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The Kind You Have Always Bought

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THE ROAR OF OUR BIG GUN.

Canadian Says He Felt Like an Actor in La Tosca.

Here is part of a letter from a Canadian soldier in the trenches:

When night came both the wind and the cannonade had abated. About 9 p.m. I took my turn as our advanced sentry in front of the trenches of the second position. Just imagine a night as black as ink, a night worthy of Dante's Inferno, full of mystery, from which the worst could be expected.

One thing struck me when I took my post. Usually one could see during the night flashes of light, the explosion of obuses, the white light of electric projectors or the luminous fuses sent up by the Germans into the air to enable them to discover the French patrols. It was like the most spectacular exhibition of fireworks. But on that night there was no light to be seen, nor were the guns booming. I perceived also in the sky what looked like a star, but it grew brighter and dimmer and moved from left to right, as if making signals. This turned out to be a captive balloon.

I could not help thinking, and this thought would insistently come back to me, that I was an actor playing the part of some hero in some dark drama like "La Tosca." My mind was busy amusing itself with this and other thoughts when all of a sudden, without the least previous notice, a hideous light illuminated the horizon, and before I could catch my breath a hail of obuses fell on our trenches, working terrible havoc. The explosions shook my body, surrounding me with flames and fire, while I could hear in the far distance the noise of an intense fusillade and terrifying shouts and cries, such as would come from a crowd of wild men. The Germans had gone to the assault on our first position.

Suddenly we heard a great noise behind us, a noise of chains, irons, wheels or horses pulling hard in great number and of swearing, hurrying men. Before we had time to realize what had happened a thunderbolt rent the air. We could feel the heat of it. A deafening roar shook the earth, while the displacement of the air was so great that we were thrown against the forward wall of our trenches. One of our famous "75" batteries had just arrived upon the ground and had started to make the Boches dance!

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THE FLUME AT BROOKS.



- (1) Where C.P.R. Crosses the Brooks Aqueduct.
- (2) The Aqueduct.
- (3) The Interior of the Aqueduct.

THE Bassano Dam is the most important engineering work in the Eastern Section of the Canadian Pacific Irrigation Block, but it is not the only important feature by any means. Next to it in importance comes the Brooks Aqueduct. This main irrigation canal, which is fed from the lake created by the Bassano Dam, runs in an easterly direction for about five miles and then divides into two branches, one going north and the other east. The east branch, after having filled several smaller branches, discharges the bulk of its water into the Lake Newell reservoir which has been artificially formed in a depression in the hills, is nine miles long by four wide, has a storage capacity of over 50,000,000 gallons, and is designed to be filled during the non-irrigating season. Just east of the Lake Newell reservoir is a deep valley about 2 miles wide and it is for the purpose of crossing it that the Brooks Aqueduct was constructed consisting of a reinforced concrete flume 10,480 feet long with a curved cross section some 23 feet wide at the top and nearly 9 feet deep from full-flow water level at the top to the centre of the curve at bottom. It has a discharge capacity of 900 cubic feet per second, the eastern end being 4.35 feet lower than the western so as to create a grade for the water flow, and it carries water for the irrigation of 125,000 acres situated in the Bantry Hills. The flume, the walls of which are five inches thick, is suspended between horizontal girders, the whole supported by a reinforced concrete trestle made up of two lines of columns with a maximum height of 60 feet, but lower in places according to the contour of the valley. About three miles east of the town of Brooks, Alberta, the line of the aqueduct is crossed by the Canadian Pacific Ry. and the track being at such an elevation that it was impossible to carry the flume overhead, it was necessary to build a siphon under the track. At the west side of the flume the curved form of the flume is continued round until a completely circular pipe is made, which dips at an angle of about 45 degrees and enters the ground, passing under the rails at a slight depth for a distance of about 55 feet when it rises again to the original level and reverts to its original form. The siphon is 9 feet 3 inches in diameter, at the smallest, and 12 feet, 8 1/2 inches at the largest point. This is said to be the first aqueduct in which the peculiar form adopted has been used and the engineering problems presented considerable difficulty. That they were happily solved is proved by the fact that when the water was turned on the siphon remained perfectly water-tight under full pressure.

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No 71 to Hamilton	" 5:20 a.m.
No 63 to Hamilton	" 5:20 p.m.
No 65 to St. Thomas	" 10:35 a.m.
No 67 to St. Thomas	" 8:45 p.m.
No 126 to Canfield Junction	" 8:15 a.m.
No 128 to Canfield Junction	" 6:50 p.m.
No 132 to Port Dover	" 10:55 a.m.
No 124 to Port Dover	" 8:42 p.m.
No 72 to Port Rowan via Pt. Dover and St. Catharines	Departs 7:10 p.m.

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