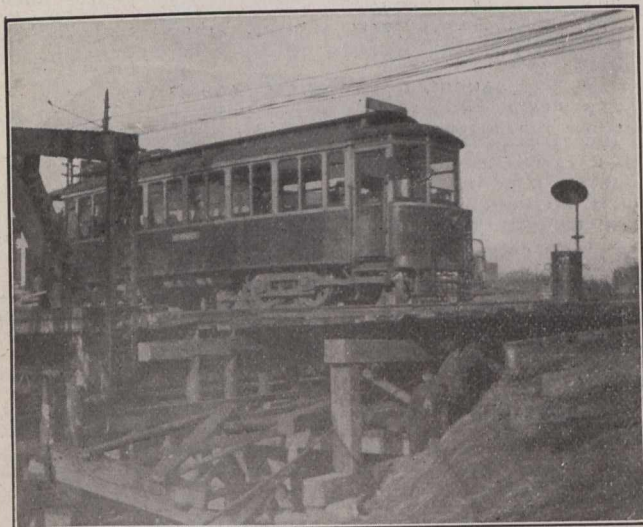
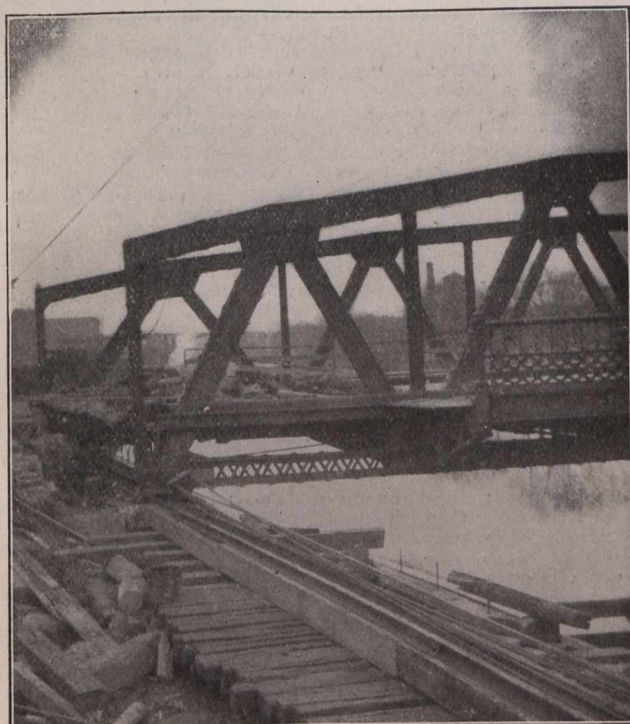


This sliding of the bridge was very successful, two hitches in the process only occurring. An inch chain was broken by the pull and delayed work somewhat, and the south-west shoe refused to skid and did considerable grinding, which hindered the sliding. The movement of the bridge enables traffic to continue, and also leaves a clear space for work on the new structure.



Temporary Trestle at East End of Old Bridge.

There are to be in all 55 pedestals; over 20 are now in, and work can continue on these as the top of the pedestals will be about 3 feet below ground-level. The structure will be carried on piles, supported by friction. All borings as much as 30 feet below water show sand, and none show solid rock, so 50-foot piles have been driven, with 3-foot centres. The

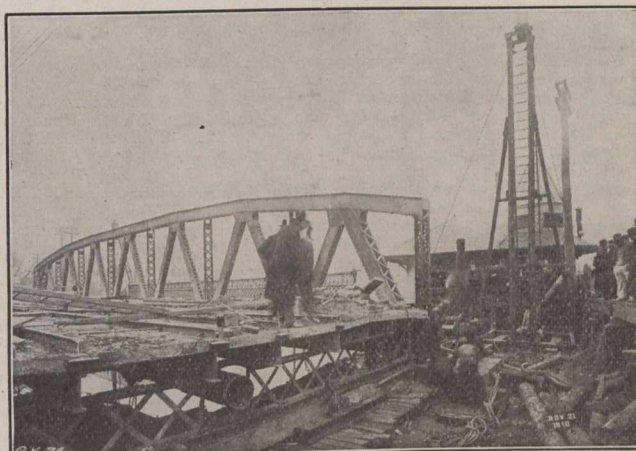


Skids for Moving Old Bridge, West End.

