

### To Build World's Largest Single Span at Windsor

COST \$16,000,000.  
LONGER THAN QUEBEC STRUCTURE.

The longest single span in the world will form a part of the proposed \$16,000,000 suspension bridge between Windsor and Detroit, according to Colonel C. N. Monsarrat, upon his arrival from the Border Cities where he placed his seal of approval as consulting engineer on the plans and estimates for the great structure.

The main span will be 1,850 feet long, longer by 50 feet than the huge central span of the Quebec Bridge, which is of cantilever construction. The bridge will be 110 feet above high water.

New York interests represented by Joseph A. Bower, vice-president of the New York Trust Company, and Windsor and Detroit business men are co-operating in promoting the proposals for financing the undertaking. The issue of \$8,000,000 first mortgage, six per cent. gold bonds, \$6,000,000 of 8 1/2 per cent. debentures, to be guaranteed by the Government of Ontario and by the Border Cities, and the balance to be put up by the Bower interests.

Obvious disadvantages served to eliminate the question of a tunnel. Instead of a bridge for highway purposes, according to Colonel Monsarrat, a tunnel would entail far greater cost on the basis of original estimates alone, to say nothing of the ever-present possibility in tunnelling operations of still greater cost in the end. In proof of this he cited the experience in connection with the new highway traffic tunnel under the Hudson River between New York City and Jersey City, in which the ultimate cost, it is now estimated, will be some 40 odd millions against the \$25,000,000 originally figured on.

Tunnel difficulties. Further disarrangement of the tunnel scheme for highway traffic is the element of risk in artificially ventilated tubes of considerable length, and here Colonel Monsarrat pictured what could happen in event of failure of the ventilating system owing to some breakdown or other interference, and of the possibility of stalled motor cars holding up traffic, while idling motors behind emit their poisonous fumes of carbon-monoxide gas, which is fatal in circumstances such as would then exist.

Colonel Monsarrat, who is consulting engineer of the Canadian National Railways, had been called in by the Committee representing the Border City and New York interests to examine and report upon the tentative plans and estimates for the proposed structure. In his report, laid before

the Committee at Windsor he approved the estimate as to cost and also the idea that a bridge was the logical solution of the problem.

He pointed out to-day that a large percentage of highway traffic now diverted more than a hundred miles owing to absence of communication facilities between Windsor and Detroit would make use of the new structure and that, as a paying institution, he could see no possibility of failure. Bus lines would handle traffic such as would ordinarily be borne on tram cars.

Special Arrangements. The approaches to the bridge are elaborately conceived in order to lend efficiency to moving traffic and meet the necessity for customs and immigration examinations at either end. Thus according to Colonel Monsarrat, separate roadways admit of those entering the bridge to proceed after payment of toll, while traffic leaving the bridge passes independently to one side where the examinations are conducted.

It is understood that those promoting the bridge scheme are now organizing for the purpose of shaping a definite course to completion of the structure, and that tenders will be called for in due course. At the offices of the Dominion Bridge Company to-day it was stated that while the company had been keeping in touch with the progress of the bridge proposal, it had not as yet seen the plans, but that these would be available as soon as tenders are called for.

### Western Whisperings

By HESPERIAN.

A CORDIAL WELCOME.

When I first tapped at the door of the Evening Telegram, I was greeted with such warmth that I am in doubt as to whether to attribute it to cordiality or some other warm feeling. The Editor, supreme in his sanctum, may easily present any disturbing Western Whisperings from disturbing the placidity of the Evening Telegram's corridors. However, there are other whisperings galleries, and even could they all be placed under lock and key, the wisdom of such a course would be doubtful. A grievance nursed in silence, morose silence, is much more dangerous than when voiced. Voiced, the aggrieved may be reasoned with and placated, or, oh, rare magnanimity! the justice of the complaint may be admitted, and the cause of discontent removed. The champion of the cause that cannot stand friendly criticism and will not listen to the other side, reminds me of that sturdy old autocrat, who destroyed the library of Alexandria, because, if the books contained opinions similar to his opinions, expressed in the Koran,

they were unnecessary, if different to his opinions, they were pernicious.

### A LOOK AROUND.

Will the Editor come with me for a little excursion? Yes! First a glimpse at the streets of St. John's. A dark night, but how brilliantly the electric lights show! See the automobiles, their tail and head lights gleaming. Note the mud guards, not a speck on them. The well-dressed pedestrians hurry along the sidewalks, and, remarkable as a Westerner, is the shine of their polished shoes. A quieter street. Mark the man in evening garb, walking the centre of the road. See the immaculate shine of his shoes. What a paradise you live in!

And now for the Outports. Note the word Outport. A volume of meaning is contained in that single word. Ready! Put on a pair of knee ribbers. They are strong and light. Now, we're off. No, this is not a ditch we are coming to. This is the King's highway. We'll go down towards W. hotel. Something wrong? No. I've merely

pulled my foot out of the boot. The boot is stuck in the mud. A good, strong pull on the straps. All clear again! Let us take the railway track. No this is not a new settlement. A very long established and prosperous town. Note the Postal Telegraph Building. No, we will not speak of it.

