



Comparing this view with that shown in *The Canadian Engineer* for December 31, 1914, page 797, indicates this year's progress of erection on the North Shore. The "flying bridge" is also shown in place.

erection of the main posts would require more time than was actually the case. These posts are each shipped in twenty-seven separate main sections, and had to be assembled with splice plates attached, necessitating very careful and accurate handling by the cranes. Both posts

were assembled simultaneously, the entire erection being completed in 30 days. These posts weigh approximately 1,000 tons. Although there were six horizontal field splices, the length, centre to centre of pins, was as nearly accurate as it is possible to measure. From four to six gangs have been constantly engaged in riveting up splices in these members since erection started, this work being now practically completed.



General View of Present Stage of Erection of the Quebec Bridge (taken from the North Shore).

In the erection of the cantilever arm, which is progressing rapidly, each panel is completed as the work progresses, the complete bracing being put in place by the rear booms of the traveller as it advances panel by panel. On account of the fact that there is a vertical field splice in the bottom chord between main panel points, these chords are erected in place on what is known as the "flying bridge." This bridge is a steel platform capable of taking one full panel, supported at the shore end by means of pins connected to the chords, and at the river end by links attached to the upper web members. This "flying bridge" is planked over and affords ample room for jacking and riveting operations, providing a perfectly safe platform for the men to work. As each panel is completed, the bridge is taken up by the overhead cranes and moved ahead to its new position. At the present writing the fourth panel of the cantilever arm from the main pier is about half completed. The first three panels took approximately