

## MUNICIPAL DEPARTMENT

### INTERPROVINCIAL BRIDGE AT OTTAWA.

The new interprovincial bridge across the Ottawa river connecting the cities of Ottawa and Hull is now practically completed, and is a magnificent structure. It has a single track railway, double track electric road, double track highway, and a double walk for foot passengers. The structure is 62 feet wide, and all the tracks are laid on the same level. The superstructure, which was erected by the Dominion Bridge Company, is composed of a complete cantilever bridge, 1,050 feet in length, with a clear span of 556 feet, which is to-day the longest cantilever span in Canada. There is also another span of 247½, with two shorter spans, making in all 1,500 feet of steel superstructure, the whole supported by six magnificent piers, built in the most substantial manner. One of these sub-structures is placed in no less than 80 feet of water, and its great extent has been a theme of comment amongst all Canadian contractors and engineers for many months past. This monster pier was in course of construction when the fatal accident took place at the Cornwall bridge, and it was only natural that Mr. Schreiber, the government's chief engineer, should realize the great responsibility resting upon him, as well as upon all others connected with the great bridge that was then being built across the Ottawa. In order to convince Mr. Schreiber that the proper material and workmanship was being put into the interprovincial bridge, the contractor and the railway companies interested proposed to the chief engineer that they should put a diamond drill wholly through the centre of the pier, taking out the cores of material thus bored, with the drill, and show him just what the piers

were made of. He consented to this, and about five months after the completion of this big pier, which had been constructed of concrete, the drill was set to work, and the greatest development of this line of construction, so the reports say, the world has ever known was in due time accomplished.

A three-inch hole was drilled down to within a few feet of the bottom of the pier, taking out successfully the cores at each section of the drill, and for the last few feet a hole one inch in diameter was bored through the remainder of the structure down into solid rock. The experiment was of such a highly successful character that the engineer had no difficulty what in pronouncing upon the splendid quality of the work. The approach from the Ottawa side was of the most heavy and difficult nature, there being an immense rock cutting through Nepean Point, and along the steep cliff between the Major Hill Park and the Rideau canal. This approach is in the neighborhood of 3,000 feet, and the engineers estimate the cost in the neighborhood of \$200,000. The approach to the Interprovincial bridge from the Hull side is composed of a very heavy steel trestle for a distance of about

750 feet until the waterworks are passed, and then the track is carried for a further distance of some 1,100 feet by concrete abutments and steel bridges. Then through East Hull the road goes over the housetops, followed by a heavy embankment of 600 feet, making the complete approach some 2,500 feet long. It may be said, in fact, that the approaches leading up to both the Ottawa and Hull ends of the bridge are practically permanent work, and the rails laid throughout are 75 lbs. to the yard. The cost of the bridge was about one million dollars.

Lieut. Col. John Hogg, clerk of the town of Collingwood, Ont., died on February 10th, after a short illness. Deceased was one of the pioneers of the town.

It was the first time Dorothy had seen a street-sprinkler. "O, mamma," she exclaimed, with wide-open eyes, "just see what that man's got on his waggon to keep the boys from riding on behind!"

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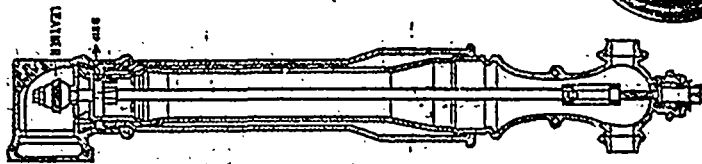
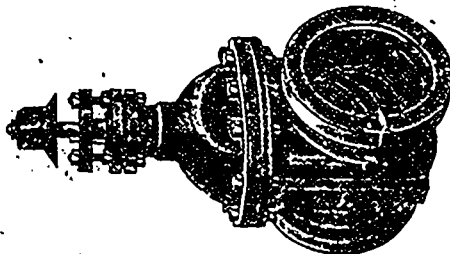
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