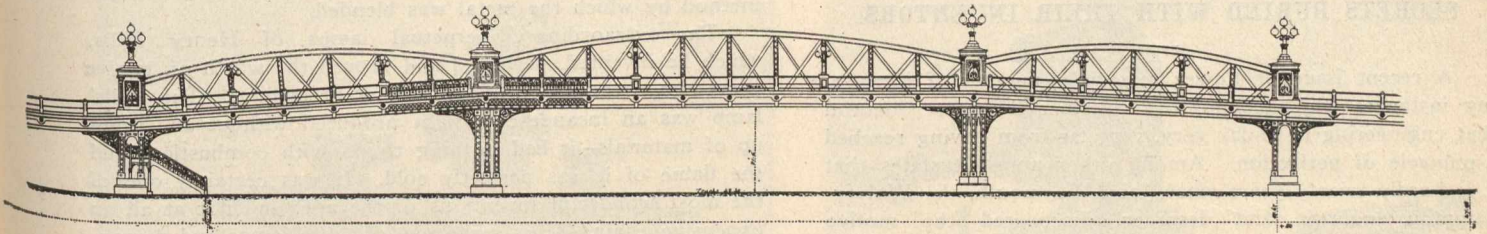


NEW YONGE ST. BRIDGE, TORONTO.

In accordance with the decision of the Railway Committee of the Dominion Parliament, a large bridge will be built, by which the heavy traffic to and from the lake steamers will be carried over the tracks of the Grand Trunk and Canadian Pacific railways at the foot of Yonge St., Toronto. To bring the traffic to dock level on an easy grade, the present basins around the foot of Yonge St. will be filled in, and new wharves built several hundred feet further out

side of Front street to the north side of Lake street. The northern end, that is from Front street southward, is carried on concrete masonry walls for about 145 feet, and the southern end, that is from Lake street northward, is also carried on concrete masonry walls for about 140 feet, the remainder being supported by steel columns on concrete piers.

It is proposed to erect this bridge so that the north end will be immediately east of the west side of Yonge street, and 10 feet therefrom, so as to leave a sidewalk of 10 feet in

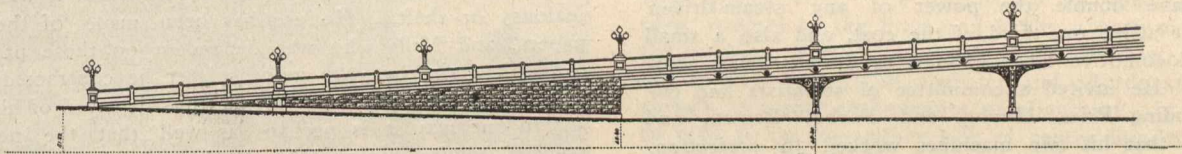


Central Spans Over Railway Tracks and Harbor St.

into the bay, where a new street will be formed running west to York St. The new bridge, for which tenders will soon be called, but the substructure of which will not be started before spring, will cost probably \$200,000.

The bridge is to be 56 feet wide over all, having a roadway of 38 feet in width, and two sidewalks of 9 feet in width each, on the approaches and deck spans, and 6½ feet in

width at the west side of Yonge Street. It will be built in a straight line, parallel to the street lines of Yonge street, and extending to the north street line of Lake street. Where it crosses the Custom House lane, Esplanade street and Harbor street, it will be sufficiently high to enable all ordinary traffic to pass under. For foot passengers who wish to pass from the bridge to Harbor street, an 8-foot stairway

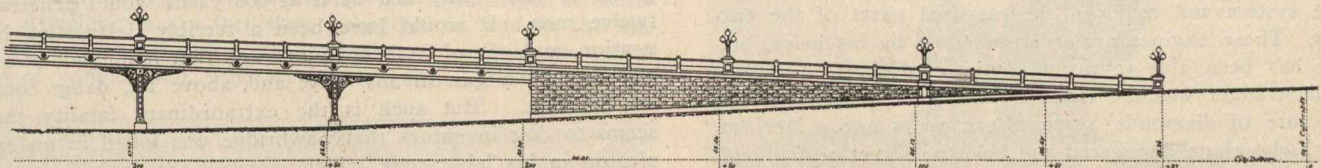


Southern Approach from Docks.

width on the through spans. It is to be composite in character, consisting of three spans of a through bridge over the tracks and sidings of the Grand Trunk and Canadian Pacific railways, equalling about 295 feet, and 3 spans of a deck bridge on the northern approach, and 3 spans of a deck bridge on the southern approach, equalling about 3,000 feet,

will be built on the west side of the bridge. To preserve the grade of the northern approach, shown on the drawing, Lake street will be raised about 4 feet above its present level opposite the southern end of the bridge.

It is proposed to make the deck of this bridge of a permanent character, the roadway portions and the side-



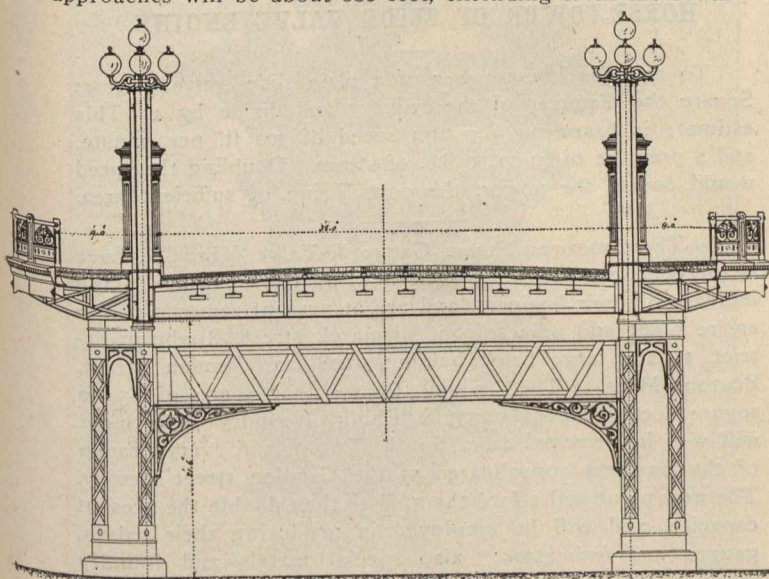
Northern Approach from Front and Yonge Streets.

making a total length of steel structure of 595 feet. The clear height of the bridge over the railway tracks is 21½ feet, except the siding tracks leading into the freight sheds at the foot of Yonge street. The total length of the bridge and approaches will be about 880 feet, extending from the south

walks to have a surface of asphalt, and asphalt and wooden blocks on a concrete foundation; the paving between the street railway tracks to be square cut wood blocks, also on a foundation of concrete. The whole of the concrete foundation and asphalt and block surface is to be supported by steel buckled plates, rivetted to floor girders and stringers.

The only lands necessary to be taken for the erection of this bridge will be the warehouse now occupied by the Canadian Rubber Company at the south-east corner of Front and Yonge streets, and a small piece of the Grand Trunk freight office buildings.

This bridge is designed in the office of the City Engineer by John Williams, M. Can. Soc. C.E., assistant city engineer in charge of bridges.



Cross Section of Bridge at Centre.

DETROIT LUBRICATOR CO. VS. MICHIGAN LUBRICATOR CO.

The Circuit Court, for Wayne County, Michigan, issued an injunction on November 17th, in favor of the Detroit Lubricator Co., and against the Michigan Lubricator Co., restraining them from using the words "Detroit Lubricators," "Improved Standard Lubricators," "Detroit Improved Standard Lubricators," in connection with their lubricators or advertising matter, also restraining them