

four drawers at their disposal, but only one wicket witnesses the giving of envelopes. Of course there are a conductor & motorman. The windows on both sides of the car are protected by wire netting.

Under a by-law recently passed by the City Council, when a car stops at an intersecting street, it is stopped at the near corner instead of the far one, as heretofore. The speed of cars is limited to 8 miles an hour & 4 miles an hour when turning street corners & at intersecting lines.

The Co. is contemplating the erection of a club-house for its men at the corner of Harbor & St. Catherine streets. The plans show a building modern in all respects, with every convenience for the welfare of the men.

**The Montreal Park & Island Ry. Co.** is seeking to restrain the town of St. Louis from interfering with its tracks on Park Avenue. The Co. alleges in substance that it has acquired by transfer the franchise granted to A. J. Corriveau in 1893 to construct & operate an electric railway in St. Louis & that since then this particular branch of its system has been declared to be a road to the general advantage of Canada by the Dominion Parliament, & that the defendant had no right on any pretext whatever to interfere with it & tear up the tracks as it did. Substantially the defence is that by its charter the corporation has the power conferred upon it to level, pave or macadamize any street in its limits, to level the ground for sidewalks, etc., that the work done with that end in view on Park Avenue was done in the regular way by a resolution of the Town Council, adopted on a report of the town engineer, to render Park Avenue fit for traffic & this in view of the selling of the exhibition grounds in lots. Moreover, if the tracks were removed it was because they were above the level of the street. The corporation denies that it is in contempt, & alleges that

when the writ was served all work was stopped.

The following notice to conductors & motormen has been issued:—On & after Aug. 1, motormen & conductors who have been in the Co.'s employ for 2 years or over will receive 15c an hour. There will also be \$100 distributed at Christmas in prizes to motormen & conductors holding the best records, as follows:—\$20 each for the motorman & conductor having worked 350 days or more during the year & having the best record. \$15 each for the motorman & conductor having worked 200 days or more during the year & having the best record. \$10 each for the motorman & conductor having worked 100 days or more during the year & having the best record. \$5 each for the motorman & conductor having worked 60 days or more during the year & having the best record. The records will be based upon the carrying out of the orders entered in the order book, obedience to the rules of the Co. & the care of the Co.'s property.

Rumors have been revived lately as to the absorption of the M. P. & I. Ry. by the Montreal St. Ry. Co. It is said that the M. P. & I. Co.'s property can be had for \$800,000 but that the M. St. Ry. Co. is not inclined to give that amount at present.

**Quebec Electric Ry.**—The Quebec, Montmorency & Charlevoix Ry. Co. has paid the City of Quebec \$2,365, being 4% on the earnings of the line in the city for the 6 months ended June 30, which amounted to \$59 141.

#### The Queenston-Lewiston Bridge.

The suspension bridge across the Niagara River, between Queenston, Ont., & Lewiston, N.Y., was opened July 21, under the auspices of the International Traction Co., which has built it through its subsidiary companies,

the Queenston Heights Bridge Co., of Canada, & the Lewiston Connecting Bridge Co., of New York State. The location of the bridge is on the site of a suspension bridge erected in 1850-51, & adheres pretty closely to the lines of the old bridge, which was wrecked by a hurricane on Feb. 1, 1864, & not rebuilt, because it was an unprofitable investment. As the great suspension bridges which stood further up the gorge have given place to new steel arches, this suspension bridge is the only structure of the kind spanning the Niagara. The cable span of the new bridge is 1,040 ft., & the span of the stiffening truss 800 ft. From center to center of trusses the width is 28 ft. clear, & the roadway has a clear width of 25 ft. The versed sine of the cables is 87 ft., & the height of the superstructure above high water mark is 65 ft. The height of the bridge above the tracks of the Niagara Gorge R.R. is about 15 ft. The stiffening truss extends about 4 ft. above the floor, & the only railing is light strips of iron flats reinforced by oak half-rounds. The floor is of 2 in. oak plank laid crosswise. A single track for trolley cars is laid through the center, the width of the bridge affording ample room for vehicles to pass on either side of the track. There is no walk for pedestrians, as the point of the bridge's location is such that there is not likely to be much travel on foot.

There are 4 towers, 2 on each side of the river. The towers on the New York side have a height of 26 ft., bases of 13 ft. square, & are located 28 ft. back from the edge of the bluff. The towers on the Canadian side have a height of 18 ft., with bases 12 ft. square, & are located 15 ft. back from the edge of the bluff, the ledge on the Canadian side being more firm than on the New York side. In the construction of these towers it was found possible to use a great part of the old towers in the new bases, & the old inscription stones

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