

THE MORRISSY BRIDGE IS OPEN FOR TRAFFIC

Magnificent new structure
across the Miramichi.
Credit to the Province.

(Continued from page 1)
He thanked his old supporters. Never by word or act had he done anything to make them blush. His course in the government had been honest. If they needed him again he would, in health, be on the firing line to guard Northumberland's interests.

Mr. Snowball thanked Hon. Mr. Morrissey for building the bridge. He hoped soon to see such a hum of industry as would unite the four towns into one city with many bridges. Chatham joined with Newcastle in the endeavor to boom the whole country.

No Room for Pessimism.

W. A. Park, ex-M. P., expressed deep appreciation of Hon. John Morrissey's work. Such a structure showed that the New Brunswick government had faith in this country. Standing on this bridge all could see several new industries that had sprung up in the last five or six years, and with the Miramichi's fisheries and forests there was room for many more. The great wireless plant had put Miramichi on the map. All these things showed no room for pessimism.

Mr. Morrissey's strength as a member of the government had got the bridge. It had been promised just after last election, and here was the bridge. Peter Veniot, ex-M. P. for Bathurst, though not of Mr. Morrissey's party wanted to record his appreciation of his work which was so beneficial to Northumberland and to the whole North Shore. He would be glad to be able to tell Bathurst people that Miramichi's internal disputes were over. Gloucester County very much appreciated the reopening of the old Bathurst road. As to the staff of the Public Works Department in Fredericton he personally knew that there was no better or more willing staff in any department of the government. He declared the bridge open. Hon. Mr. Morrissey said that now the bridge he had planned for over thirty years was completed all should get together and start new industries. There was ample room for more mills and for furniture factories and others. Let the money men form new companies and make things boom.

The bridge will be a great convenience to a large district and is a great monument to the local government in general, and Commissioner of Public Works, in particular. Much regret was felt at inability of other members of the local government to be present. Engineers Bailey and McMahon testified to the enduring work done on the bridge and highly commended the public works engineer, A. H. Wetmore, its designer. The department had extended them every courtesy and facility.

Description of Bridge

The Morrissey Bridge, as it is to be specially known, spans the Miramichi river and is situated with the town of Newcastle at the western end and extending across to the Nelson shore, with the eastern end some 400 or 500 feet down stream from the Lynch Estate mill property.

It is an entirely new site, no bridge having previously existed there, and all highway traffic has been carried on by means of an old fashioned steam ferry between this, the thriving town of the county, and all that thriving territory along the eastern side of the Miramichi. Some two miles up the river there previously was over the Southwest Miramichi what was known as the O'Brien Bridge. It was a wooden structure of the old Arch Burr type and rested on a wooden substructure, being one of the first and older types of provincial highway bridges in New Brunswick.

This bridge became obsolete and was abandoned and it was at that time that the consideration of the new bridge at the present site was first taken up by the Minister of Public Works with the idea of having the new structure erected at a place where it would do the most good. Plans and specifications were completed for the foundations for the piers and were invited on February 26th, 1913, for the substructure. Extensive borings had been made in the deep water for the foundations for the piers and in some cases it was necessary to go as deep as 160 feet to reach rock bottom. It was evident from the commencement that the work would be of a most difficult nature, requiring the most modern plant and skilled organizations to carry it out successfully.

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"I am raising a little girl who was never very strong, and the doctor said that she had palpitation of the heart, so I started to give them to her. She is now twelve years old, and they are doing her more good than I can possibly tell you. I would advise anyone who has a weak heart to try Milburn's Heart and Nerve Pills, as they have done wonders for us."

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Some of the leading contracting firms in Canada became interested in the work, plans having been filed at Montreal and other centres, and submitted tenders, the contract being awarded on March 5th, 1913, to the Foundation Company, Limited of Montreal.

Then tenders for the steel superstructure were asked for on June 9th, 1913, on plans and specifications which had been compiled and the contract was awarded to the Dominion Bridge Company, Ltd. of Montreal. On June 3rd, 1913, the public ceremony the work of construction was formally commenced by Hon. John Morrissey as Minister of Public Works driving the first spike. From that date forward on both the substructure and superstructure everything advanced with a vim not only at the bridge site where the Foundation Company was carrying on their work, but also at the manufacturing mills of the Dominion Bridge Company at Lachine, Quebec, where the fabrication of the steel entering the bridge was being made.

Work Under Water.

The structure is one of the largest undertakings ever attempted by the province and by far the most difficult from an engineering point of view in the history of the province. The work under water. This can be readily understood when it is considered that the substructure construction embraced the massive masonry abutments where in order to secure suitable foundations, coffer dams had to be constructed and operated successfully under a head of some twenty-five feet of water. But the most serious and difficult problems were encountered in the construction of the five deep water masonry piers where in each instance piles had to be driven to an under 45 feet of water below meandrite, concrete deposited through water under the same depth, and then, with the aid of enormous water-tight caissons, the interior area of each pier pumped out dry under a depth of 45 feet below meandrite and each pier constructed in dry space from that depth up to the bridge seats for supporting directly thereon the metal superstructure.

