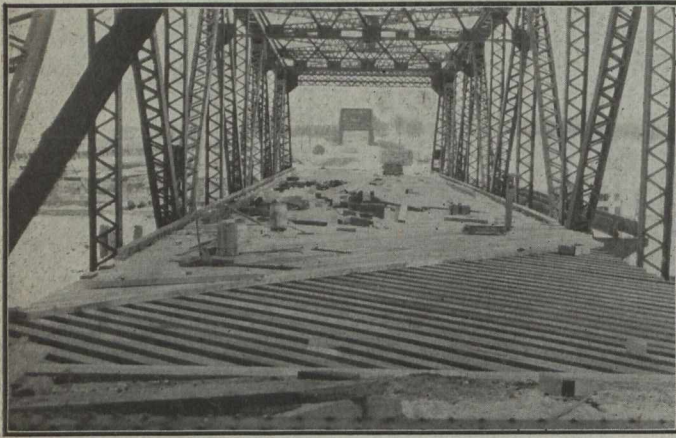


a solenoid brake. This motor is electrically interlocked with the operating motors so that it will be impossible for the operator to open or close the bridge with the locking bolts in the wrong position.

At each end of the bridge there is provided an electrically operated roadway gate under the control of the operator in the cabin.

The driveway, as well as the machinery house and cabins, is well provided with electric lights, and various

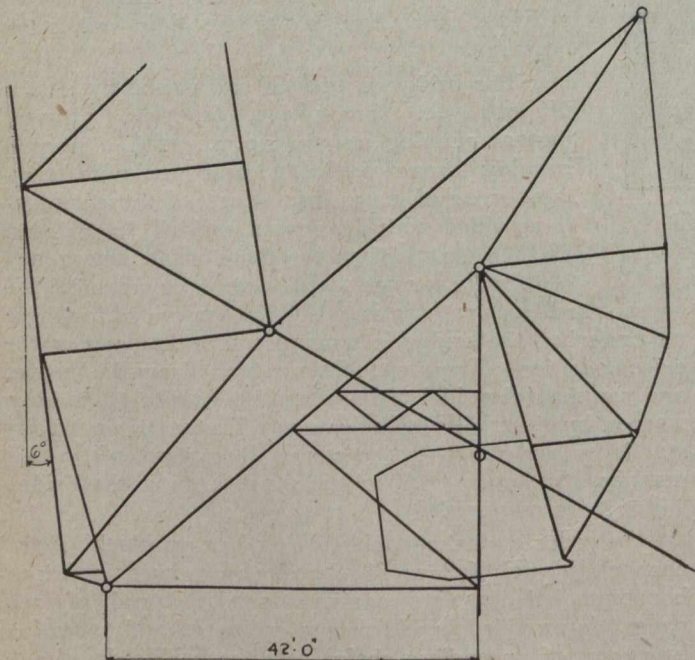


Showing the Method of Laying Bridge Floor.

signal lights to comply with regulations of the Dominion Government are provided and operated from the cabin.

It is expected that the bridge will be completed and open for traffic by July 1st, 1917.

The general contractor for the superstructure was the Hamilton Bridge Works Company, Limited, of Hamilton, Ont., and the electrical machinery was furnished and installed for them by the Canadian Westinghouse Company, of Hamilton, Ont. The bridge was designed by the Strauss Bascule Bridge Company, of Chicago, Ill.



Position of Bridge when Open.

All this work was carried through for the Dominion Government under the direction of Eugene D. Lafleur, Chief Engineer of the Department of Public Works; Mr. S. J. Chapleau, District Engineer, and Mr. S. Fortin, Bridge Engineer for the Department of Public Works.

TO ARBITRATE AQUEDUCT CLAIMS.

The Cook Construction Co. and the Board of Control of the city of Montreal have decided to arbitrate the claims for damages, amounting to \$1,500,000, submitted by the company owing to alleged delays by the city in regard to the Montreal Aqueduct contract.

The arbitrators will be J. M. Fairbairn, assistant chief engineer of the C.P.R., for the city of Montreal; W. F. Tye, former chief engineer of the C.P.R., for the Cook Construction Co., the third arbitrator being Aime Geoffrion, K.C.

Mr. Ker, chief engineer of the Cook Co., has made a proposition to the controllers to postpone the completion of the aqueduct until after the war. Some of the controllers are in favor of the delay, providing that it will not give rise to new claims from the Cook Co.

The city of Montreal intends to ask the various power companies for quotations for the supply of electric power for periods of ten, twenty and forty years, and if the companies can furnish the city with power at less cost than it can be supplied hydraulically by means of the aqueduct, the controllers say that they will make a contract accordingly for pumping purposes for a long period of years.

NEW MERGER INCLUDES BOVING COMPANY.

Announcement was made at Ottawa last week of the incorporation of the Electric Steel and Engineering Company, Limited, with an authorized capitalization of two million dollars, and head office at Welland, Ont. This new firm is a merger of the Electric Steel and Metals Company, of Welland; the Boving Hydraulic and Engineering Company, of Lindsay; and the Wabi Iron Works, of New Liskeard. No announcement as to plans will be made until after a meeting of the directors, to be held this month.

CANADIAN SOCIETY OF CIVIL ENGINEERS, ELECTIONS AND TRANSFERS.

At the council meeting held June 19th, the following elections and transfers were announced by the Canadian Society of Civil Engineers:—

Members—Boris Bakhmeteff, of Petrograd, Russia; Harrison Estell Howe, of Montreal; Harry Linwood Johnston, of Vancouver.

Associate Members—James Welland Calder, of Swift Current, Sask.; Clifford S. Dewis, of Calgary; Nels A. Pearson, of Calgary; Will Malcomson Stewart, of Saskatoon; Alton D. Taylor, of St. John, N.B.; and John Henry Thompson, of Ottawa.

Junior—C. L. Archibald, of Bathurst, N.B.

From Junior to Associate Member—A. C. Crepeau, of Sherbrooke, P.Q.; Francis J. Cronk, of Montreal; Percy E. Jarman, of Westmount, P.Q.

From Student to Associate Member—Norman C. Stewart, of Vancouver.

From Student to Junior—Wm. Harold Hunt, of Moose Jaw; Wm. Wallace Perrie, of Hamilton.

The aggregate capacity of electric motors in China is said to be only 70,000 kilowatts. The number of electrical undertakings is 87, of which 62 are in China proper and 25 in Manchuria.