

ELECTRIC OPENING OF BROADWAY BRIDGE

Interurban Function Marks Even
and it is Now Called
Provencher.

The official opening of the Broadway, or as it is now called, the Provencher bridge, yesterday, was made the occasion of a luncheon to which members of the Winnipeg city council were invited. Though this ranks as the oldest Canadian bridge across the Red river, the method of operating it is of the newest, for the formal opening of yesterday marked an epoch as it is now electrically operated, the mechanism in use being the invention of J. E. Enns, a resident of Manitoba for many years.

One of the objections advanced against the electrical operation of bridges has been that there has been a great possibility of injurious shocks due to sudden applications of power. This has been entirely overcome in Mr. Ennis' design, and the bridge moved as smoothly and evenly as if it had been worked by hand, while the speed of operation was much greater.

Various Speeds Used.

The power is furnished by a five horse-power motor, the energy being transmitted through a series of gears. The first speed is at the rate of 20 revolutions a minute and by means of a conical friction arrangement it is gradually and steadily raised to the maximum, which is reached when the bridge is one-half open. From there the speed is dropped to the final closing and the bridge drops into its carriers on the piers without the slightest jar or friction. The opening movement was performed yesterday in one and a half minutes and the closing in two and a half minutes. This speed could be increased in a more modern bridge or one of stronger construction, but with the Provencher bridge greater speed has been pronounced dangerous by structural engineers.

At the luncheon there were present all the members of the St. Boniface

council, together with Controller Cockburn, Aldermen Douglas and Macdonald, Comptroller Evanson, J. W. Harris, city assessor, and a representative of the Free Press. Mayor Evans was present at the swinging of the bridge but could not remain for the luncheon because of the pressure of prior engagements. The luncheon was a most enjoyable affair, the arrangements for the comfort of the guests having been in the hands of Peter Beauchamp. The menu was most amusing, the names of the members of the St. Boniface council having been worked in, in an original manner.

Replying to the toast of the City of Winnipeg, feelingly proposed by Mayor Eleau, Controller Cockburn expressed the regrets of Mayor Evans, who was not able to remain. He stated that one of the matters which would be taken up by the Winnipeg council at the next meeting was the question of adequate bridge connection between the two cities. It was fully realized that Winnipeg should bear a portion of the burden and it was expected that a special committee would be drafted to go into the details of the question.

Interests Identical.

The speaker was impressed with the fact that what made for the betterment of Winnipeg was for the advancement of St. Boniface and vice versa, for while the cities were under separate governments their interests were identical, and he could see that there were advantages in having them remain so. St. Boniface geographically, was within the heart of Winnipeg, and nothing should be left undone which would bring them more closely together in the way of arranging for inter-commercial relationship, and they should work together for the development of the territory upon which both relied for their prosperity.

Ald. Macdonald spoke along similar lines. He had arrived in St. Boniface in 1879, and since that time had watched the two cities grow. He thought it an excellent idea that the two councils should get together frequently to discuss questions and issues which they had in common. The relationship could not be too close.

Government Aid.

Jos. Bernier, M.P.P., speaking for the government, said that every possible assistance would be given in the way of establishing bridges between the two cities, and his announcement that there was money waiting for St. Boniface in connection with the pur-

chase of the Provencher bridge was greeted with applause.

Complimentary addresses were given by Mr. Ennis, Ald. Pelletier, Ald. Douglas, Ald. Marion and Ald. Later, the general sentiment being that there should be plans started at once for additional bridges between the two cities.

PERSONALS.

W. F. Doyle, of Toronto, is at the Clarendon.

Angus C. Robertson, of the Alberta Pacific Elevator Co., is visiting friends in the city.

Frank Cunningham, formerly of the Royal Alexandra, and now of the Imperial, North Brandon, is in the city. He is accompanied by Mrs. Cummings, and is on a holiday.

Celia A. Ovas, of the general manager's office of the C.P.R., has been appointed chief clerk in the telegraph department at Moose Jaw. Mr. Ovas will assume his new duties October 1.

Fractured His Skull.

St. John, N. B., Sept. 22.—Frank McDonald, a fisherman, aged 28, fell on his gasoline engine while cruising off Wilson Beach, and fractured his skull, dying in a few minutes.

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