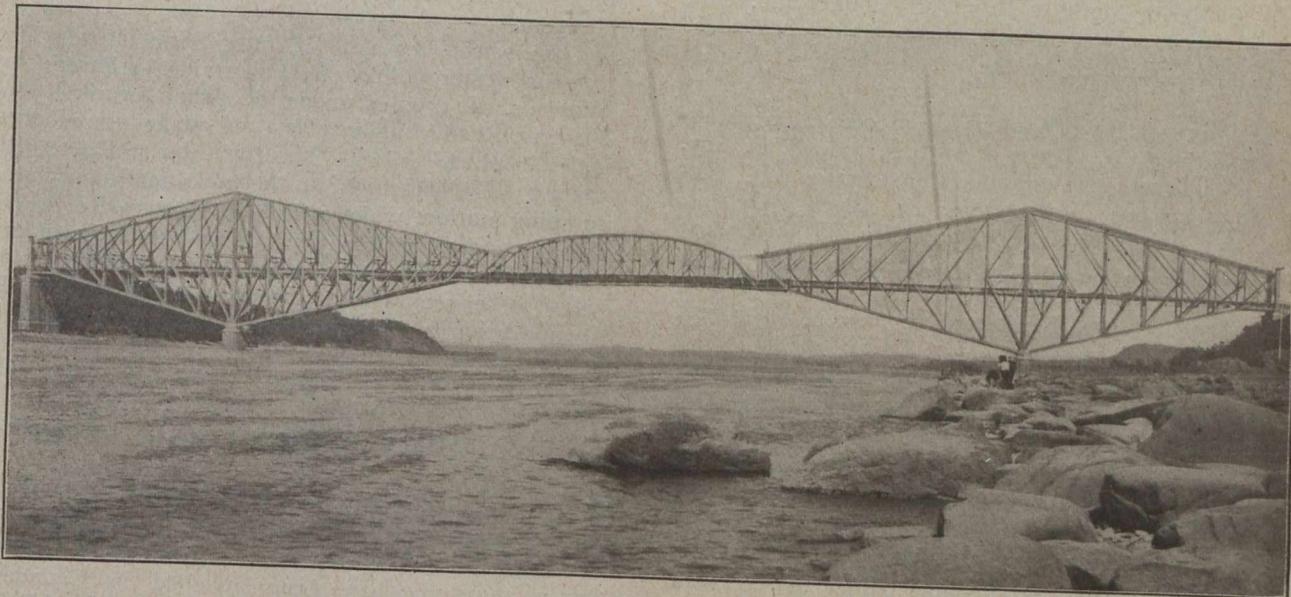
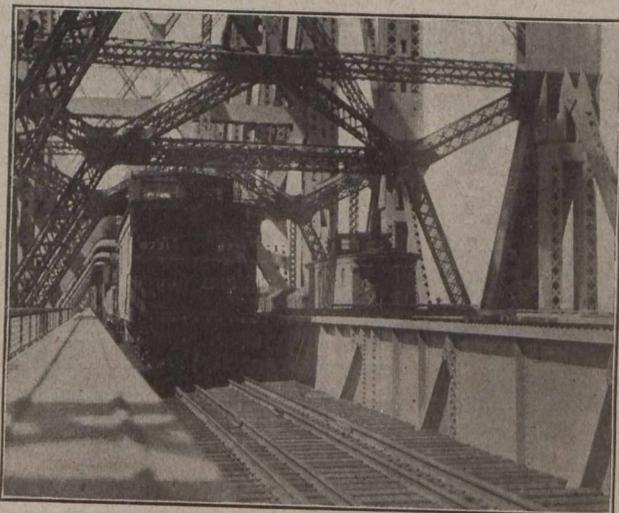


# THE FINAL TESTS OF THE QUEBEC BRIDGE

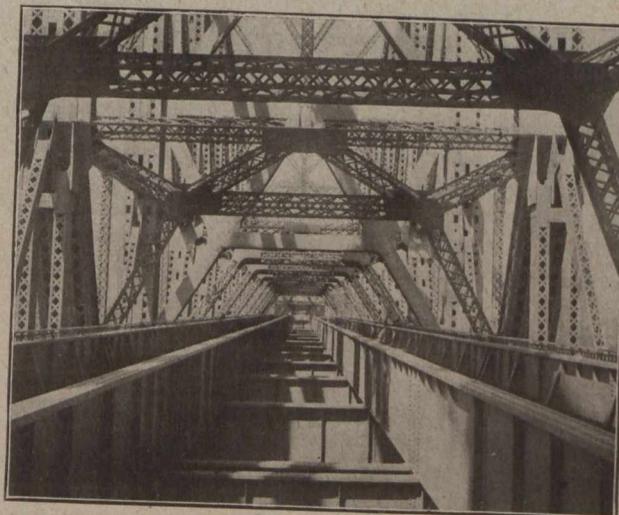
*These three photographs were taken last week while the tests were being made*



"IN the annals of engineering, the construction of the Quebec Bridge—for immensity, uniqueness of design, excellence of detail, boldness of organization—has rarely been equalled and never excelled," says a large poster in the Canadian Government Railway's exhibit at the Canadian National Exhibition, now being held in Toronto. The poster is displayed alongside a very fine painting of the Quebec Bridge produced this year by Richard W. Rummell. The above photograph, probably the latest taken of the bridge, shows the structure absolutely completed in every way. It has now been formally taken over by the Dominion Government.



The Two Heavy Trains on the Central Span



There Is 17½ ft. Space Between the Two Track Systems

*See page 200 of this issue for description of tests.*

"The award of the board of arbitrators to the Canadian Northern Railway will be paid on the 24th of the present month. The award was for \$10,800,000, but, under an agreement entered into between the government on the one hand and Mackenzie and Mann and the Canadian Bank of Commerce on the other, the amount to be paid will not exceed \$10,000,000. There are a few minority stockholders, however, who were not bound by the agreement which the government made with Mackenzie and Mann and the Bank of Commerce, and these are asking that their stock be paid for upon the basis of the full award. It is likely that this will be done."—Monetary Times, August 23rd, 1918.

The new fourth lock of the American ship canal, near St. Mary's Falls, at Sault Ste. Marie, is practically completed and the construction plant is being removed. The structure has cost about \$3,500,000. The lock is 1,700 ft. long, with 1,350 ft. clear between gates as compared with 1,000 ft. chambers in the Panama canal locks. This new lock is said to be the longest canal lock in the world. The width of the chamber is 80 ft. The walls, which are of reinforced concrete, are 75 ft. high, and at the bottom are 26 ft. thick, tapering to 8 ft. at the top. Six culverts, 6 ft. x 9 ft., fill and empty the chamber. The lock required 180,000 cubic yards of concrete, and 725 tons of rod reinforcing was used.