

**The Collapse of the Y. M. C. A. Building.**

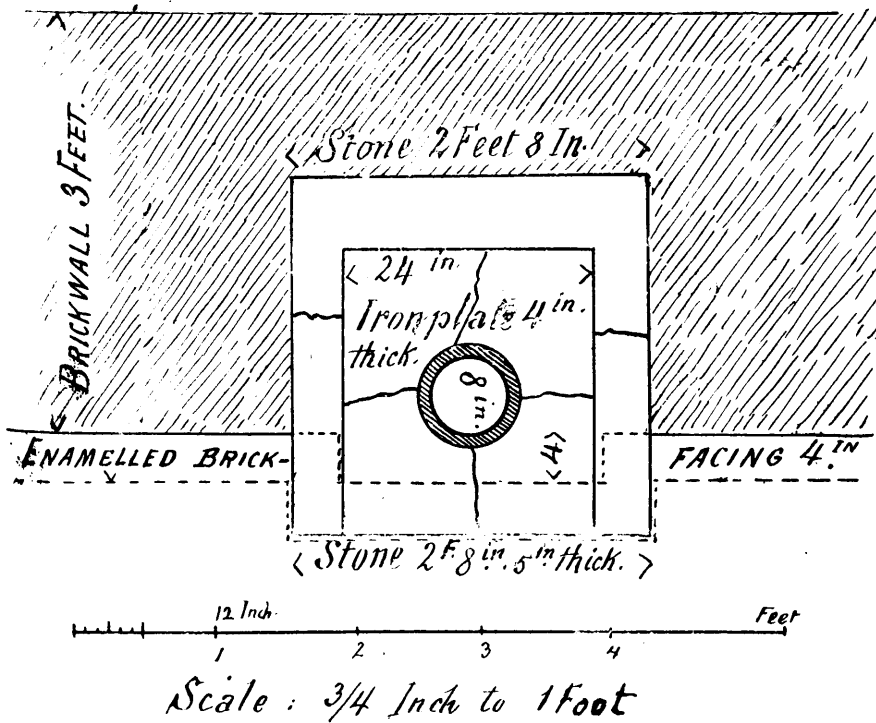
The sudden collapse of the interior of the splendid new Y. M. C. A. building, on Dominion square, just when the work of construction was nearing completion, and entailing as it does a loss estimated at \$5,000 to \$6,000, has excited a great deal of interest, not by any means confined to Montreal. It is a matter of interest to all who are in any way connected with the construction of large buildings, whether for public or other use. The cause of the disaster is a subject of general discussion, and there will no doubt be a rigid investigation. The collapse occurred on the afternoon of Tuesday, March 24th, when there were nearly forty men at work. That no one was injured is one of the remarkable features of the case. The DOMINION ILLUSTRATED presents to its readers this week plans show-

ing the position of the central pillar which gave way, with particulars of the collapse. While the men were at work on the interior of the building they were surprised by the falling of a brick from the upper storey. On looking up they saw the floor slowly sinking, and at once rushed outside. Several persons on the upper floor also had an exceedingly narrow escape. The whole centre portion of the interior came tumbling down. Examination later showed that the collapse was caused by the crushing of a brick wall upon which one of the main central pillars rested. There was under the pillar a cast iron plate, 24 inches square by four inches in thickness, resting upon a stone flag 32 inches square by five inches in thickness. Underneath these was a brick wall about four feet high from the cellar floor. The floor was a solid stone paved founda-

tion. The weight on the pillar caused the iron plate referred to to break into four pieces and the stone flag into three pieces, and the pillar, having no further check, went crashing down through the brick wall underneath, splitting it as shown in the accompanying sketch. The pillar was sound, made of hollow metal, eight inches in diameter and one and three-eighths inches thick. It rested too close to the side of the wall. Why this pillar was not continued on down to the solid floor, instead of resting on the brick wall, is one of the questions that naturally arise. Had this been done, and the wall built round it the accident would not have occurred. The architect states that these pillars had been tested to a bearing strength of 170 tons. The workmanship on the building generally appears to have been excellent. The outer walls remain intact, except that a couple of stantions were cracked by the settling of the heavy brick columns in front. The accompanying sketch shows the exact position of the pillar and the break in the brick wall, also the fragments of the stone base and iron plate. No event of recent date has excited as much comment among architects and builders, and the fact that both architects and contractors are Americans does not, by any means, lessen the amount of discussion. The building is a large five-storey one, begun in the fall of 1889, and was to have been completed in September. Its cost, including the land, which cost \$25,000, is estimated at \$145,000, of which \$80,000 has been subscribed. The architects are Messrs. Fuller and Wheeler, of Albany, N. Y., who were chosen on account of their having planned a large number of American Y. M. C. A. buildings. The contract for building was awarded to Messrs. Rafferty and McAlister, of Syracuse, N. Y., for \$80,000, nearly \$30,000 lower than the lowest Canadian tenderer. The firm was dissolved after beginning with the work and the contract was awarded to Messrs. Dickinson and Allan, of Syracuse, for the same amount. The loss occasioned by the accident will fall upon them.

