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The Official Organ of
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The Canadian Roadmasters' Association.
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PUBLICATION OFFICE,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, Main 3201.

SUBSCRIPTION PRICE, postage prepaid to Canada &
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The Midland Railway Bridge Over the Shubenacadie River, N.S.

(Continued from page 293.)

site. This caisson was out on a sand-bar,
and the tide was so low there was absolutely
no current at this point at the time; and as
there was only 4 ft. of water in the working
chamber, there was a very light air pressure.
Due, I think, to some carelessness, the two
doors of the air lock were allowed to be open-
ed at the same time, and in this way there
was a rush of water into the body of the cais-

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son which so frightened some of the men,
they made a stampede for the shaft, each
trying to get there first. I was informed by
some of the older pressure-men, who were
not frightened and stood their ground, coming
out after all the trouble was over, that if the
men had kept cool all would have been well.
However, we are not all built on the same
lines, and we would all be better men were
our first thoughts equal to our second. We
lost four men, who were taken out dead. In
three minutes from the time the air was lost
from the chamber everything was again in
working order and the water was out of the
working chamber. In fact, it was not real-
ized that four men were injured until they
were found in the bottom of the caisson
chamber. The accident was thoroughly in-
vestigated by the coroner, a competent jury
and the friends of the deceased, and all ex-
onerated the contractors. I would say there
was not any change made in any of the
machinery or appliances after the accident,
the men showing implicit confidence in the
system by returning to work as soon as the
bodies had been shipped to New York, ex-
cept one who was buried in a little church-
yard near the bridge site, and who, I was in-
formed, had been a soldier in Her Majesty's
service at Halifax. His fellow-workmen
erected a very handsome stone over his grave
giving an account of the accident.