Two lake charts have just been published by the U. S. army engineers. One of them covers, on a large scale, the St. Mary's River from the canals down to Twin islands in Mud lake, & the other is a general chart of Lake Michigan on one sheet. The engineers have been at work on resurveys connected with the making of these charts for several years past, & they are corrected in every detail up to date. The river chart will be known as St. Mary's River chart no. 2. It takes in both channels, old & new. The Lake Michigan chart extends well across the Straits of Mackinac.

The grain merchants of Montreal are eagerly looking forward to the opening of navigation. It seems, however, now pretty certain that the canals will not be opened until May 1 or after, & in this, as in other respects, the auspices are different from those of last year. Last year the canals were opened about the middle of April, & grain was able to meet some of the first boats, but this year the barges will not be able to get into Montreal until May 5 or 6. Steamers will leave Great Britain for Montreal about April 15, arriving here about April 25, so that there may be 10 days between the arrival of the ships & the advent of the grain-laden barges, unless the Minister of Railways & Canals becomes awake to the importance of the situation. The Kingston Board of Trade has protested against the order of the Government to keep the canals closed until May 1. If the opening is delayed until that date much of the Western grain to come east will be diverted to routes other than the St. Lawrence River.

Yukon & Northern Navigation Matters.

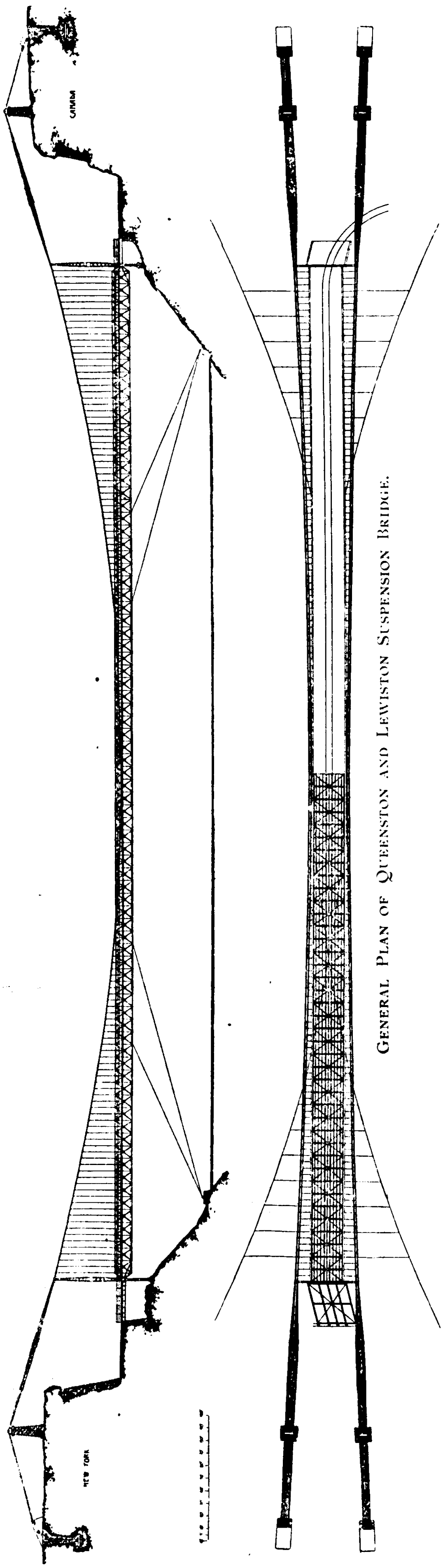
It is said the Alaska Trading & Transportation Co. will place a new line of boats on the lower Yukon this summer.

Large quantities of supplies have been sent north from Victoria for the Bennett Lake & Klondike Navigation Co.'s steamers on the northern lakes.

