

The priest of the Roman Catholic Church at Sillery had blessed the span some days previously, and had given his permission to the workmen to continue on Sunday any necessary work. Despite this, however, it was realized that many of the men might have decided objections to a Sunday start, and at the conference it developed that many of the officials had similar objections. And as all agreed that an extra day's practice with the jacks would be desirable, it was unanimously voted to postpone the start until early Monday morning. The men were paid for the fortnight on Saturday afternoon, but were required to report early Sunday for further drill.

At 10 a.m. Sunday the following report was received from R. F. Stupart:—

"During next 24 hours winds will be light. Disturbance on Atlantic coast has almost disappeared and

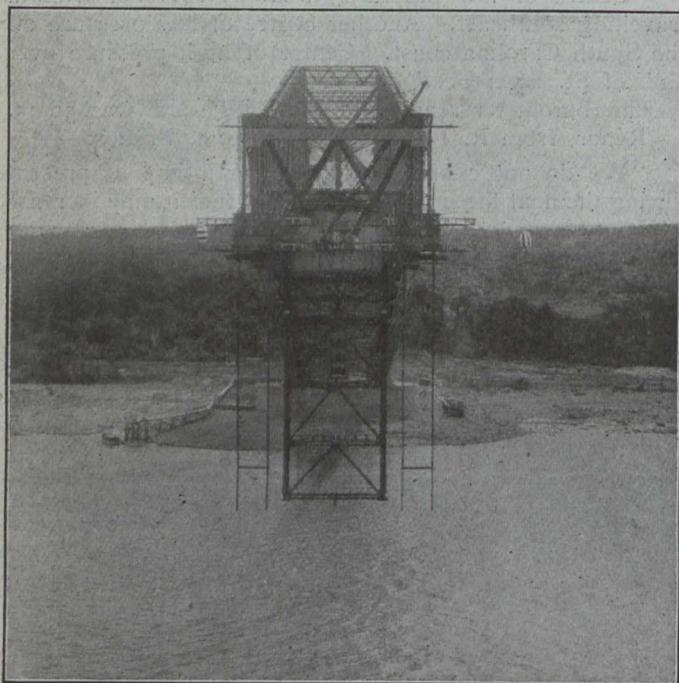


Fig. 3.—The South Cantilever Arm, Taken from the North CLO. Note Balloons Used for Centering Floating Span in Gap

high pressure area dominates weather of nearly whole continent."

Barometer reading at bridge site, unchanged at 30.45.

Report from R. F. Stupart at 10 p.m. Sunday:—

"Light winds and fair weather to-morrow."

Barometer reading at bridge, 30.4.

It was thereupon fully decided to make the big effort Monday morning, and the valves in the scows were closed at 11 p.m. Sunday.

The sun rose strong and there was fine light for all the work on Monday morning. The day was fairly warm, the water very calm, the wind only about 10 miles per hour; in fact, all conditions were ideal and a vast improvement over what would have been encountered Saturday morning, and even considerably better than Sunday, which had been a fine day.

The superintendent of erection, Mr. Fortune, was in charge of all operations until the span floated clear of the falsework at Sillery Cove. The span floated at 5.15 a.m. The bearing shoes were centered and leveled by means of ratchet turnbuckles, the work being completed at 5.40. Five minutes later the span began to draw out. The

tug "M. E. Hackett" took hold of the south end, the towing hawser being attached to snubbing blocks on the towing bitts on the outside scow. The tug "Belle of Quebec" took hold of the north end in similar manner.

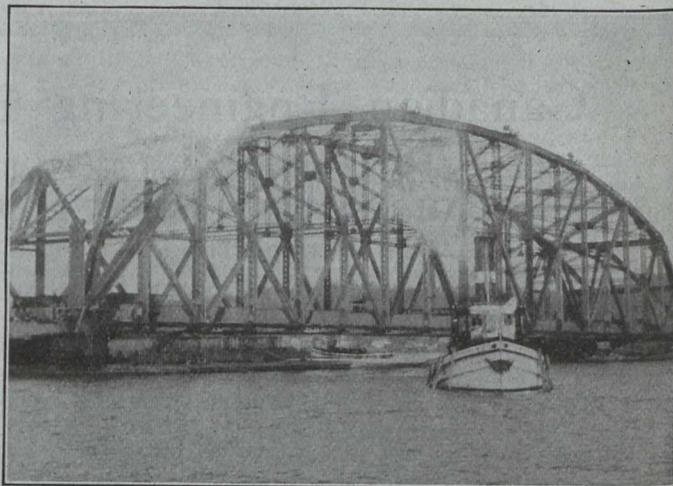


Fig. 4.—Swinging the Suspended Span Normal to the Current After Floating

The freeboard of the scows when floating was 3 ft. 2 ins. outside, 3 ft. 3 ins. inside.

The span was clear of the outside end bents at 5.54 and one minute later Geo. Davie, of the Davie Shipbuilding Co., of Levis, took command of the span and all the tugs. Mr. Davie is a towing expert. He had charge of the towing of the span up the river last year also, and had again volunteered his services, having shown great interest in the work throughout.



Fig. 5.—Looking West, Showing One End of Suspended Span Just Before Lowering the South Mooring Frame