The masonry work generally composing the two abutments and the five piers embraces massive concrete construction work to a depth of some four feet below low tide level, and from there elevation to the completed bridge seat surfaces is composed of granite ashlar faced masonry. This form of construction added materially to the durability of the structure, but was considered most advisable to adopt to overcome the possibilities of concrete deterioration under repeated frost action between tidal limits.

The best of experience and the local and practical with an ample supply of patience and perseverance was necessary for the Foundations Company to successfully complete their contract for the substructure. On one of the most involved caissons for instance between five and six weeks of steady, unceasing work with everything in the way of equipment known to engineering science, including the introduction of a corps of divers, was necessary before it was possible to pump it out dry so that the concrete work could be carried on within. The Foundations Company, however, are the leading specialists in Canada on just that kind of work and they brought in a tremendous plant in charge of skilled and experienced men. Mr. C. A. Wentworth, a consulting engineer, was in charge of the work for the Foundations Company as resident engineer and superintendent, and he personally supervised the operations from the commencement until their successful conclusion.

A radical government, a labor government was in control in England. The speaker did not always believe in radical governments but felt such a government would not willingly provoke war.

Continuing His Lordship said that it was not the desire of Britain to seize the commerce of Germany. This war would free Germany from the military power and enable the great genius of the German people to make even greater progress in industry and commerce than in the past. The war came largely because the great German war machine developed at enormous expense made it possible. These who read the speeches of the Kaiser and German literature must believe that Germany had planned and plotted for this war. The German militarism was a gigantic gamble, the Kaiser felt it was necessary to make another great gamble and try to win back all that had been lost.

In conclusion His Lordship made an eloquent appeal to young men nursed in the traditions of British liberty to respond to the call to arms. "A man said to me, 'Why disturb yourself? the Monroe Doctrine will protect us.' I say shame upon those who would hide behind the skirts of our neighbors. Great Britain will win anyhow, but the greater the number of regiments we can fling upon the battlefield, the sooner the war will be brought to a close. With but one life to spend the call comes to you to be for your liberty, for your country the cause of liberty, the right of small nations to live, the triumph of truth, justice and Christian righteousness."

Rev. E. B. Hooper, the next speaker, said he had no gifts of speech, but justified his presence by the fact that he had witnessed his services as chaplain of the second N. B. Overseas Battalion. He was present for the sole purpose of gaining recruits for the Overseas Battalion. They probably did not all realize the tremendous crisis the empire was facing. If it was not but for the fact that the British navy was greater than that of Germany, New Brunswick would have been invaded by a German army. Great Britain's war was Canada's war, and if the people could feel as he did, numbers that it would be difficult to make a selection of the best. Recruiting was not so slow as it was first expected it would be; but still the young men of the province of military age were not thronging the recruiting offices as they should be. In any other country you would not be asked to volunteer, but would be drafted into the army. "You are free from conscription. It is your privilege to offer your services."

Continuing the speaker urged all men between the ages of 18 and 45 to come forward and respond to the call of the Motherland. The eyes of Canada were upon New Brunswick, for word had gone out from the Canadian government to raise a battalion of infantry in this province. Sussex had for years been a training camp. It was now for the young men to show the loyalty they had professed with their lips.

In conclusion Mr. Hooper said he revered the Union Jack next to the Cross of Christ, and felt he could die for it, and added: "I am not saying to you go; I am ready to say to you come."

Kings County Has Done Nobly.

Lieut. Col. Wetmore in asking volunteers to send in their names said Kings county had furnished five officers and the second New Brunswick Overseas Battalion and six others had volunteered. When the county had been asked to provide 500 men in two days. He expressed the hope that as a result of the meeting a number of young men would volunteer for overseas service.

Four Fixed Spans and a Draw.

The superstructure embraces four fixed spans, each 275 feet in the clear between the centres of the end bearings—or some fifteen feet longer than the longest spans of the Fredericton bridge—also one swing draw span which is 230 feet over all and gives two 100 feet clear ventral ways for navigation purposes. Thus, it will be seen, ample provision has been made for navigation and there is easy access past the bridge for the largest ocean tramp vessels which come into the various mills for trans-Atlantic shipment. The draw span will be operated by up-to-date gasoline machinery which means a quicker and more convenient service than would otherwise be possible for the travelling public as well as for navigation.

The entire superstructure is of massive riveted through camel back of the suspended panel type of the very latest metal truss work design and with the newest system of permanent floor construction. The old style of floor planking has been abandoned and resort is had to a reinforced concrete base for supporting a creosoted hard pine block wearing surface. With a most complete system of side concrete curbs and gutters and a projecting sidewalk along the

upstream or south side of the bridge, this gives a clear way for bridge superstructure construction that cannot be surpassed anywhere, as it is the most up-to-date and thorough system possible in the present era of invention.

