

20 feet 6 inches, and the height from low water to top chord is 67 feet. Three hundred thousand pounds of steel were used in the piers and the weight of the steel in superstructure is 480,000 pounds. Eventually, the bridge will be provided with a lift span, but the provision of this span has been left to some future date. The lift span will be fully balanced by concrete counterweights when placed. The towers and machinery have been omitted until the river traffic requires the span to be made movable. The lift span will be operated by electric power and it will

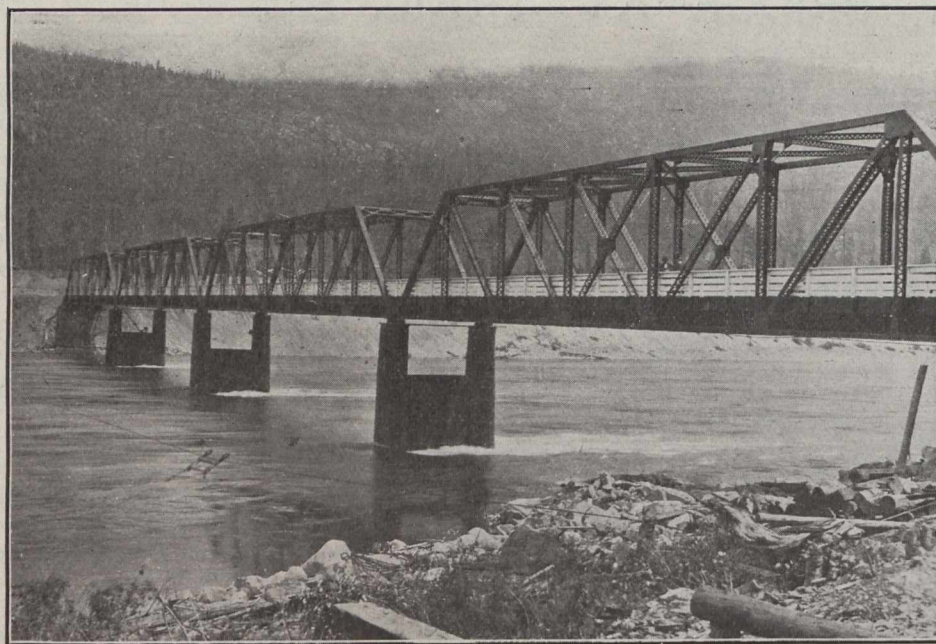


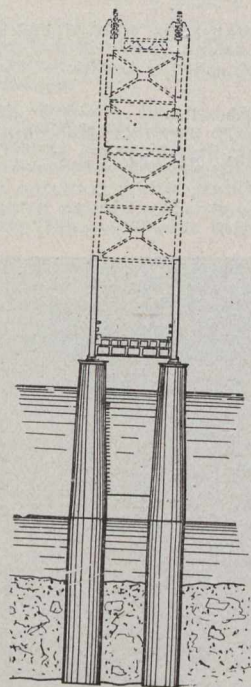
Fig. 3.—View Showing Completed Bridge.

be possible to raise this to the full height of 55 feet above high water, in 60 seconds. The estimated complete cost is about \$91,000.

The Province of British Columbia are the owners of the bridge. Waddell & Harrington, consulting engineers, Kansas City, Mo., designed the structure, while the Cleveland Bridge Company, of Darlington, Eng., were the contractors for the steel work. Armstrong, Morrison & Company, Vancouver, B.C., were the contractors on the as-

INTERESTING DRAINAGE SYSTEM OVER THREE THOUSAND YEARS OLD.

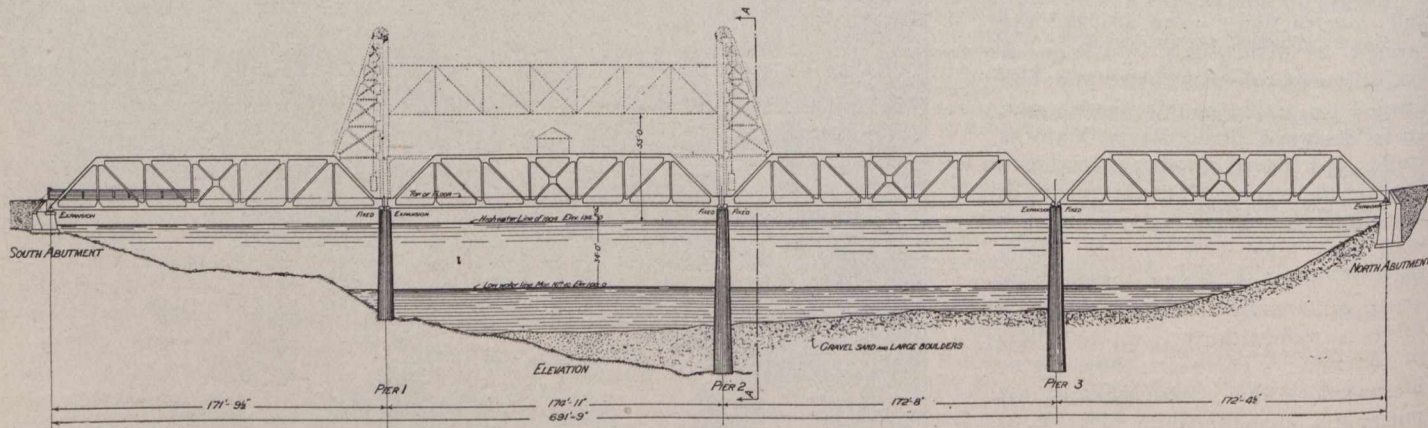
Dr. A. J. Evans, the chief of Cretan explorers, recently discovered the site of the Great Palace of Minos, at Knossos, near modern Candia, and the result of his explorations has brought to light the very high state of civilization enjoyed by the ancient Cretans, 3,500 years ago. The Rev. James Baikie, of Edinburgh, has written a book summarizing the discoveries of Dr. Evans, entitled, "The Sea-Kings of



Cross Section Through Bridge.

Crete," Adams and Black, publishers (New York, The Macmillan Co.), from which the National Geographic Magazine has abstracted the following article which will be especially interesting to our readers:

Most surprising was the revelation of the amazingly complete system of drainage with which the palace was provided. The gradient of the hill which underlay the domestic quarter of the palace enabled the architect to arrange for a drainage system on a scale of completeness which is not



General View of Lift Bridge at Trail, B.C. Lift Span Towers to be Installed Later are Shown Dotted.

sembling, construction and erection. The entire work was under the personal supervision of Mr. Morrison, of Armstrong, Morrison & Company, while the interests of the Provincial Government were in the hands of Mr. J. E. Griffith, public works engineer, and his assistant, Mr. J. P. Ford, and Mr. J. D. Anderson, resident engineer with Mr. C. A. Broderick, his assistant.

only unparalleled in ancient times, but which it would be hard to match in Europe until a period as late as the middle of the nineteenth century of our era. A number of stone shafts, descending from the upper floors, lead to a well-built stone conduit, measuring one meter by one-half meter, whose inner surface is lined with smooth cement. These shafts were for the purpose of leading into this main con-