

Vancouver, B.C.—Messrs. Waddell & Harrington have filed plans of bridges to span the intervening places between Georgia and Harris streets, and Dunsmuir and Keefer streets. Each bridge will have an elevation sufficient to clear the railway yards of both the C. P. R. and G. N. R.

Each bridge has been designed with a view to economy as well as attractiveness and are calculated to withstand the combined weights of a 15-ton road roller and an electric railway load of 74,000 pounds. The heaviest grade will be on the Dunsmuir street span, which is approximately 3 per cent. The grade on the other will be 2.4 per cent. The approximate cost of the Georgia street bridge with two seven-foot sidewalks, with a 42-foot roadway, double-tracked is \$415,000. The cost for same with a fifty-foot roadway would be \$459,000.

The Dunsmuir to Keefer bridge, 42-foot roadway, 7-foot sidewalks and 42-foot overhead clearance, double-tracked would cost approximately \$350,000. With a fifty-foot roadway the cost would be \$387,000. Without the car tracks the cost would amount to \$281,000. These figures include sub-structures, superstructures, abutments, lighting, engineering and all bridge work, but not the right-of-way.

The total length of the Georgia street bridge is 2,700 feet, while the other structure measures 2,200 according to plans. These figures have been prepared by Mr. Waddell, who explained in detail the points and advantage in each design. With regard to the danger from fire where the bridges came in close contact with wooden buildings the engineer suggested that cement be used as a protection to the steel work, as heat from a conflagration would be apt to twist the girders and close traffic.

A money by-law will probably be submitted to the rate-payers on January 1st to raise money for the construction of the bridges.

CURRENT NEWS.

Halifax, N.S.—Certificates as Provincial Land Surveyors, under the Crown Lands Act, passed at the last session of the Legislature, have been issued by the Crown Lands Department, to the following:

Annapolis County—C. F. Armstrong, Edward Berteaux J. B. Whitman.

Antigonish County—Hugh McDonald.
Colchester County—J. K. Eaton, Howard Mills, Samuel T. Ellis, Gilbert Sutherland.

Cumberland County—Fred A. Harris.
Digby County—S. M. Comeau, A. M. Comeau, Edwir B. Parker, C. M. Comeau.

Guysboro County—Charles W. Taylor, Charles W. Pyle.

Halifax County—Charles A. Macaloney, Harris S. Tremaine, H. W. Andrews, Lambert Lynn, Thomas J. Lynch Frank A. Creighton, H. B. Pickings, Albert A. Bryne, L. C. Archibald, W. A. Hendry, F. Christie, Harry J. Knight Hiram Donkin, F. W. W. Doane, Alex. Pickering.

Hants County—Letson M. Smith, John R. McKenzie, Reginald W. McKenzie.

Kings County—Archibald Foster, Hennigar Neily.

Lunenburg County—Thomas W. Johnstone, Charles H. Starratt, Robert C. Stewart.

Pictou County—Albert McKeen, D. W. McDonald.

Queens County—D. Primrose Smith, Josiah Smith, Hartwell Putman, Francis E. Tupper, Howard S. Tremaine.

Shelburne County—James A. McKay.

Yarmouth County—Nelson Churchill.

Cape Breton County—Laurence Shanahan, A. R. McDonald, Richard S. Dahl, C. M. Odell, D. J. Ferguson, George J. Ross.

Inverness County—A. H. Aiens, W. F. Davis, James W. McKenzie, James H. Austen, Archibald D. McLellan.

Richmond County—Kenneth McIntosh.

Victoria County—J. A. McLean.

New Glasgow, N.S.—The output of the Nova Scotia Steel and Coal Company for August shows a total of 45,190 tons of ore, 76,010 tons of coal, 7,720 tons of pig iron, and 7,851 tons of ingots.

The increase over August, 1909, was as follows: Ore, 5,400 tons; coal, 3,070 tons; pig iron, 3,580 tons; steel ingots, 7,720 tons. The open hearth furnace was idle during August, 1909. Increase in finished products over August, 1909, 1,344 tons, while for the eight calendar months of 1910

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