A permanent base in reinforced concrete that is actually permanent is provided and there is a bearing base for any nature of wearing surface that in years to come may come in vogue, although at this date that of creosoted blocks is declared by experts to be the most complete and satisfactory in every possible respect for smooth traffic. The life of this new flooring is declared to be not less than thirty years, while the old plank flooring has to be renewed every two or three years on structures where traffic is heavy. The superstructure is said to be one of the best pieces of work of the many bridges erected in New Brunswick by the Dominion Bridge Company. Mr. F. J. McMahon was in charge of the erection work as superintendent, with Mr. H. A. Shuprine as resident engineer.

Some Interesting Statistics.

The total length of the bridge is 2,727 feet, so that it is one of the longest steel bridges in the province. The additional length over the 2,500 feet made up by the heavy stone embankment approaches at both the east and west ends of the bridge; that at the west end is some 500 feet long and that at the east end is some 500 feet long, the latter having a height of about thirty feet at its junction with the main structure. The structure includes between 7,000 and 8,000 cubic yards of concrete, granite and fire stone masonry, while there are over 1,000 tons of metal work in the superstructure. The cost of the completed bridge is about \$500,000, of which about \$400,000 represents the cost of the substructure and \$150,000 the cost of the superstructure.

The entire construction of the bridge, from the very commencement of the preliminary surveys, has been carried on under the personal direction of Mr. A. R. Wetmore as chief engineer of the Provincial Department of Public Works. He had the services of Mr. W. Chase Thompson, of Montreal, an expert, responsible superstructural work, as consulting engineer, while Mr. A. R. Springer was the resident engineer, acting on this work and the Reversible Falls bridge at St. John simultaneously.

FINANCIAL NOTES.

Switzerland's second war loan of \$10,000,000 in 5 per cent. bonds was over subscribed three times. An informal announcement has been made that all Brooklyn savings banks will raise their dividend rates from 3 1/2 to 4 per cent.

A second 10 per cent. dividend of

PASSENGER RUNS AMUCK ON STEAMER KILLING ONE AND INJURING OTHERS

Charleston, S. C., Nov. 12.—F. W. Hinman, business manager of the Jacksonville, Florida, Times Union, was killed; Captain Ingram, of the Clyde liner Mohawk, and C. L. Wright, of Utica, N. Y., were seriously wounded by a passenger alleged to be H. G. Perkins, of Baltimore, while aboard the Mohawk last night at sea.

Perkins was arrested when the steamer arrived here today and held pending action by the coroner.

In response to a wireless call, the hospital steward of the torpedo boat destroyer Flusser, came to the assistance of the wounded men.

\$290,000 to depositors of the suspended Traders National Bank of Lowell, Mass., has been declared. The first dividend, 50 per cent, was paid several months ago.

Lincoln, Neb., horse-dealing firm, on invitation from New York agents of the English government, has submitted bids for 35,000 horses for shipment to Europe for war purposes. Price approximately \$5,000,000.

By Saturday next, it is said that the governments of France and Russia alone will have established a credit with New York banking institutions amounting to \$32,000,000 to be spent for American products for use in the war.

London stock exchange committee, after consultation with the government, states that members will be allowed to continue stocks through impending settlement without paying 5 per cent. or 10 per cent. margins previously demanded if they will agree to pay higher fortnightly interest to be fixed by the committee.

Bank of France and the Stock Brokers' Association of Paris have reached an agreement which will regulate liquidation of accounts outstanding July 31, on Paris bourse, preparatory to reopening of the financial market. Bank of France agrees to advance stock brokers 40 per cent. of funds employed in carrying over stocks.

Proposals which federal reserve board and Secretary McAdoo have made to the British treasury officials through Sir George Paish include a plan to take care of the indebtedness of this country to Great Britain in the event that normal flow of exports and present \$100,000,000 gold pool do not cancel it. Understanding in Washington is that \$100,000,000 is involved in this guarantee.

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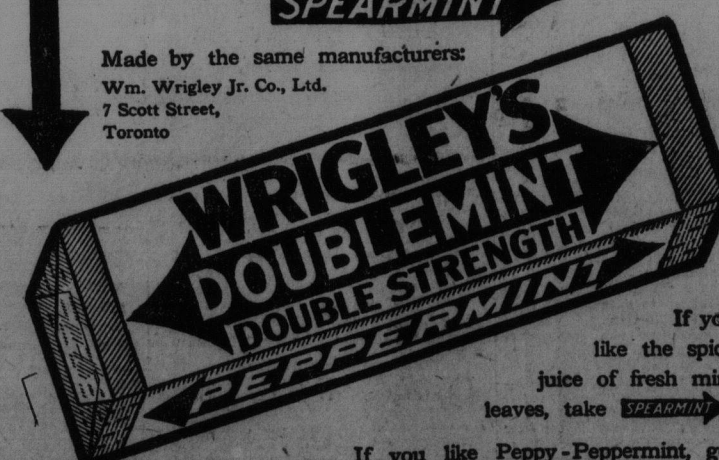
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