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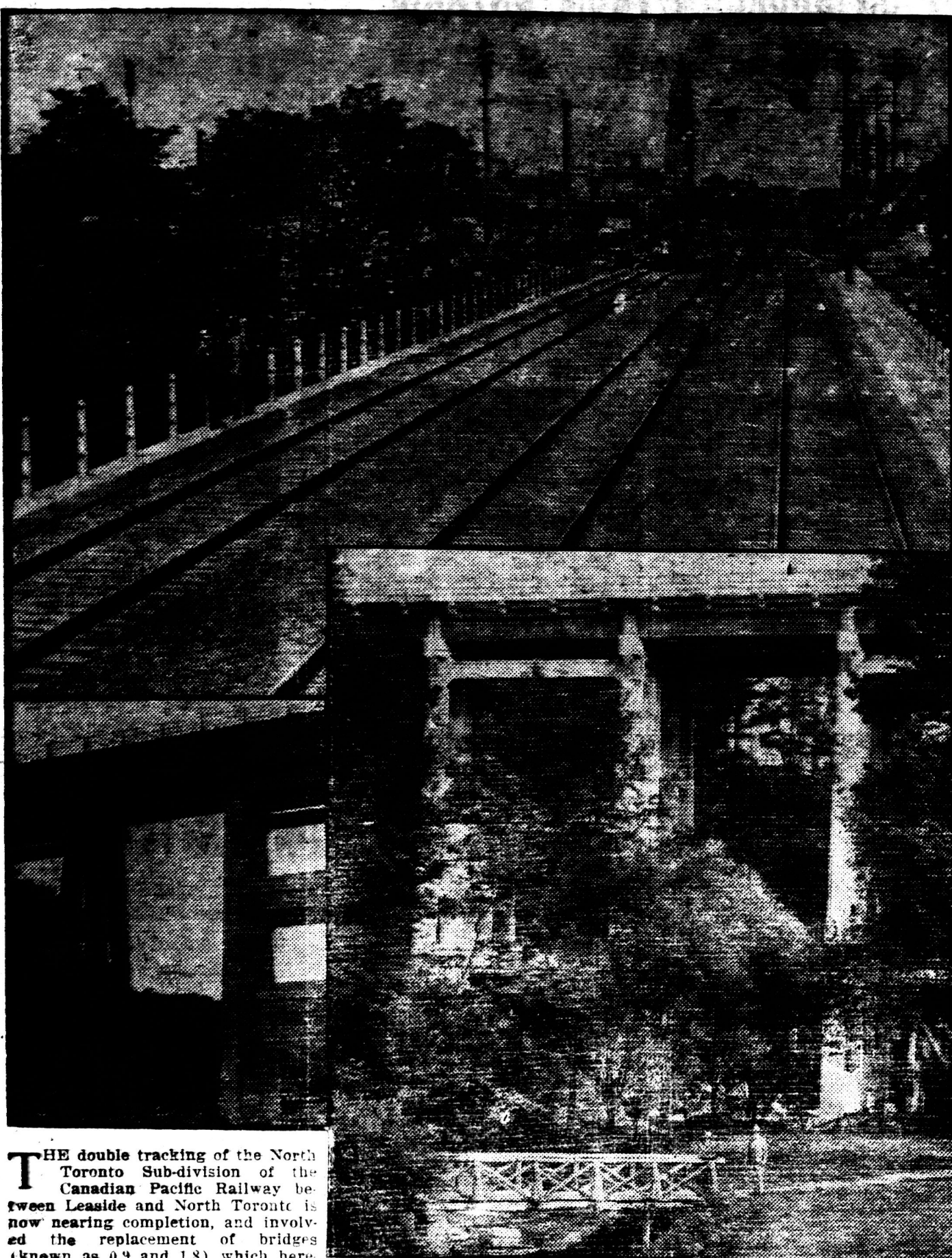
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Record In Concrete Bridge-Building



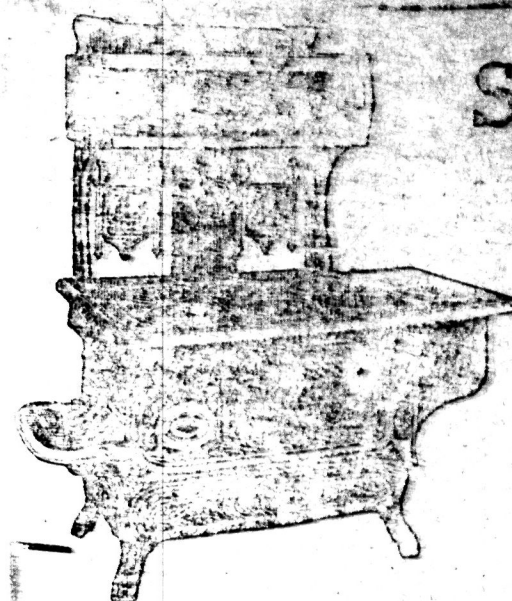
THE double tracking of the North Toronto Sub-division of the Canadian Pacific Railway between Leaside and North Toronto is now nearing completion, and involved the replacement of bridges (known as 0.9 and 1.3) which heretofore had been trestles constructed of steel. Owing to the high price of steel and the difficulty of procuring it since the war began it was found that reinforced concrete competed successfully against steel.

