

stage indicated in the first section of Fig. 5. The north abutment was in place; the cable-way erected, and the bucket had commenced the depositing of the concrete mixture for the formation of the piers; in October, this abutment was completed and the pedestals for the steel

of the bridge work in progress in Fig. 2 were taken on April 15 and April 22, the former portion of the illustration showing the falsework used in the erection of the main span, perhaps the most interesting feature in connection with the building of the bridge, the falsework

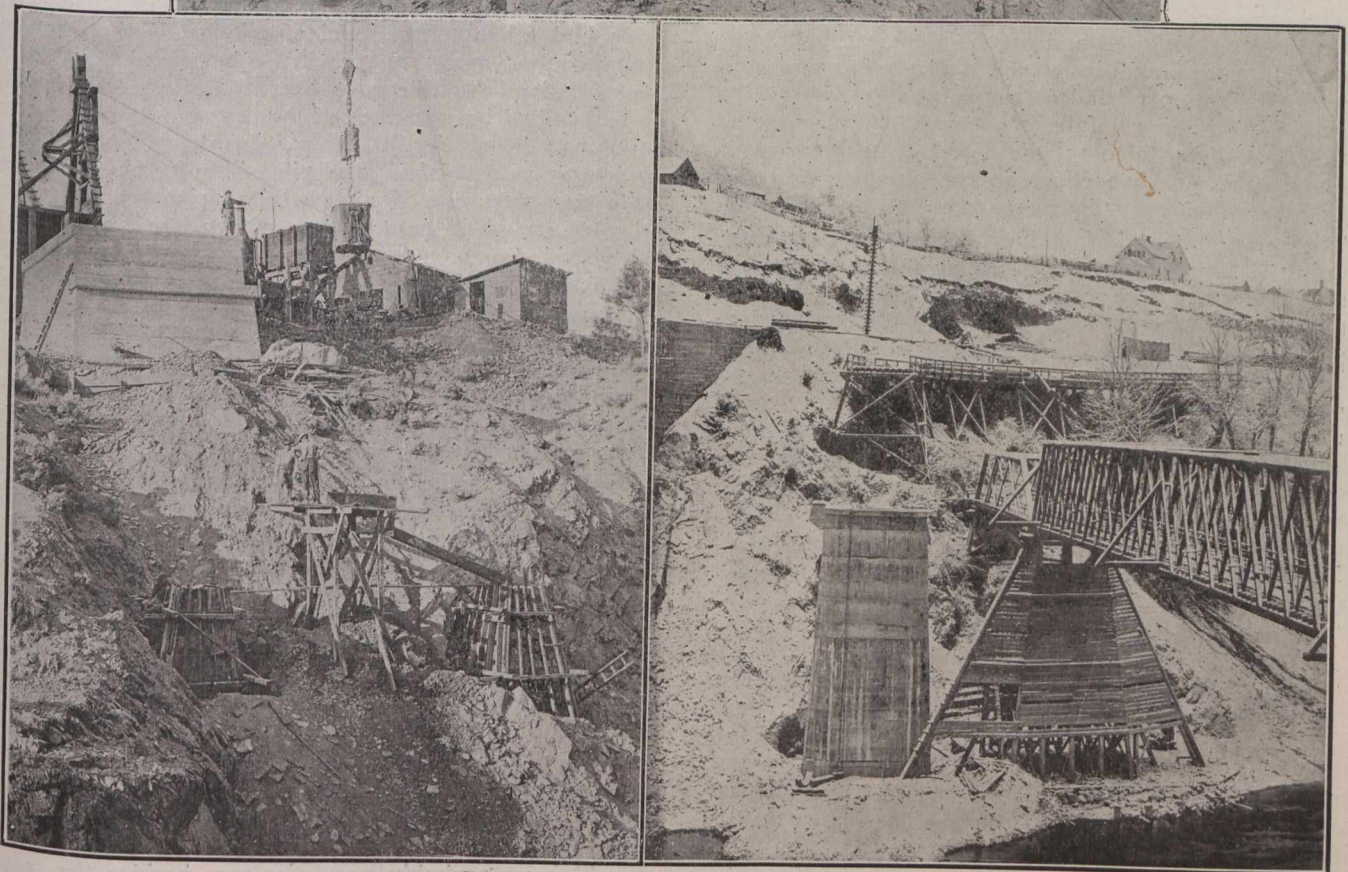
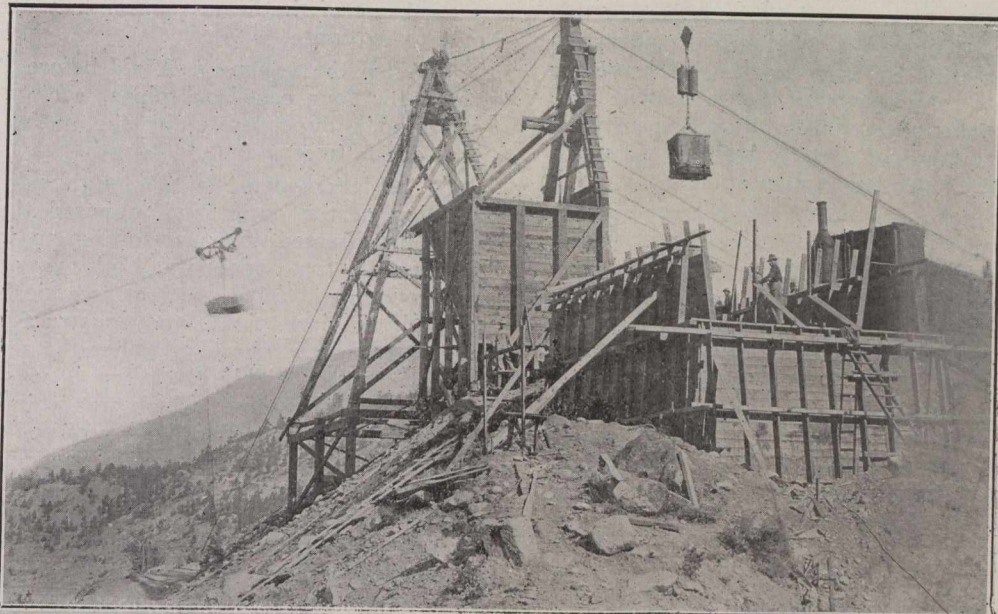


Fig. 5.—North Abutment in Place, Cableway and Bucket. North Abutment Completed and Pedestals of Steel Bent. South Pier and Timber Trestle Approach.

bent constructed, as shown in the second section of the same figure. The timber trestle approach on the south-eastern shore, shown in the distance in the third section, was completed early owing to the fact that the contractors were obliged to wait for lower water before commencing to build the main piers; and by January 19, 1914, the south pier had reached the stage of advancement also indicated in the last section of Fig. 5. The photographs

extending from each shore and carrying a Howe truss in the centre; and the latter, descriptive of the erection of the steel superstructure, all of this being placed by means of a cableway. The structure was completed finally and opened for traffic in June, 1914.

Reference was made to the design of this bridge in *The Canadian Engineer* for July 17th, 1913.