

head of this staircase is a reception hall, about 26 ft. square, with large fireplace. On the right of the reception hall is a game and recreation room, 28 x 44 ft., and on the left are the parlor, boys' rooms and lecture room. The main staircase leads direct from the reception hall to the upper stories, and alongside of the staircase on first floor is the Secretary's office and a small committee room. The second floor of the main building contains three large class rooms, a ladies' room and lavatory, also a dormitory containing 19 bed rooms, besides cupboards for linen, etc. The third floor is divided into three large dormitories, containing in all 47 bed rooms with wash room and lavatory, linen closets, etc. The privileges and membership in this building will be open to residents of Point St. Charles. Tenders for this building amounting to \$35,000 have been received. Towards this amount the G.T.R. has furnished site and \$15,000; the Y.M.C.A. of Montreal has provided \$15,000; an additional \$10,000 will be required to open the building free of debt, and provide for furnishings, etc. The building committee consists of R. S. Logan, Chairman; A. Maver, T. McHattie, A. Crampton, W. H. Blackaller, L. H. Packard, R. Munro, D. W. Ross, J. W. Knox, D. Bentley, G. W. Birks, D. A. Budge.

Bonaventure Station.—Plans are under consideration for a complete rearrangement of the office accommodation at Bonaventure station, Montreal. In the original layout of the offices considerable space was wasted, and the rooms are now overcrowded. The object of the proposed rearrangement is to modernize the inside of the building and provide additional accommodation for several of the departments.

Montreal Harbor Front Tracks.—The Co. has been granted permission to lay a track to connect its system with the Ogilvie Flour

Mills Co.'s mill at Windmill Point, at a rental of \$500 a year, the track to be removable at six months' notice.

Kingston Subway.—The Frontenac county council proposes applying to the Railway Committee of the Privy Council for an order compelling the Co. to construct a subway under its tracks at the Montreal st. crossing just outside Kingston, Ont.

Peterboro to Midland.—In connection with the negotiations that have been going on with the C.P.R., by which that Co. will have an entrance into Midland, it is understood that, in the event of an agreement being reached, the G.T.R. line will be double-tracked between Peterboro and Midland, Ont.

Northern Division Stations.—A new station has been completed at Stayner, Ont., and a new building at Alliston is in course of erection.

Toronto.—The improvement of the yards at Don station, Toronto, have been completed with the exception of the laying of one line of rails. (Oct., pg. 340.)

The Co. has acquired from the Ontario Government a 21-years' lease, with option of purchase at the end of five or ten years at a fixed price, or by arbitration at the end of the term, of the site of the old Parliament build-



GRAND TRUNK RAILWAY BRANCH Y.M.C.A., MONTREAL.

ings. The land acquired has a frontage of 954 ft. to Front st., and a depth of 427 ft. to Wellington st. The Co. has also secured options on blocks of adjoining land westerly from John st. to Windsor st., and running from Front st. to Esplanade st. The land acquired will be utilized as freight yards, plans for which are being prepared. It is proposed to transfer the freight offices to the new site, and to utilize the present freight offices in addition to the accommodation at the Union station. In carrying out the alterations it is stated that the site now acquired will be cut down to the level of the present tracks, and the soil taken out will be used to fill in the shallow water between Spadina avenue and Bathurst st., thus reclaiming about 40 acres, which will be used as a shunting yard. The reclaimed land will be supported at the bay front by a cement and artificial stone wall.

