ROM information now at hand, it is expected that the operation of floating in the central span of the new Quebec Bridge will take place during the second week of September. All the main members of the structure have been completely erected and work is now being rushed on the installation of the mechanical equipment required for floating in this span.

The central, or suspended span, is a structure 640 ft. long, 110 ft. high at the centre, 88 ft. wide, and weighs over 5,000 tons lifting weight. It has been erected at

observatories in Toronto and Quebec, and all possible data will be available as soon as it can be obtained. If probabilities show that the day fixed upon for the floating of the span will be windy or stormy, the operation will be postponed until indications show favorable weather conditions.

The high tides about the period of proposed floating are between four and five o'clock in the morning. This early hour is chosen in order to give a long day for the operation.

Excursion boats and all traffic in the river will be stopped from approaching within a certain distance of the



View showing suspended span erected on the shore at Sillery Cove, three miles below the bridge site. Six pontoons will be floated in under this span, three at each end, and at the proper time floated to the bridge site and hoisted to its proper place.

Sillery Cove, some three miles below the site of the bridge and will be floated in place on six large pontoons specially constructed, three pontoons at each end. When directly under the bridge it will be connected by means of pins to long steel links suspended from the four corners of the cantilever arms. This operation will be performed extreme flood tide, when the current will be at its minimum. As the tide recedes the pontoons will fall away from the superstructure leaving it suspended. Eight 1,000-ton jacks are then brought into play and the span is slowly lifted to its proper elevation and coupled up. $T_{\rm h}$ The whole operation, if everything works smoothly, should not take over twenty-four hours.

The actual day on which the floating will take place is a question that cannot be decided until the day itself. At this point of the river there is a six to eight-mile current and a twelve to sixteen-foot tide. These features in themselves materially increase the difficulties of floating, and it will be absolutely necessary that it be a quiet day with practically a complete absence of wind.

Observations of weather have been carried on with considerable elaboration during the past couple of years, and records have been prepared showing probabilities in this this respect. A wireless storm indicator has been installed at the bridge site, and records of this have been taken for the the past year. This indicator will show the approach of an element of the second secon an electrical storm some six hours before it arrives. Cominication will also be kept up with the meteorological

work, in order that the operations of moving this span may not be hampered in any way.

More definite information as regards data and facilities for viewing this work will be published at a later date.

COBALT ORE SHIPMENTS.

The following are the shipments of ore in pounds from Cobalt Station for the week ended August 18th :-

Right of Way Mines, 87,431; McKinley-Darragh-Savage Mine, 95,649; La Rose Mines, 87,361; Dominion Reduction Company, 152,195; Nipissing Mining Company, 329,381; Mining Corporation of Canada, 278,980; total, 1,030,997 pounds, or 515.4 tons.

The following are the shipments of ore in pounds from Cobalt Station for the week ended August 25th :-

Dominion Reduction Company, 100,000; Penn Canadian Mines, 87,469; Nipissing Mining Company, 329,860. Total, 517,329 pounds, or 258.6 tons. From New Liskeard— Casey Cobalt Mine, 60,931 pounds.

The total shipments since January 1st, 1916, now amount to 19,912,709 pounds, or 9,956.3 tons.

President A. H. Smith, of the New York Central, has announced that Dr. Plimmon H. Dudley, head of the railroad staff of scientists, has discovered the cause and an absolute remedy for hidden flaws in stee' rails.