

**Vancouver, B.C.**—The Burrard Inlet Tunnel and Bridge Company adopted a resolution recently to call for tenders for the bridge to be constructed across the Second Narrows. They took this action in view of the facts that the Provincial Government cannot yet give a definite answer to the company's request for information as to the construction of the proposed Second Narrows bridge, and that the company's charter expires next spring. They deemed it incumbent upon them to have some tangible evidence of their intention to proceed with the proposed construction, so as to strengthen their application for renewal of the charter privileges. The company is capitalized at \$3,000,000, of which sum one quarter has been subscribed by the municipalities interested. The Dominion Government has granted a subsidy of \$350,000, and the Provincial Government a subsidy of \$400,000. Thus more than one-half of the total amount required for the project has been assured. The Provincial Government will be asked to guarantee a bond issue of \$750,000, the amount upon which the company is allowed to raise funds under the terms of its charter. The structure will be of steel with wide spans, and will be supported on six piers founded on rock. The draw span will measure 581 feet 6 inches in length from centre to centre, and will revolve on a platform supported by four wrought steel cylinders, braced together and filled with concrete. The fixed spans will be 232 feet long. A clear headway of 45 feet above the level of high-water mark will be provided, and the bridge will cross the Narrows at an angle of 75 degrees to the average direction of the flood and ebb currents, which are very powerful at that point. A channel with an average minimum depth of 35 feet will be dredged to allow the passage of large ships. The bridge will be 64 feet 5½ inches in width. On the west side, a single line of railway tracks will be laid; in the middle of the roadway, which will be 39 feet 5½ inches in width, double street car tracks; on the east side, an eight-foot path for pedestrians. The approaches will be on an easy gradient, one foot in thirty, with a one per cent. grade continuing to the centre. The swing span will be operated by electric motors, and gates, also electrically controlled, will automatically safeguard traffic when the draws are opened. Wrought steel trestles will support the approaches to the bridge, strongly reinforced with longitudinal arms resting on concrete foundations. The superstructure will consist of wrought steel stringers, supporting deck ties of Douglas fir. The roadway will be paved with creosoted wood blocks; and extra substantial spans will carry the approaches for the steam tracks. Exclusive of the approaches the structure is estimated to cost around \$2,225,000.

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### PERSONAL NOTES

R. G. SNEATH has joined the engineering staff of the New Welland Ship Canal at St. Catharines, Ont.

H. D. CLEMENSON has been appointed by Prince Edward County as commissioner to take charge of the county system of road improvement.

WALTER HAZLETT has been appointed mechanical superintendent of the Canadian Steamship Lines, Limited, with headquarters at Montreal.

PHILIP P. SHARPLES, Chief Chemist, Barrett Manufacturing Company, Boston, on December 27th delivered an illustrated lecture on "The Manufacture of Refined Coal Tar" before the graduate students in highway engineering at Columbia University.

W. NORRIS, general manager of the Chatham, Wallaceburg and Lake Erie Railway, has been mentioned for the position of general manager for the London and Port Stanley Railway. Mr. Norris was formerly engineer of the Winnipeg Street Railway.

ARTHUR N. JOHNSON, M. Am. Soc. C.E., State Highway Engineer of Illinois, Springfield, recently delivered an illustrated lecture on "Economics of Highway Engineering in the Middle West" before the graduate students in highway engineering at Columbia University.

SIR DOUGLAS COLIN CAMERON, K.C.M.G., Lieutenant-Governor of Manitoba, who was included in His Majesty's list of New Year's honors, is vice-president of the Manitoba Bridge and Iron Works, of Winnipeg, and has figured prominently in the engineering development of the West.

E. A. JAMES, engineer to the York County Highway Commission, Toronto; A. J. McPHERSON, chairman, Board of Highway Commissioners for Saskatchewan; JOHN STOCKS, Deputy Minister of Public Works, Alberta, and ALEX. MCGILLIVRAY, Provincial Highway Commissioner for Manitoba, were chosen by the Automobile Federation of Canada as consulting engineers to advise the Federation respecting the road construction, improvement and materials most suitable to the needs in their respective provinces.

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### COMING MEETINGS.

MINING AND METALLURGICAL SOCIETY OF AMERICA.—Annual Meeting will be held in New York City, January 13th, 1914. Secretary, W. R. Ingalls, 505 Pearl Street, New York.

AMERICAN CONCRETE INSTITUTE.—Tenth Annual Convention to be held in Chicago, February 16th to 20th, 1914. Secretary, E. E. Krauss, Harrison Building, Philadelphia, Pa.

NATIONAL CONFERENCE ON CONCRETE ROAD BUILDING.—Meeting will be held in Chicago, Ill., February 12th to 14th, 1914. Secretary, J. P. Beck, 72 W. Adams Street, Chicago, Ill.

AMERICAN SOCIETY OF ENGINEERING CONTRACTORS.—Annual Convention to be held in New York City, January 16th, 1914. Secretary, J. R. Wemlinger, 13 Park Row, New York City.

CANADIAN SOCIETY OF CIVIL ENGINEERS.—Annual meeting will be held in Montreal, Que., January 27-29, 1914. Secretary, Prof. C. H. McLeod, 176 Mansfield Street, Montreal, Que.

AMERICAN SOCIETY OF HEATING AND VENTILATING ENGINEERS.—Annual Meeting to be held in New York, January 21st to 23rd, 1914. Secretary, E. A. Scott, 29 W. 39th Street, New York City.

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### COPIES OF JULY 4th, 1912, WANTED.

One of our subscribers is very anxious to obtain six copies of the issue of July 4th, 1912, and would be glad to pay 25 cents per copy for same. Will subscribers, who happen to have a copy of this issue and do not care to keep it, kindly send it into this office, and we will see to it that it is put in the hands of the right party?