POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, JUNE 8, 1921

LOWER THAN OLD RAILWAY BRIDGE

Difference of 51/2 Feet at the Western End of Monsarratt's 75 Ft. Fairway.

Further Information of Injury to Navigation by C. P. R. New Bridge at the Falls Babies thrive on -What G. H. Duggan

To the Editor of The Times:

Sir,—În an effort to establish the clearance and fairway afforded by the highway bridge over the falls and thus to prove that the new C. P. R. bridge would give equal clearance and fairway, Mr. Fairburn quoted a few words from an article by Mr. George Herrick Duggan which was read before the Institute of Civil Engineers in London. This article was also referred to by Colonel Monsarrat in his report to the department of public works. A selection of a few words is not always equitable. I, therefore, trust that you will print the whole article bearing on the navigation of the river, which I here-



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the area of the extensive basin above, that the change in level causes very strong currents and an actual fall upstream of about ten feet during H. W. O. S. T., whilst at low tides there is an outward flow of about seventeen feet. It is from this fact that the name Reversing Falls, which has long been associated with the locality, has arisen. "The river between the gorge and its mouth forms the present harbor of St. John, and is occupied on the east side by slips, wharves and the commercial activities of a restricted water front, while on the west side the Canadian Pacific has established deep-water terminals for all-the-year-round service. "The gorge is the only practical location for bridging the river for a long distance from its mouth. The deep water and strong currents in the gorge, as well as the navigation interests, demanded that the crossing was effected in 1852, when a suspension bridge was erected. Some years later a bridge of the cantilever type was built to connect the railways on either side of the gorge, which has since been acquired by the Canadian Pacific Railway.

"As the city and suburbs of St. John extended, the traffic outgrew the capacity of the suspension bridge, both in volume and in the character of the loads, and the government of the Province of New Brunswick determined to replace the suspension bridge with one of ample capacity for the growing traffic. Mr. A. R. Wetmore, provincial engineer, prepared general plans and specifications, in collaboration with the late Mr. C. C. Schneider, who made the design for the steel construction. Tenders were asked for the work in February, 1913, and the Dominion Bridge Company secured the contract for the steel superstructure, including the floor construction and the ornamental iron work.

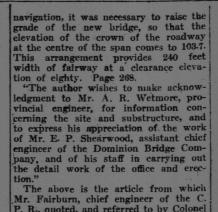
"Conditions at the site required ample clearance over the river for all naviga-





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Mr. Fairburn, chief engineer of the C. P. R., quoted, and referred to by Colonel Monsarrat, government consulting engineer, in his report to the department of public works, to establish heights

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cantilever bridge, according to the report of R. H. Cushing, C. E.

It was on the strength of our statement that at the western end of Colonel Monsarrat's seventy-five foot fairway from centre line of the highway bridge the new bridge will be five and one-half feet below the existing railway bridge that the stop order of March 14th was issued by the department of public works. Said order has since been rescinded without refuting the statement that the new bridge at that point will be five and one-half feet lower than the existing railway bridge.

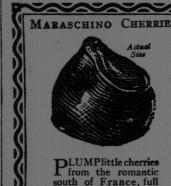
Yours respectfully,

GEO. S. CUSHING.



London, Ont., June 7—That the Methodist church frowns upon short skirts, gambling, dancing in colleges, schools and summer resorts and the stigma attached to illegitimate children was evidenced by discussions which took place at the general session of the London Methodist conference today.

Rev. Sanderson of Seaforth introduced the subject of "addies attire" but was



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