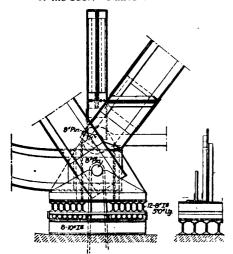
has been through a college technical training & understands mechanics has fitted himself for one kind of railway work to begin with. A thorough knowledge of telegraphy, stenography or typewriting are useful & may aid a man in geting a place. The man who is neat in his appearance & gentlemanly in his address is more favorably received than the sloven or the boor. I have known clerks to

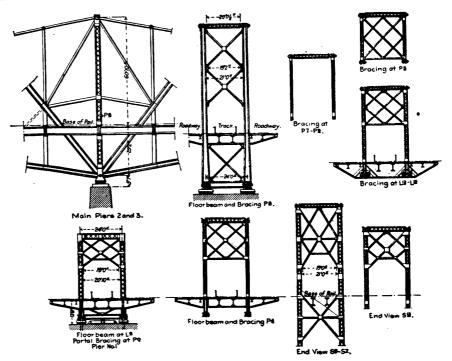


PEDESTAL ON MAIN PIER.

ruin their future altogether by inattention to their dress & by impatience & gruffness in manner.

I cannot tell you precisely what kind of man can find an opening, because that depends so largely upon circumstances over which the head of an office has no control, but I will tell you about one man who got his chance through me several years ago. It will serve as an illustration.

serve as an illustration.
"I am 22 years old," he said. "I have been through college & I want to be a railway



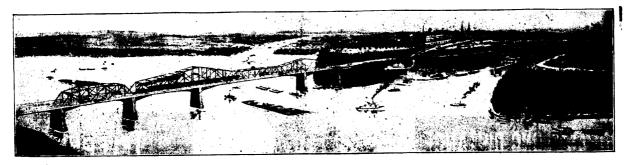
DIAGRAMS OF TYPICAL CROSS SECTIONS.

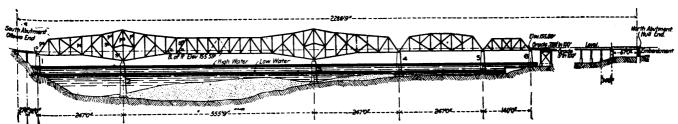
There was no vacancy then, but the next week that young man began work.

The Ottawa-Hull Interprovincial Bridge.

Reports of the progress of work on this bridge, now nearing completion, are given regularly in our Railway Development department & a description of the structure will be of interest. It will connect Ottawa, Ont., with Hull, Que., & will have a total length of 2,286.75 ft. between abutments. It is being

centre span 308.75 ft. The sub-panels are in uniform units of 30 ft., 10½ ins. The greatest depth of truss is 90 ft. centres, & the depth of the centre span is 45 ft. The trusses are in vertical planes 24 ft. apart throughout the whole structure, the outlines of which are shown in the general elevation. The roadway platform is 65 ft. 2 ins. wide, & is designed for a single track to accommodate the Ottawa & Gatineau & the Pontiac-Pacific Junction Ry., 2 electric car tracks, 2 carriageways & 2 sidewalks. On the north approach the





INTERPROVINCIAL BRIDGE, BETWEEN OTTAWA AND HULL.

man. I can work at almost anything. I am willing to work from morning until midnight until I have finished my task. I don't care what you pay me or what you set me to do. All I want is a chance, & if I can't do the work satisfactorily you can let me go. I am ready to begin to-day."

Now I did not have anything in my office, but I went into every department & I said to the heads: "Do you want an A No. 1 man, who is willing to do anything & do it well? If you do, I've got a man for you."

built entirely of mild steel & consists of pinconnected truss spans over the river & a long plate-girder approach viaduct at the north end, besides 2 short girder spans over the steep rocky bank between the end pier & the abutment at the south or Ottawa end.

The most prominent feature of the superstructure is the cantilever portion, which is 1, 053.75 ft. long between anchorages, with a clear span of 545 ft. between centre piers. The anchor arms are each 247 ft. long, the channel arms each 123.5 ft., & the suspended roadway is at a grade of 0.238%, & is a deck platform except at the 60-ft. & 67 ft. street crossings, which are through plate-girder spans. All the main spans are through truss spans with a horizontal roadway platform, 7 ft. 2 ins. above the centres of the horizontal bottom chords & 34 ft. 9 ins. above the tops of the channel piers.

The piers are built of stone masonry down to a point below low water, where they rest on concrete footings carried to bed rock. Piers 4 & 5 were built through ice 30 ins