The str. Willie Irving, though a stern wheeler only 80 ft. long & 20 ft. beam, made $23,000 on one round trip last year. She made 10 trips during 4 months of last season, & is the boat that shot the Five Finger rapids 2 miles in length in 2½ minutes.

The latest Klondike flotation in England is the Bennett Lake & Klondike Navigation Co., with a capital of £100,000. Mr. Lowles, M.P., is Chairman. The flotation excites some adverse comment. The Westminster Gazette says the new shares will be left to gamblers, who have underwritten them upon terms the directors do not find convenient to disclose, making use of the obnoxious waiver clause to hide the contracts from those whose money they seek.

It is expected there will be at least 3 steamers on the Skeena river this year—2 to be operated by the Hudson's Bay Co., & 1 to be under the management of an English syndicate. From the manner in which northern traffic is now shaping itself, it would seem as though there will be quite a rush into the Omineca country this year, several large parties having already started out with the intention of going into the country over what is known as the Greece trail, leading inland from the Naas river. Port Simpson business men have big expectations of what a mining excitement will do for them this coming season, & are looking forward to early navigation on the river, basing their calculation on a mild & open winter, which they regard as a hopeful sign of the ice all disappearing with the first blush of spring. At Cunningham's a start has been made to provide increased wharf accommodation for the steamer belonging to the syndicate referred to.



GENERAL PLAN OF QUEENSTON AND LEWISTON SUSPENSION BRIDGE.

ELECTRIC RAILWAYS.

Queenston-Lewiston Bridge.

We published last month, page 59, a brief description of the suspension bridge building across the Niagara river near Queenston, Ont. The illustration now given shows the general design and construction of the bridge & tells about all that there is to be told now about this structure. It will be noticed that it is built without stays, thus conforming to the views of many of those who have recently written about the New York and Brooklyn Bridge. It will be noticed also that the cables are spliced for a considerable length at either end with eyebars. This was done, as we explained last month, because the cables taken from the upper suspension bridge at Niagara Falls were not long enough to carry the whole length of the span and yet were long enough and good enough to be used so far as they would go.

The peculiar location of this bridge, by which the towers are founded so much higher than the landings, permits and requires a novel construction, namely, the use of the rocker bents at each end of the stiffening truss. These bents support the cables at that point. They are hinged at the shoe, at the end of the truss, and at the top, and they act in themselves as towers.

The principal dimensions of the bridge and of these bents can be taken off the engraving. The bridge is 1,040 feet between towers and 800 feet between rocker bents and 28 feet wide between trusses.—Railroad Gazette.

Work on the bridge has been suspended owing to the dangerous condition of the ice-covered cliffs on both sides of the river. Nothing further will be done on the bridge until the weather makes the conditions better. There is no possibility of having the bridge ready for use until the spring. The retaining walls on both sides of the river have been finished and the pier work is practically complete. As soon as work is resumed the superstructure will be put in its place.

Consolidation of Electric Lines.

On Feb. 27, the Buffalo, N.Y., Commercial said: "The most stupendous business deal in the history of Buffalo, both in point of public & private interests concerned & in the amount of capital involved, is about completed. It involves some $25,000,000 of capital. Briefly, it is the sale of the entire street railway system of Buffalo & a number of suburban lines. The deal includes the properties of the following companies: The Buffalo Ry. Co., the Buffalo Traction Co., the Buffalo, Bellevue & Lancaster Ry. Co., the Buffalo & Niagara Falls Ry. Co., the Buffalo & Lockport Ry. Co., the Niagara Falls Park & River Ry. Co. (running along the river bank on the Canadian side), the Niagara Falls & Clifton ridge Co., & the Lewiston & Queenston Heights Bridge Co. This immense combination of interests has been sold to a syndicate composed of New Yorkers & Philadelphians, & all of the interests named are to be consolidated under one management. A summary of the capital stock & bonded indebtedness of all the corporations involved, with the exception of the capital stock of the Niagara Falls & Clifton Bridge o., which could not