

the structure. When tenders were opened the bid for the concrete truss was found to be the second lowest of four tenders for a steel bridge being higher and of lower. Warden George Henry, of York, well supported by Warden Jackson, of Peel, spoke strongly in favor of the concrete bridge as being the most suitable bridge and the cheapest in the end. Concrete was felt to be especially suitable for a bridge on a grade. Here teams cannot be prevented from trotting over it. The resulting vibration is likely to loosen joints and crystallize the steel, but is almost non-existent in concrete.

The reason that a truss was adopted at the Middle Road rather than an arch was that the truss bridge utilized the old stone abutments and an arch design could not.

The report of the York Commissioners to the County Council contains the following reference to this bridge: "It is a credit to the counties, and all municipal officers requiring bridges should inspect it."

The Commissioners for whom the bridge was built are Warden Henry and Commissioners Annis and Harris, of York, and Warden Jackson and Commissioner Kennedy, of Peel. The contractor was Mr. O. L. Hicks, of Humber Bay.

The bridge was designed by and erected under the supervision of Barber & Young, Bridge and Structural Engineers, Toronto, Ont.