Try another bay. Here is a truck with a load of produce—stuck in the mud. We are in a farming settlement. Here is a town. No, I cannot ask you to walk on these roads. Let us take the "track." Here is the waterfront. A splendid harbor but no shipping. A little dredging is required; but required it remains.

Another town. This is one of the most ancient on the West Coast. This structure here is a breakwater. Actually, no joke. It is too delapidated to stop the water, and the old town is in danger of being washed away. Yet another bay. Here there is no wharf in the principal settlement, a harbor where such a convenience is especially necessary. Goods must be piled on the beach.

### NO POLITICAL BIAS.

There is no political bias about this picture. The writer is a supporter of the Government. Conditions such as described existed before the present party slipped into the seats of the mighty. The picture is not overdrawn.

### THE CITY'S GENEROSITY.

Hesperian is second to no man in admiration of the generosity of the citizens of St. John's. He is not much surprised at it. How can they help being generous? Are they, not Newfoundlanders? St. John's is prosperous through the trade of the bays. When a City merchant is generous, we feel that we are intimately connected with his generosity. Now, the West has not benefitted much by that generosity. But it is not too proud to benefit. Let the generous people of the City join with us on the West Coast till we have obtained from the Government, for four years, the \$70,000 to which they claim to be entitled. Let us have \$70,000 for four years, till our roads are half as good as theirs. Then shall we extol their generosity and afterwards fight in their cause till they have obtained every cent which they may, justly, claim.

Do we ask too much?

### Shipping

S.S. Sachem left Halifax yesterday afternoon for this port, and is due tomorrow afternoon.  
S.S. Canadian Otter is now en route to this port from Montreal, direct.  
S.S. Canadian Sapper is now en route to Montreal from this port.  
S.S. Silvia sailed to-day for Halifax and New York.  
S.S. Rosalind leaves New York on Wednesday next for Halifax and this port.  
S.S. Peyrol is presumed to be en route to this port from Montreal, via Charlottetown.  
S.S. Centa leaves Montreal for here via Charlottetown, on Monday next.  
S.S. Atredale was expected to leave Montreal yesterday for this port direct.  
S.S. Roe is now en route to this port from Swansea.  
S.S. Emperor of Halifax is now en route to this port from Montreal.  
S.S. Fredon, from New York, is due on Monday, to A. E. Hickman Co.

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A novel trimming for the cuff of a short glove is peacock feathers.

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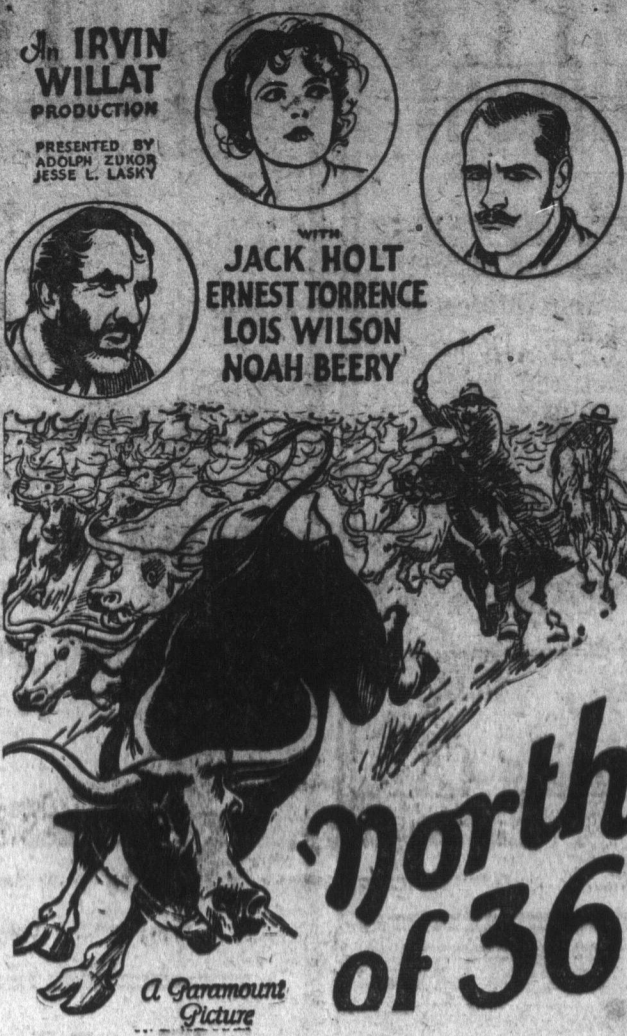
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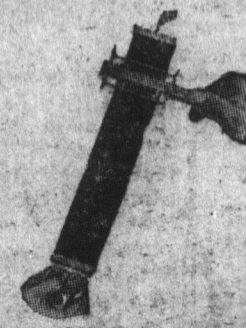
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