been started on the extension of the line at Meaford to the harbor, to make close connection with boats & with the elevator which is being erected there. (Jan., pg. 6.)

Port Robinson to Welland Jet.—The second track between these points, about 7 miles in length, has been completed & put in use.

Fort Erie to Welland Jet.—This line, 18.60 miles, has been relaid with 80 lbs. rails. The whole of the line between Fort Erie & St. Thomas is now laid with that weight.

International Bridge.—Work is progressing satisfactorily on the renewal of this bridge between Fort Erie, Ont., & Buffalo. Nothing has been done upon the masonry except some repairs & renewals of a very trifling character; the superstructure, however, is being wholly renewed. The weight of the old superstructure was 3,589,994 lbs., while the one now under construction will weigh about 9,000,000 lbs. (Aug., pg. 234.)

Chicago & Grand Trunk.—In double-tracking this line it is intended to reduce some of the heavy grades materially, so as to obtain, if possible, a ½% maximum grade throughout the line. (Aug., pg. 234.)



HALF-SECTION OF ATWATER AVENUE ARCH, G.T.R.

The above shows a half-section of the double arch to cross Atwater Avenue, Montreal. Each archway is to be 50 ft. in width. The highest point of passage, from the ground level to coping-stone, will be 14 ft. The sidewalks on the outer edge of each archway will be 4 ft. wide. Double arches, on a smaller scale, similar in construction, will also be placed at Fulford, Guy & Mountain Streets.