only other method would be to put in long spans and sink caissons, and this was not considered necessary. The river span will be carried on the present abutments. Great difficulty has been met with in bridging and supporting the

sewers and water pipes, and the whole water service in this section will eventually have to be relaid.

The bridge will have a 42-foot roadway, 11-foot 4-inch sidewalks, and a 96-foot span. In the work there are 5,400 yards of ordinary excavation, and 2,300 yards of deep excavation. Considerable piling is to be done in the work, in all, 20,000 feet. The amount of concrete used totals 1,570 yards, and 104,000 pounds of reinforcement steel will be used. The refill will total about 24,000 yards, and 1,900,000 pounds of



Old Bridge Being Skidded Fifty Feet South.

structural steel will be used. Bridge railing to the amount of 1,650 feet will be used, and 1,700 lineal feet of pipe railing will go into the work. Concrete flooring will be used, and in all will amount to 880 yards. The floor will contain 122,000 pounds of reinforcing steel. The total cost of the bridge will be \$250,000, of which the city pays 15 cent., the C.P.R. 30 per cent., the G.T.R. 10 per cent., the C.N.R. 30 per cent., and the Street Railway Company 15 per cent. The city is to pay 70 per cent. of the maintenance of the bridge.

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

Copies of these orders may be secured from the Canadian Engineer for a small fee.

12473—December 7—Authorizing the C.P.R. Co. to construct an industrial spur for the Redcliffe Manufacturing Co., Ltd., in the townsite of Redcliffe.

12474—December 6—Rescinding Order of the Board No. 12209, dated November 7th, 1910, made upon the application of the C.P.R. Co., to construct an industrial spur for the Gres Falls Company, at mileage 2.22 from Piles Junction on said railway, in the Parish of Ste. Marie du Cap de la Madeleine, County of Champlain, Quebec.

12475—December 6—Authorizing the C.P.R. Co. to construct an industrial spur for the Canadian Tube & Iron Co., Ltd., in the city of Montreal, Que.

12476-77—December 7—Authorizing the James Bay & Eastern Ry. Co. to cross and divert the public road at Station 726.50, and at Station 605.63, in the Indian Reserve, County of Lake St. John.

12478—December 7—Authorizing the C.P.R. Co. to reconstruct Bridge No. 11.9, over the Assiniboine River at Headlingly, Man.

12479—December 7—Extending until June 1st, 1911, the time for the approval of the G.T.P. Telegraph Co.'s tolls for the transmission of telegraph messages.

12480—December 7—Authorizing the C.N.O.R. to cross and divert Broken Front Street, in Lot 1, Concession 1, Township of Sidney, County of Hastings, Ont.

12481—December 7—Approving road diversion in the south-east quarter of Section 14, Township 53, Range 5, west 5th Meridian, District of North Alberta, Province of Alberta.

12482—December 7—Dismissing application of the corporation of the city of Grand Forks, B.C., for an Order directing the Kettle River Valley Ry. Co. to carry out the terms and conditions of its agreement with the city, and forthwith to construct line of railway, so as to afford proper and adequate facilities for traffic from Grand Forks for 50 miles up north fork of the Kettle River.

12483—December 7—Authorizing the C.P.R. to construct an industrial spur for the Canadian Fairbanks Company, in the town of Saskatoon, Sask.

12484—December 7—Authorizing the C.P.R. to construct an industrial spur for the Outlook Saskatchewan Flour Mills Co., in the town of Outlook, Sask.