

QUEBEC BRIDGE

The Enormous Structure is
Well Under Way.

A GREAT ENGINEERING FEAT.

Some Statistics About the Erection.

Quebec, Sept. 26.—The construction of the new Quebec bridge and the branch line of railway approaching the same on the south side of the river St. Lawrence, at the Chaudiere, is progressing most favorably, and judging from the amount of work done during the past summer the bridge will be ready for service in the fall of 1906. Mr. M. P. Davis, the well known Ottawa contractor, who is in charge of the building of the branch lines of railways on the approaches to the bridge on both sides of the river, is making good headway with his part of the work. The south side approach from the Chaudiere Junction to the abutment pier, is two and a half miles in length through a wild country, and already he has accomplished more than one half the distance. Three hundred and fifty men have been employed on the work all summer, night and day, cutting through rock and building box culverts. Altogether 42,000 cubic yards of rock will have to be removed before the road is made to the abutment pier which stands on a summit of land 160 feet above the river. The workmen engaged on the roadway, besides cutting a passage through solid rock, are building a culvert 260 feet long across a creek, over which the railroad trains will cross on an embankment seventy feet high.

Will be Completed May 1.

Mr. J. T. Davis, brother of the contractor and partner in this contract, who is superintending the work assured the Herald correspondent that the road will be completed and trains running over it with material for the new bridge by the first day of May next.

In connection with this southern approach to the bridge, Mr. Davis is also constructing a steel bridge 800 feet long over the Chaudiere river, to connect all lines of railway on the south side of the St. Lawrence with the main bridge. He is now at the foundation work, and expects the smaller bridge to be completed by May 1.

The Dominion Bridge Co. are now at work on the steel posts to be used in the construction, and will complete their contract shortly, when they will commence to build the superstructure. Up to the present nothing has been done on the branch line of railway on the west side of the river to connect the Quebec bridge with the various railroads that will cross over the river via the valley of St. Charles, and will include the C. P. R., the Quebec and Lake St. John Railway, the Great Northern, the Grand Trunk Pacific, etc. Work on this side of the river will be commenced next week and pushed with all possible despatch.

The Quebec Bridge.

In the meantime the work on the superstructure of the Quebec bridge is making splendid headway. The Phoenix Bridge Co., of Phoenixville, Pa., who have the contract, are losing no time or opportunity to complete their part of the undertaking. They now have over 100 men employed in receiving the false work, or material for a skeleton bridge which is being erected to place the permanent parts of the superstructure in their places. This material weighs 4,000 tons, and consists of steel columns and southern pine which will be put up this fall on the south side of the river, so that the firm can proceed with the permanent work on the new bridge next May.

The steel parts which are being manufactured at the Phoenixville mills, are now more than half completed and ready for shipment to Quebec, and as these posts weigh from 50 to 100 tons each, they will be lifted into position by an electric crane of 120 tons capacity, which will travel over the top of the steel columns of the false or skeleton bridge.

A Gigantic Structure.

In order to give an idea of the immensity of the Quebec bridge in course of construction the following is a condensed description of the principal dimensions:

It is designed to carry two railway tracks in the centre and a highway and electric railway on each side, all laid between the main trusses of the structure.

The trusses, towers, anchorages and floor system are being made out of milled steel, proportioned for the loading that the expected traffic will produce, the individual members being strained according to the nature of loading upon each.

The pneumatic process was adopted

for sinking foundations for the two river piers into a boulder gravel foundation, the shore piers and abutments, with the exception of the south anchor pier, which was founded in clay, were built on solid rock.

	Feet.
Length of bridge between abutments	3,240
Length of channel space	1,800
Containing a suspended span of	675
Two cantilever spans of	562½
Two anchor arms each	500
Two approach spans each	250
Height of rail above high tide	160
Suspended span at centre	130
Main pier posts above pier coping	330
Portal above anchor pier	200
Width, centre to centre of trusses	67
Length of panels	50 to 56
Height of main piers above high tide	30
Length of main piers at coping	133

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Fighting Garden Pests.

Dr. Fletcher, entomologist at the Central Experimental Farm, Ottawa, lectured at the Normal School Mission recently on "Spring Work and How to go About It."

Dr. Fletcher explained the difference between the study of nature and of natural history and the appearance and disappearance of pests that destroyed grains and fruit orchards, pointing out that everything had its use. It was folly to attempt to drive out every group of insects as they were usually followed by other pests that drove them out.

He dwelt on the necessity for close observation, enquiring the reasons why certain parasites appeared in some localities and then jumped to other places hundreds of miles away.

He also spoke of common weeds, and said some farmers vainly endeavored to exterminate every pest that came along when nature itself would supply the remedy.

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A Canadian Captain.

Capt. A. G. Morris, of the steamer Rasbera, which is reported to have performed the feat of escaping from Port Arthur, after being forbidden to leave by the Russians, is a Canadian, the son of a physician in Middle Musquodoboit, Halifax County, N. S. He was married when his ship was last in England to Miss Hallemore, of Nova Scotia, and the happy couple were on their wedding trip when they went through their exciting adventures.

Seventy-Eight Miles an Hour.

The Michigan Central Railway recently made a world's record for fast runs on steam railways, knocking out all previous records. President Ledyard, of the Michigan Central, and President Newman, of the New York Central, passed over the Michigan Central, en route from New York to Chicago, on a special train of one baggage and three private cars. From Niagara Falls to St. Thomas, 115 miles, the time was 97 minutes. On the west end it took twelve minutes and thirty seconds to reach Shelden, owing to slowing up through the city and for the bridge. Windsor, 111 miles, was made in 94 minutes, 30 seconds. From Shelden to Essex, 86 28.100 miles, the run was made in 66 minutes, or 78 53.00 miles an hour. On the east division, where from Perry it is uphill, 91 59.100 miles, was run in 73 minutes, at the rate of 75 43.100 miles an hour.

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