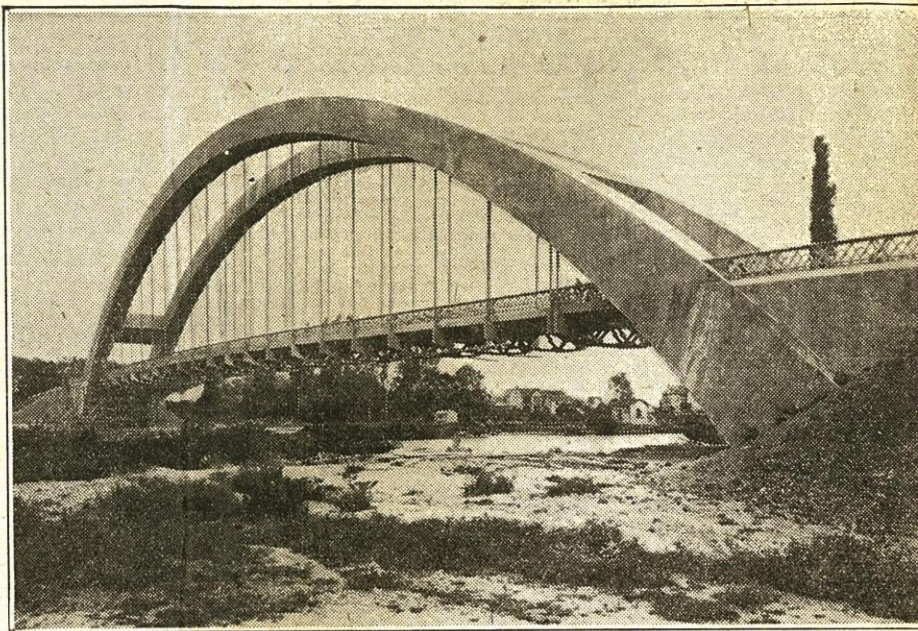


RECORTES DE IMPRENSA

“The Christian Science Monitor”, Boston, 3 de Dezembro de 1923 – p. 7

THE CHRISTIAN SCIENCE MONITOR, BOSTON, MONDAY, DECEMBER 3, 1923

Highway Across Seine Forms Novelty in French Architecture



A. Harlingue, Paris

New Bridge at Evreux in Normandy

Span of Arch Extends 430 Feet Over River, 40 Feet More Than One Now Being Constructed to Traverse the Mississippi River

BOMBAY ASSISTS
 ADULT EDUCATION

Success of Movement in Western
 Countries Induces Imitation

BOMBAY, Oct. 28 (Special Correspondence)—The Adult Educational Association of Bombay has been formally constituted at a meeting of the leading educationists, held recently in the University Senate Hall, Bombay. The success that the movement for the education of adults has attained in Western countries attracted the attention of a few thinking people in Bombay, who felt that there was a large field for educational work on the university level, among important sections of the people, such as clerks and others in commercial firms, banks, workshops, and factories, who had no opportunity of receiving university education. Classes were announced to begin in July, 1922, the work being conducted by voluntary services on the part of professors, both European and Indian, connected with the local colleges.

Encouraged by the success achieved by these small classes, the provisional committee announced the formation of further classes in different parts of the city and on a variety of subjects. The experiment was continued during the current year, and the committee felt that the time had come for forming an association. The object of it

Concrete Bridge Over the Seine
 Largest of Its Kind in Existence

Opened at Evreux by President Millerand on Oct. 14, It
 Departs Markedly From French Engineering Standards

PARIS, Nov. 19 (Special Correspondence)—Few people are aware that when President Millerand made his famous political speech at Evreux on Oct. 14 it was on the occasion of the inauguration of a remarkable bridge over the Seine, at a spot which represents a marked departure from accepted French engineering standards.

The Evreux bridge is almost entirely constructed of concrete and is a revelation of what can be done in this domain. All work was executed under the supervision of the famous engineer Freyssinet.

The structure spans the historical Seine in a pretty Norman setting and is probably the largest example of its kind in the world, as only two others of any consequence are known to exist. One of these crosses the Tiber at Rome, and the span of these arches is about 328 feet. The other is now in process of construction over the Mississippi and measures 390 feet. As the

span of the arches of the Evreux bridge measures 430 feet, it would seem to hold the record.

Trials marked the initial stages of the work. When considerable progress had been accomplished, a cyclone suddenly swept away all that had been done. This was on March 7, 1922, and it took a year to repair the damage inflicted.

The builders had to overcome a prejudice of long standing among French engineers against concrete construction as being heavy and uncouth in appearance. The Evreux bridge, however, has a hardness and agreement of lines which, while audacious, are graceful and elegant.

The apron also is made of concrete, while the suspension bars are rectangular in shape, although at a distance they appear round, suggesting somewhat the old type of suspension bridge.

A good feature is the elimination of paint, which naturally facilitates its upkeep.

EURASIANS SEEK
 ANDAMAN ISLANDS

As Unemployment Becomes
 Acute, Anglo-Indians Migrate
 to Old Penal Settlement

CALCUTTA, Nov. 1 (Special Correspondence)—With the difficulty of finding an economic existence in India, and unemployment affecting their community possibly more than any other, the leaders of the Anglo-Indian, or as they were formerly called Eurasian community, are turning to emigration and colonization projects. Colonel Gidney, one of the leaders of the community, has secured a grant of land in the Andamans, against which a popular prejudice exists simply because they were the old penal settlement to which the Indian Government used to send long term convicts. Now they are no longer used for this purpose.

The experiment is being cautiously undertaken, and is at first limited to ex-service Eurasians, three small groups of whom have already volunteered. The new arrivals will be given a certain amount of land, which has already been planted or cleared, and as the process of removing the convicts continues, more land, and more shelters will become available. The local Andamanese are a forest people who live on the fruits of the jungle and to whom cultivated land would make little appeal.

Some doubts may be expressed as to how Anglo-Indians, who are essentially a race of town dwellers, will take to a life more akin to that of a pioneer colonist. Again, will the Andaman Islands support the community, which numbers 100,000, should a wholesale exodus take place? If the density of settlement is not more than 20 to the square mile, there would be room for 30,000 to 40,000 settlers, but if it became 50 to the square mile, the whole community could be absorbed.

Already described as a land of promise, the Andaman Islands are situated in the Bay of Bengal, 780 miles from Calcutta, 740 from Madras, and 360 miles from Rangoon, the three biggest centers of the community. There are 204 islands, the group in length being 219 miles, with a greatest width of 32 miles. In resources the islands are unusually rich, but their principal wealth consists in timber, of which there are several first-class varieties, such as padouk, used for buildings, boats, furniture, joinery, and all the purposes for which teak, mahogany, hickory, and ash are applied. This tree is largely exported to Europe.

Other products include tea, Siberian coffee, cocoa, Ceara, rubber, manila hemp, teak, fruits, vegetables, and garden plants, all of them originally imported.

FINNISH PAPER TRADE DULL