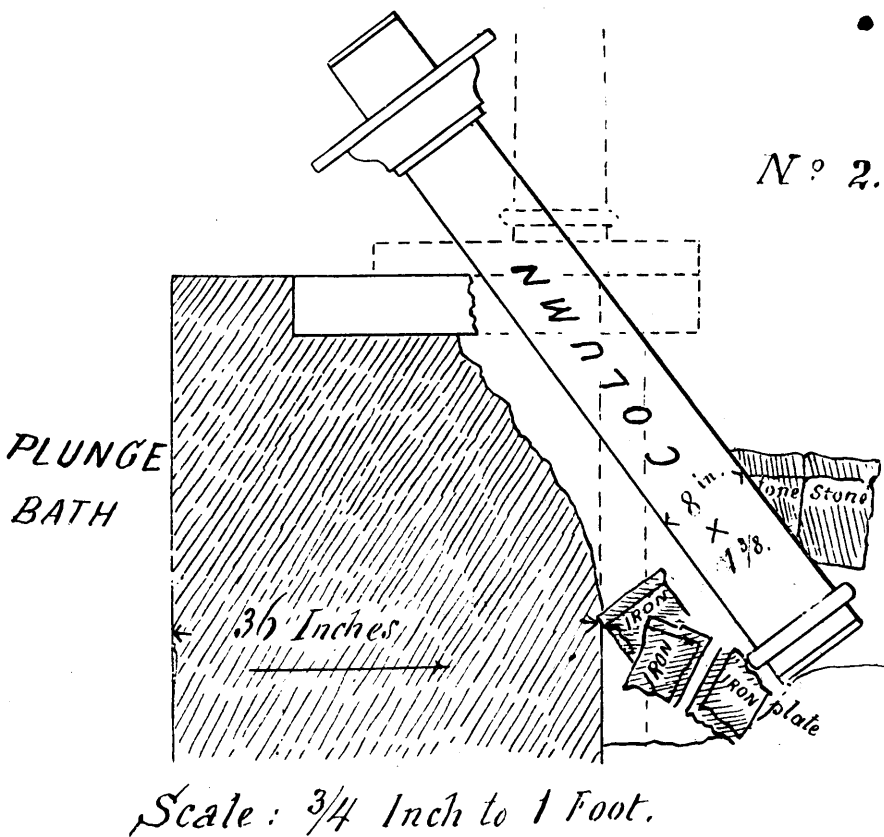
**BIRDS EYE-VIEW**

N<sup>o</sup> 1.



**SECTIONAL-VIEW**

N<sup>o</sup> 2.



QUEENSTON, ONT.—This beautiful little village is situated in Niagara County, Ont., and on the west bank of the Niagara river. It is on the line of the Canada Southern Railway, about eight miles from Clifton; it contains churches, schools, hotels, etc., although the population is small, not exceeding 500 in all. The village, or rather the heights, on whose slope it is built, are inseparably connected with the name of the immortal Brock, who there fell, on the 13th of October, 1812, while victoriously resisting an attack from the Americans. The stone on the left-hand corner marks the spot where he fell. This view is taken from the monument to his memory, which is erected on the heights, a full description of which has appeared in our issue of 8th November last.

ENTRANCE TO OLD BRIDGE, CHAMBLY, P.Q.—This gives a good representation of the type of old-fashioned bridges in use in many parts of the country. The structure shown in our engraving crosses the Richelieu above the rapids at the village of Chambly Canton.

THE WHARF, BERTHIER, P.Q.—Berthier-en-Haut is a flourishing village in the County of Berthier, on the north shore of the St. Lawrence, about forty-five miles east of Montreal. It has a population of about 1,700, contains Protestant and Roman Catholic churches, a convent, hotels, schools, e/c, and is an extremely pleasant summer resort. It is directly opposite Sorel, and a small steamer ferries regularly between the two places. At an early date we propose giving some views of interest in the vicinity. The present engraving shows the little pier to which the steamers and small craft that visit the place come and go.

CARIBOO ROAD BRIDGE.—This is a handsome structure crossing the Fraser River above the station of Spuzzum, and will probably be familiar to those of our readers who have crossed the continent on the Canadian Pacific Railway. It is of recent construction, and is one of the best bridges in the Province. Its distance east from Vancouver is about 180 miles.