The bridges were therefore constructed of this material and are a triumph of railway construction work, No. 0.9 being 336 feet long and 90 feet high carrying two tracks and No. 1.3 of similar dimensions but a three track structure. The length of the individual spans and the details of their construction are unprecedented in the engineering world. Previous to this no reinforced concrete beam with a length of more than about 25 feet had been attempted; the spans of these two C. P. R. structures are each from 35 to 37 feet long. These spans have been made possible by the employment of unit construction in which each span was designed as two T-beams which, after being manufactured near the work, were laid side by side on the previously built reinforced concrete trestles. The trestles themselves are really reinforced concrete buildings constructed in the usual manner by means of wooden forms built around a steel reinforcement

which was previously assembled and securely wired together. When all was in readiness the concrete was poured by means of long spouts which led in several directions from the main mixing tower. The pouring of the concrete was maintained as continuously as possible until a whole tower was completed. This work was done during the winter at a time when the temperature was below freezing point; it was performed in spite of the fact that a building erected to maintain a steady temperature around the newly done concrete until it was out of danger of being damaged by frost.

These two structures are provided with narrow sidewalks and landings which enable maintenance men to move conveniently along the bridge without the hand rails and other obstructions to the structure which are usually found in concrete bridges. The same time and material saving was effected by the use of the unit construction, and the fact that the bridge is absolutely permanent, and is designed to carry a heavier load than the old steel bridge, makes it a record in the art of bridge engineering.

Inasmuch as they have demonstrated that reinforced concrete can take the place of steel for a very large number of permanent bridges. These two structures are so solid that when passing over them on a train one gets the impression that he is on a solid hill instead of a bridge. The method employed in the erection of the reinforced concrete spans is a specially interesting feature of the structures. Each slab, as a unit, weighed 55 tons, which was the limit that could be handled by the C. P. R. 100 ton standard wrecking crane. The crane engaged handled no less than 110 slabs, each 55 tons in weight, or in all something like 6,000 tons, and all this was done without a single mishap to either man or material. Another remarkable feature is that both structures were built without interruption from June, 1917, to July, 1918, which was a shorter period than would have been required to manufacture and erect similar structures in steel. The main lines was continued through the winter during the progress of these interesting works.



Seeing is Knowing

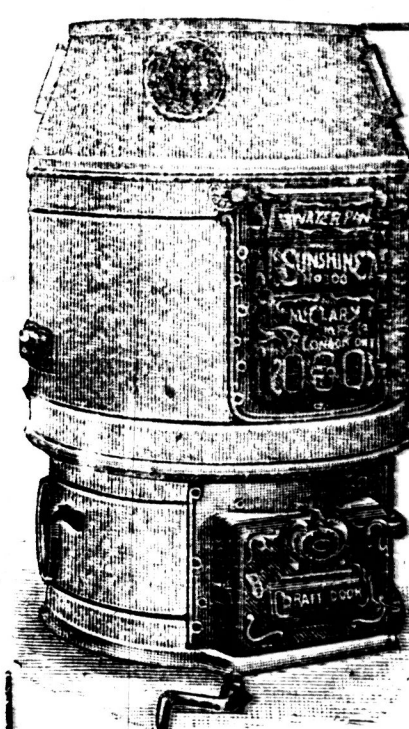
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All British troops get bacon for breakfast, largely Canadian bacon. Canadian packers have received numerous letters from soldiers in the trenches in appreciation of the brand provided for them. It is their favorite diet. The taste has been acquired anew, and after the war Canadian hogs will be preferred to the fat, greasy, corn-fed product of the United States. Canadian Wilshire are now famous, for it is in that form that Canadian hogs are unbeaten. "It is not a question of price," said one packer to the writer. "I do not know that the price will go higher, but I know this: that the demand is greater than the supply. The stuff we are shipping continuously is the long streaky side, with solid fat that remains when fried." When asked what particular type of bacon was preferred, the packer said best results came from the improved York-shire boar and the Yorkshire, Tamworth, or Berkshire sow. "If the high standard were dropped," he said, "it would prove fatal, because immediately the premium paid for Canadian pork would cease. At present," he concluded, "the Canadian hog is the controlling factor in the English market. It will be a pity if we cannot hold that advantage."

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Abroad Canada has been famous for her hogs. Long ago in catering to British tastes this country imported famous English breeds and with its unequalled feeding system produced a hog that in the English market was second only to the Danish product. The Danes have made a fortune since the war began selling their hog products to Germany, with two results: relatively few have come to Britain and the hiffage in Denmark are just half what they were a year ago.



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August 22, and August 29.	From stations Kingston to Renfrew Junction, inclusive.
	From stations on Toronto-Sudbury direct line.
	From stations on South St. Marie branch.
	From stations on Main Line, Beauséjour to Franz, inclusive.
	From stations Bethany Junction to Port McNicoll and Hurlock-Boboyezon.
August 23, and August 29.	From stations in Ontario West and South of Toronto to and including Hamilton and Windsor, Ont.
	From stations on Owen Sound, Walkerton, Teeswater, Wingham, Elora, Listowel, Goderich, St. Mary's, Port Huron and St. Thomas branches.
	From stations Toronto and North to Bolton, inclusive.

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