

trains of cars, just as they have brought bigger and deeper boats on the Great Lakes. The capacity of the new bridge will be vastly greater than that of the old, not only by reason of the double track, but because of its weight-carrying strength. Nor is this the only bridge on the Grand Trunk system which is being fitted for the heavier traffic and the competitive conditions of to-day. The old tubular bridge at St. Ann's over the Ottawa is to come down. In various parts of Ontario and Quebec, and we presume all over its through line, bridges and culverts are being straightened, curves altered, grades reduced, so that heavier trains may be hauled and better time made. The question whether a locomotive is able to haul 40 loaded freight cars or 30 by certain stages, say from Chicago to Montreal, makes a wonderful difference in the earning-power of the railway. The extra 10 cars per train or even 5 may, at the ruinously low freight rates sometimes adopted by the too numerous trunk lines to the seaboard, mean all the difference between a loss and a profit.

"Look out where you're comin', ye bloomin' sky-rocket!" called out a rivetter, as another man came sliding like lightning down a rope from some point thirty feet above, and landed on the uncertain footing of a girder's edge.

"Well, you get your old circus-tent out of our way then. Here comes some rain, any how, that will dampen your boilers for you."

And sure enough, down there came one of the liveliest and wettest of rains—we had but one umbrella among three—and the blurred view we got of Montreal, lit up by flashes of lightning, was made still more impressive by reverberations of the thunder in the tube. The workmen appeared to fear no weather but rainy weather, but at this they all knocked off, and came clambering in from all out-doors to walk to shore.

The engineer who was our guide told us that one very hot day a man working at the centre span left his work, threw off his boots and hat and suddenly dived 60 feet into the water below, coming up not only unhurt but refreshed, and being picked up by a boat kept near by in case of accident, returned to his work. We saw a signal man at the Point St. Charles station who had been signal man when the Prince of Wales opened the bridge nearly forty years ago, and he was signal man still—a stalwart Englishman with a sort of Cornish name.

It occurred to one of us to wonder what would become of Point St. Charles when its main glory was gone and the offices of the Grand Trunk were moved thence into the palatial pile that is to arise on McGill street in 1900. To which question the reply was that the bridge and the yards and the traffic (increased) would still remain. Where else, we wondered, could so many men be seen in blue jeans, so grimy, so dust-blackened? Do all bridge-builders and track-layers and railway roustabouts carry so much grease on their clothing as the hundreds we saw there? If a Canadian Bret Harte could have imagined a comparison of the C. P. R. inhabitants of the Hochelaga yards with those of the G. T. R. at Point St. Charles, after the fashion of the Californian expressman among the rival camps of the forty-niners, he might say, describing the future workmen's home of the rejuvenated Grand Trunk, "They've got streets up thar in Roaring Camp that will lay over any street in Red Dog. They've got vines and flowers round their houses, and they wash themselves twice a day." But the final sentence of that description about their being "rough on strangers," in our experience would not apply.

Montreal, 5th September, 1898.

J. H.

SOME SUGGESTIONS FROM ENGLAND.

A gentleman who does business in London and Liverpool sends us, under date August 26th, a gossiping letter, from which we make some extracts. He says, acknowledging copies of The Monetary Times forwarded him: "They were really most acceptable to a man abroad who wants to be up-to-date in reliable information in regard to Canadian finances. I wish you or some one else could induce the papers here [London] to give us some Canadian news occasionally. If it were not for The Globe that I get, I would be utterly in the dark in regard to what is going on in Canada."

"There is something new about our country and its attractions which strikes the average Canadian every day, for instance:

To-day a gentleman dropped into my office asking for the C. P. R., and I told him where it was, offering at the same time to be of service to him, giving him information in regard to the country across the water. It turned out that he wanted a ticket for Ontario. He felt so delighted at having met a versatile gentleman that he insisted on taking me into the nearest pub and standing drinks and cigars. In fact he vowed eternal friendship and said he was satisfied there was not another man in England that would take the trouble that I did in explaining everything to him.

"One thing he said struck me. While he claimed to be English, and thoroughly so, he said it was necessary for to introduce some of the 'go-ahead' principles of the Canadians over here. This is only one instance. I have had dozens of 'anxious enquirers,' and I honestly believe I have captured dozens of emigrants to Canada. And they are so grateful, and so pleased with what I tell them of our vast, unknown country. Canada must have been neglected in the way of judicious and intelligent canvassing.

"Just now, London is apparently deserted. An idea prevails here that you have got to go and take your holidays, no matter whether you want to or not. Rows upon rows of fine residences are all shut up or in the hands of the decorators, being painted and fixed up for the return of the occupants, who are supposed to be at the seaside or taking a trip around the world during the hot season. But it is whispered, however, that some of the houses still hold their occupants, who have the blinds tightly drawn, pretending, just as many unhappy poor-rich folks in Philadelphia and New York, that they are out of town, because, don-cher-know, it is the propah thing.

"The great sales in the different stores of London have come and gone, and they are genuine sales, not catchpenny, clap-trap arrangements like we have on the other side. But they can well afford to sell off their remnants and surplus stock at half cost, as their prices are pretty steep as a rule for everything bought retail. The prices here vary much according to the district in which you make your purchase, the same article taking a range of 50, 100 and even 200 per cent. As an instance, I was going to a reception the other night, and thought I might want a white tie, so I dropped into the leading men's furnishing establishment and asked to see some plain white cambric ties. They showed me six in a paper box and asked 12s. 6d. for them. I said one was all I wanted. They remarked they only sold them in half dozens. I declined to be saddled for six, and thought I would turn my old one or make it do. However, before reaching home I dropped into another place and bought twelve for a shilling. This is an instance of the difference in prices; the twelve for a shilling were nearly as good as the six for twelve shillings and sixpence. This, I wish you to remember, is the Old Country, and a dear old country it is."

FOOTWEAR HINTS.

Button boots for the autumn.

The French heel is said to be used by American makers of bicycle footwear.

Well-dressed men no longer consider a brilliant polish on tan shoes in the best taste.

The school holidays are over and "special bargains for school children" are an appropriate motto for the shoe store.

"Tight boots," remarked Josh Billings, "have one advantage—while wearing them you forget all your other troubles!"

Make each selling medium fit the work all other selling mediums are attempting to perform. If you advertise a special line in the newspapers, see that the shop windows, the door table and the clerks all remind the visitor of the drive.

An American exchange is to be blamed for the following:

The man who whispers down the well

About the goods he has to sell,

Won't reap the gleaming, golden dollars

Like one who climbs a tree and hollers.

The right and left heel idea, says The Shoe and Leather Reporter, on women's shoes is proving to be popular, and the