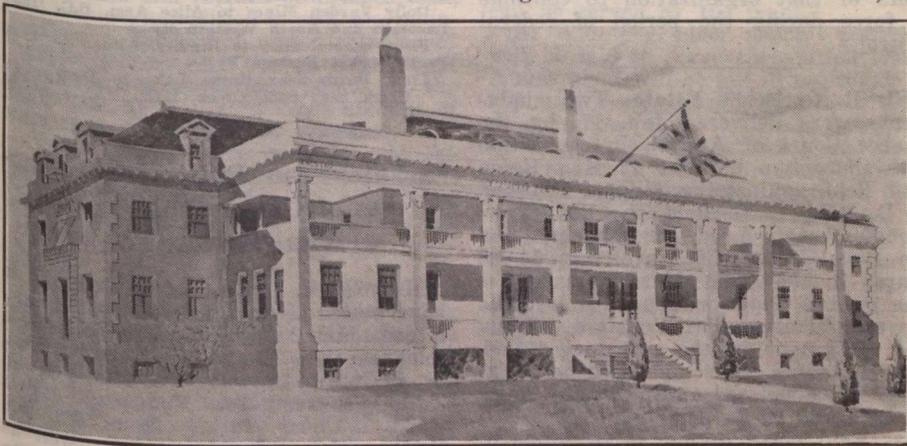


Canadian National Railways Construction, Betterments, Etc.

St. John, N.B., Terminals—A. P. Barnhill, one of the C.N.R. directors, in addressing the Commercial Club at St. John, N.B., Jan. 10, is reported to have said the city's interest would be well cared for by the board, and that the port would be given fair treatment. At the next meeting of the board the first appropriations under the present management would be submitted, and St. John will have no cause for complaint when the appropriations are made public, so far as matters within the directors' authority are concerned. The important point for the citizens of St. John is to impress on the Dominion Government that additional terminal facilities should be provided by the government in fulfillment of its several promises to the city. The directors may decide on certain terminal improvements but money must come from the government, and any recommendations by the directors will be subject to revision by the government. The board has under consideration plans, the preparation of which is well advanced, for a new station, and a large appropriation will be recommended for additional yard accommodation.



Canadian National Railways Y.M.C.A. Building at Capreol, Ont.

one of the C.N.R. lines, to give a through connection to Quebec. The L. and B. R. has been acquired by the Dominion Government recently.

Grenville Cut Off—The Board of Railway Commissioners has authorized the opening for traffic of the Grenville cut off on the Lachute Division, Que., from Lot 359, Range 1, Block O, Chatham Tp., near mile 60 from Joliette.

Carillon-Grenville Canal Bridge—The Board of Railway Commissioners has authorized the company to rebuild its bridge across the Carillon-Grenville canal in Grenville Tp., Que.

North Crosby Bridge—The Board of Railway Commissioners has authorized the company to rebuild its bridge across the Rideau Canal, in North Crosby Tp., Ont., mile 40.10 from Brockville.

Capreol Y.M.C.A. Building—The company is erecting a Y.M.C.A. building at Capreol, Ont., at the south end of the yard facing the main line from Parry Sound, the rear elevation overlooking Bloor St. The building has concrete foundation walls, the main exterior walls being of brick finished with stucco, the

alcove is the main staircase, also an entrance from the street. The main or first floor has large open spaces which can be used for meetings and lectures. A simple treatment of stucco beams, with a plain cove cornice mould, and plaster columns, is used throughout the main floor, which is finished with oak; the partitions and trim on this floor are of Georgia pine, stained and varnished. On the second floor there are 18 bedrooms; a sick bay, large lavatory and bathroom and linen closets. There is access to 4 balconies from the corridors and some of the rooms. The balconies are for fire protection and sleeping porches. On the third floor there are 18 single bedrooms and one double bedroom, a large lavatory and linen closets. There is access to the balcony roofs on this floor, also for fire protection, and outside sleeping porches. At the ends of the second and third floors, doors are provided, so that an exit can be obtained to future iron fire escapes. The floors are of wood joists, the main floor being finished in oak, and the second and third floors in birch. The partitions are of wood studs, the whole of the walls and partitions on the main or first and second and third floors being covered with lath and plaster. The trim on the main floor is of Georgia pine, stained and varnished, and on the second and third floors of pine painted. In the basement provision is made for 2 bowling alleys which will be put in later. A boiler room and fuel room are provided in the basement at the rear. Provision is also made for the installation of a public and a private lavatory. One room at the rear can be used for help and if necessary two more rooms can be erected at this end of the basement, between piers, as living quarters for any further help. The building was designed by G. C. Briggs, Supervisor of Buildings.

