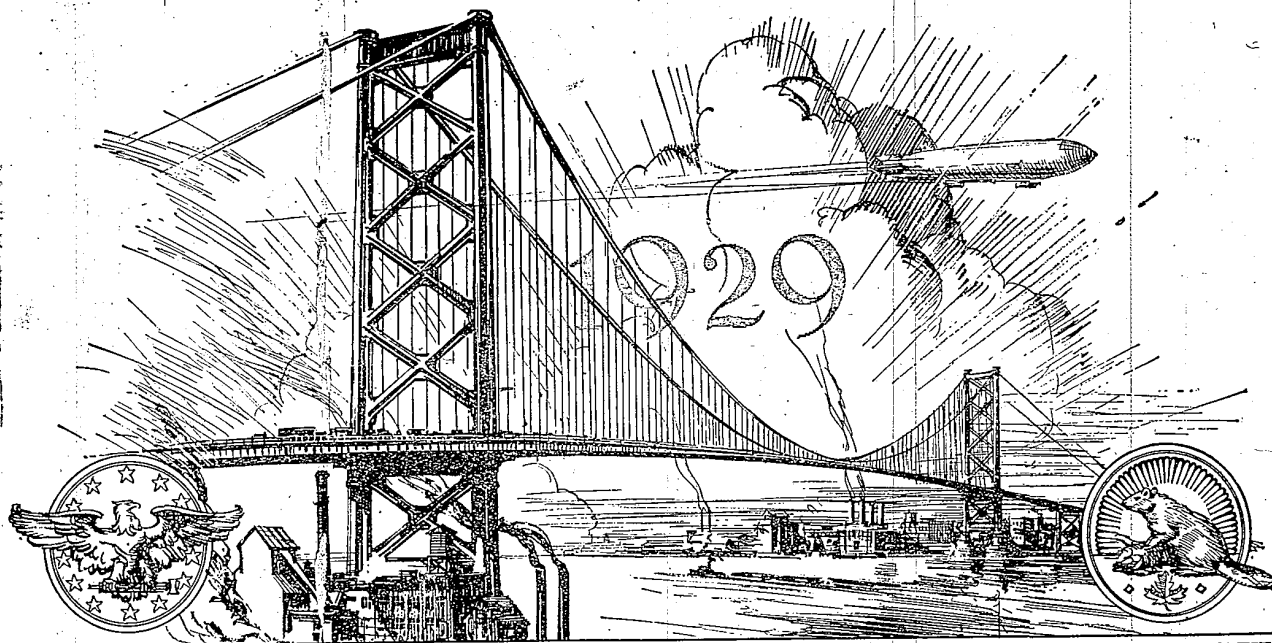




THE LONGEST SUSPENSION BRIDGE IN THE WORLD LINKING DETROIT AND THE CANADIAN BORDER CITIES

an Announcement-

To the People of the Commonwealths of Canada
and the United States---in *Particular* to the Citizens
of the State of Michigan and the Province of Ontario

THE New Ambassador International Bridge across the Detroit River will be open for traffic in mid-summer of 1929. So many people (individuals and corporations) have asked the question, "when will the new bridge be ready?"—that it has been considered policy to publish from time to time a summary of the progress being achieved—an abridgment of the bridge. As most of the inquiries have come from firms and various enterprises planning to use the new bridge in the daily transaction of their business, this data is released July 11, 1928.

At the present rate of progress, the Ambassador International Bridge will be open to traffic in the mid-summer of 1929.

The mild and open winter permitted unexpected progress in constructing the foundations for the steel towers and anchorages. Now that the work below ground is completed it is possible to schedule with confidence the time required for the remaining steps in construction, based on the experience with other large suspension bridges recently constructed.

The anchorage for the cables on both sides of the river are made of solid masses of concrete equal in height to a twenty-two story building, of which the equivalent of fourteen stories will be below ground and eight above. On the American side the anchorage is located at West Jefferson Avenue and 21st

Street in Detroit. On the Canadian side, at London and Huron Line Road in Sandwich.

The massive steel tower on the American side is now complete. The Canadian tower will be completed July 20th. These towers extend to a height of 383 feet above the Detroit River and may be compared in height with the new Buhl Building.

The preparatory work for weaving the large suspension cables will start the first part of August, at which time eight temporary cables will be stretched from anchorage to anchorage and over the tops of the steel towers. Foot bridges will be built on these temporary cables and the work of constructing the large cables, consisting of stretching over 14,000 single wires from anchorage to anchorage, will be done from the foot bridge cables.

All of the property for the project, including that required for the approaches and terminals on both sides of the river, has been acquired.

Both the Canadian and American Governments have approved the general arrangements for the inspection by Customs and Immigration Officers. To meet these requirements it was necessary to provide an area of about seven acres on the American side and more than eight acres on the Canadian side. On the Detroit side all the land between Howard, Porter, 21st and 22nd Streets was

necessarily acquired for this purpose. On the Canadian side a strip one-half block wide, extending along Patricia Road from Wyandotte to Walnut Streets, together with more than the equivalent of a city block area between Patricia and Huron Church Line Roads, has been acquired in the Town of Sandwich.

THE TERMINAL spaces required by the Governments on each side of the River may appear unduly large, but a detailed study of the needs proved the necessity of providing room for Administration Buildings for Bridge Officers, Customs and Immigration Officers, for Warehouses, Excise Buildings and thirteen inspection "islands" at both ends of the bridge. Here traffic in twenty-six lanes may be examined simultaneously.

TOLLS—These necessarily can only be definitely established contemporaneously with the opening of the bridge for public traffic, but it is our pleasure to announce that in no event will single trip tickets for other than commercial vehicles be in excess of fifty cents (50c) including driver and five cents (5c) for each additional passenger.

The maximum rates for busses and commercial vehicles of various weights will be announced later.

Commutation tickets will be sold, and it is contemplated that commutation rates will be substantially lower than the rate to be established for single trip tickets.

More than fifty years of the white man's effort to bridge this stream are culminating now in the building of this bridge.

THE "AMBASSADOR" BRIDGE

THE CANADIAN TRANSIT COMPANY
Security Building, Windsor, Ontario

DETROIT INTERNATIONAL BRIDGE CO.
730 — 21st Street, Detroit, Michigan