

# Parish Educational Business Bulletin

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## WORLD'S BIGGEST BRIDGE PLANNED

Will Span the Hudson River, New York to New Jersey.

EXCEED PANAMA CANAL COST

Most Stupendous Engineering Work Yet Undertaken - Will Contain Twice as Much Steel as All Five East River Bridges Combined - To Be 685 Feet High and Will Take at Least 15 Years to Build - Congress Asked for Authority.

The proposed North river bridge, spanning the Hudson from the center of New York city to Weehawken, N. J., will be, with its connections and terminals, "the most stupendous engineering work yet undertaken, surpassing in that respect and also in final cost the Panama canal," according to Representative Ernest Ackerman of New Jersey.

The plans call for a single span of 8,000 feet, without a single pier in the river, hung on four immense cables suspended from terminal towers 685 feet high.

The bridge will contain 450,000 tons of steel, which is twice as much as in all the five well-known East river bridges combined, and which far exceeds the tonnage of steel in all the existing bridges spanning the Ohio, Missouri and Mississippi rivers combined.

Would Beat Them All.

The Hudson river bridge would contain more than ten times the tonnage of the stupendous Quebec bridge in Canada, which is the longest span in North America, and which took 17 years to build.

It would contain thirty times as much steel as there is in the great Brooklyn bridge, hauled for many years as the greatest work of man, and would require ten times the tonnage of steel in the Scotch bridge over the Firth of Forth, the largest steel bridge in the world.

These and other breath-taking facts concerning the proposed construction, the authority for which is included in a bill now pending before congress, are contained in Mr. Ackerman's remarks printed in the Congressional Record as a part of the record of debate on the bill in the house of representatives.

In return for the immense cost, the great amount of labor and engineering involved, and the 15 years estimated as the minimum time required to build the gigantic bridge, Congressman Ackerman presented many advantages to be derived.

Automobiles and motortrucks would be able to cross from New York to New Jersey in a few minutes instead of being held up for hours as is now the case.

A saving in the cost of delivery and a certainty of supplies, fuel, food and other necessities to the metropolis would result. Reduction in shipping costs to and from the port of New York, and consequent benefit to the nation's commerce, would follow.

Through rail connections from the north and south, east and west would be possible, as railroad tracks would occupy one level of the structure, thus giving greater speed and convenience of travel with elimination of some unnecessary costs.

Important in War Time.

Besides allowing for greater business expansion and home building in New Jersey and along the Hudson, the bridge would offer in time of war an important element of safety and efficiency.

The history of the efforts to construct the bridge goes as far back as 1890, when an act incorporating a company to build the bridge was approved.

The bridge is not to cost the federal government a cent. It is to be erected by the same engineers who built the Hell Gate Arch bridge, with finances raised by the states of New York and New Jersey. The only general participation is in authorizing its erection over tide water, which is under government control.

Litigation, injunctions and other matters have prevented actual construction since 1890. Work was started on the New Jersey foundations in 1893, but persons living in the vicinity stopped work with an injunction, complaining of the noises of drills and blasting. The money panic of that year also had a hand in stopping the work, and before railroad finances had settled down ten years had elapsed. Later the World war caused another delay, but now, it was said, everything is ready to go ahead.

In the meantime, the plans for the bridge have been greatly changed. Traffic has increased by leaps and bounds. The present plans call for a bridge four times greater than the original. A new location also had to be found because the center of the city had moved farther north and instead of being located at Twenty-third street, as first planned, the New York terminal will be at about Fifty-seventh street.

Take Up Collection for Bandit. A collection was taken up in the courtroom at Fort Worth, Tex., when John Miller, seventeen years old, a bandit promised to go straight and received a suspended sentence. Miller gave his home as St. Louis, Mo.

## ANCHORS OF MANY PATTERNS

Anything Sufficiently Weighty Used Before the Invention of Modern Article With Flukes.

The Britannica describes the anchor as "an instrument of iron or other heavy material used for holding ships or boats in any locality required, and preventing them from drifting by winds, tides, currents or other causes. This is done by the anchor (after it is let go from the ship by means of the cable) fixing itself in the ground and there holding the vessel fast."

The most ancient anchors consisted of large stones, baskets full of stones, sacks filled with sand, or logs of wood loaded with lead. Of this kind were the anchors of the ancient Greeks, which, according to Apollonius Rhodius and Stephen of Byzantium, were formed of stone; and Athenaeus states that they were sometimes made of wood. Such anchors held the vessel merely by their weight and by the friction along the bottom. Iron was afterward introduced for the construction of anchors, and an improvement was made by forming them with teeth or flukes to fasten themselves into the bottom.

The invention of the teeth is ascribed by Pliny to the Tuscan, but Plausanius gives the credit to Midas, king of Phrygia.

Hawaii Islands. A Spanish navigator first discovered the Hawaiian islands in 1555 but his country laid no claim to them and they were practically forgotten. The British Captain Cook visited the Hawaiian group in 1778 and named them the Sandwich Islands. Still the islands were practically unknown.

Then following the close of the American Revolution, American ships began to sail the seven seas in growing numbers and in 1790 the first ship flying the Stars and Stripes from Boston visited the Hawaiians. It was the first of many from the same port, carrying traders, whalers and adventurers; and soon the natives had learned of the republic on the continent to the east, and came to consider "United States" and "Boston" anonymous - National Geographic Society Bulletin.

Times for Silence. The value of silence depends altogether on his relation to time, place and circumstances. Scripture says, "there is a time to speak, and a time to be silent." There are occasions when to be silent is cowardly and criminal. And there are other occasions when it is a mark of character and discrimination to keep a bridge on the lips. When your friend's reputation is being defamed unjustly, not to defend him openly is a mean betrayal. On the other hand it is honorable to practice a friendly reticence when you know the charge against him is probably true and you feel you cannot in justice to yourself defend his innocence.

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