Fort William Interlocking Plant—A press report states that a contract has been let for the installation of 2 half interlocking plants at Fort William, Ont.

Western Lines Construction, Etc.—We are officially advised that grading and other construction work was done on 16 branch lines in Manitoba, Saskatchewan and Alberta during 1919. Grading on some of these lines had been done in previous years, while on others the grading contracts were only been let in 1919. During 1919 there were 253,95 miles of new grading completed on these lines, and 158.46 miles of track laid, on 7 of the lines, partly on grading completed previously and partly on new grading. In addition 7.15 miles of second track were laid near Munson, Alta. The following table shows the miles of grading and track laying done during 1919:

	Grading, Miles	Track laid
Amaranth extension, Man.....	11.68	
St. Rose du Lac extension, Man.....	9.31	
Alsask southeasterly, Sask.....	1.26	
Eston southeasterly, Sask.....	25.16	
Jackfish Lake line, Sask.....	11.43	
Luck Lake line, Sask.....	16.04	19.75
Melfort-Humbolt line, Sask.....	23.63	0.35
Melfort northeasterly, Sask.....	18.72	
Peebles-Lampman line, Sask.....	17.96	
Swift Current line, Sask.....	22.11	12.96
Thunderhill extension, Sask.....	1.41	17.45
Acadia Valley line, Alta.....	19.33	
Hanna-Medicine Hat line, Alta.....	54.17	48.08
Peace River line, Alta.....	0.48	4.30
Vegreville-Calgary revision, Alta.....	0.44	
Oliver northerly, Alta.....	25.82	55.57
	253.95	158.46

Canada Eastern Ry.—A recent press report states that work has been started on the section of the Intercolonial Ry., known formerly as the Canada Eastern Ry., between McGivney Jct. and Fredericton, N.B., to give the National Transcontinental Ry. direct connection into St. John, over the St. John and Quebec Ry. S. B. Wass, District Engineer, Moncton, is reported to have said in a recent report, that work had been started on a big rock cut near Durham, that this was the beginning of the work of the revision of the line between McGivney Jct. and Fredericton, and that this section of the line is to be brought up to the standard necessary for heavy trains. The report also states that the work will include the construction of a new bridge across the St. John River at Fredericton.

Quebec Station—A press report, Jan 14, states that plans have been submitted to the Railways Department for the building of a station in Quebec on the site occupied formerly by the Canadian Northern Ry., and the Quebec and Lake St. John Ry. station.

Lotbiniere and Megantic Ry.—A press report states that tenders will be called for shortly by the Canadian National Rys. for building an extension of the line from Fortierville to a junction with

roof is sloped and covered with cedar shingles. An entablature of galvanized iron returns all round the building, the dormer windows of the third floor being just above the cornice of the entablature. In the center of the front elevation there is a portico of 4 piers, 2 stories high and supporting two verandahs. The main entrance doors open off the lower of these and give access to the main hall or rotunda through a vestibule. Just at the left of the entrance from the vestibule is the office and manager's room. The office is provided with sliding sash and counter. Immediately to the right of the entrance is the library, which is also provided with a counter and sliding sash. In the center of the hall and opposite the entrance there is a spacious alcove with a fireplace. To the right, columns divide off the billiard room; a games room being screened off at the back of the billiard room. An open writing room is provided at the back of the main hall between the alcove and the games room. To the left, between two columns, access is obtained to the dining room or cafeteria. If found necessary this room can be partitioned off from the main hall. Entrance through swing doors is provided, between the dining hall and the kitchen at the back of it. At the back of the main hall, between the kitchen and