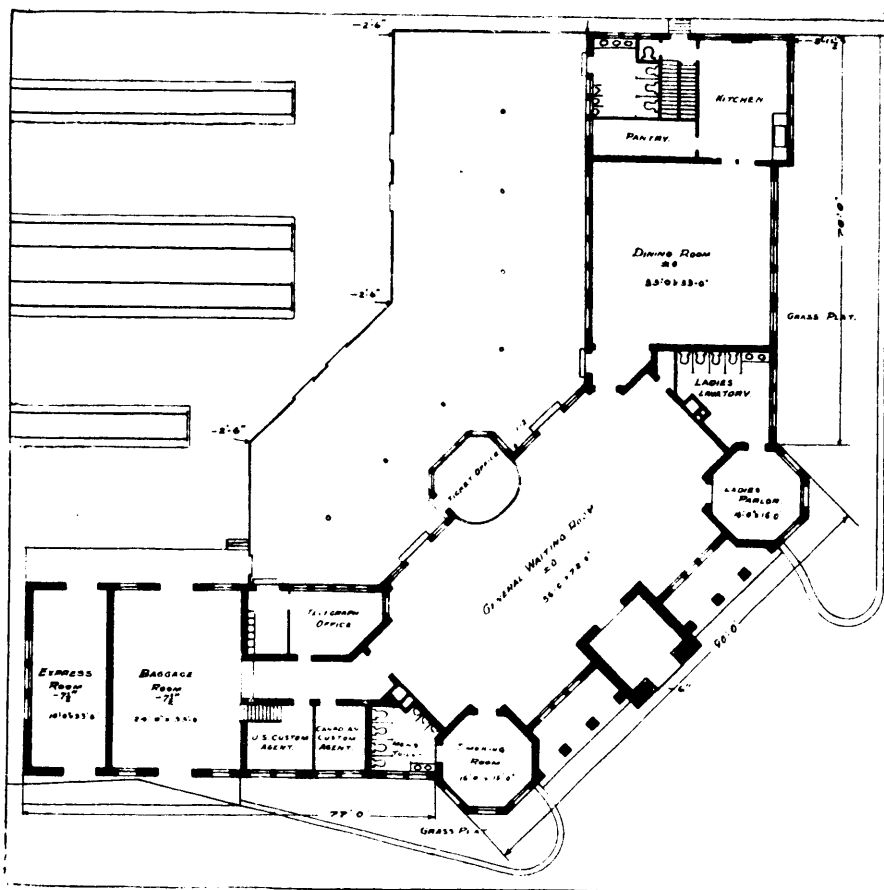
Hamilton Freight Yards.—It is proposed to construct a switch along Caroline st., and extending to the Copp foundry, on York st., for the accommodation of the west-end manufacturers.

In connection with the extension of the yards on Ferguson ave., for which the Co. has purchased a block of land between Robert and Barton streets, in line with the present yards, the city council is asked to permit the closing of Robert st. between Ferguson ave., about halfway to Elgin st., the Co. to pay for the land thereby acquired, so that it may be thrown into the yard area. The old freight shed is to be torn down and a new shed 40 ft. wide, and extending the whole length of the present yard and the acquired property, will be built if the required consent to the closing of the road is obtained. When the work on the yard is completed it is the intention of the Co. to transfer the whole freight business there, and to use the existing freight sheds on Strachan st. for storage purposes.

Hamilton-Niagara Falls Double-Track-ing.—It is not expected that this work will be completed this year. Owing to the heavy character of the work and the difficulty of obtaining men, there has been delay in getting on with the cuttings. (Oct., pg. 341.)

Bridge Strengthening, Southern Division.—The new bridge at Cayuga, Ont., is completed, and work has been commenced in renewing the bridge at Tillsonburg.

Brantford Deviation.—The deviation, which will take the Niagara to Windsor main line through Brantford, leaves the present main line at milepost 59.50 from Niagara Falls, near Lynden station, and connects with the present branch from Harrisburg, about 3¼ miles from that place, involving 4.12 miles of new construction. The new line will have a maximum gradient of 1.4 ft. to the mile, and the greatest curvature will be 1° 20' at Lynden station. There will be no bridges on the route, but there will be some iron pipe culverts with masonry ends. A portion of the branch line to Tillsonburg, and the section of



G.T.R. NEW STATION AT PORTLAND, ME., GROUND FLOOR PLAN.