THE highest points on the bridge are the peaks of the main posts, reaching from the tops of the big masonry piers to a height of 400 ft. above the water.

The traveler is shown here lifting one of the sections of this post, weighing 80 tons, to place it on top of the one already in position and show on ears on preceding page.

The absence of smoke, noise and confusion is especially noticeable to a visitor at the bridge site, due chiefly to the admirable electric installation for handling all lifts.

As at the storage yard, previously described, a 2,400-volt alternating current is delivered by the Canadian Electric Light Company to two sets of motor-generators, made by the Allis-Chalmers-Bullock Company, of Montreal, in a sub-station on the approach span, and sent from them a 550-volt direct current, to the engines on the traveler, and all other motors on the work. The high tension current, as before mentioned, comes from the Chaudière Falls, where two General Electric and one Allis-Chalmers-Bullock turbo-generators are installed in a plant taking its power from one of the most beautiful waterfalls in America.

This being one of the first times electric power has been used on structural steel erection work of any magnitude, the outcome of the experiment has been watched with interest, and the fact that no delays or breakdowns have yet been experienced speaks well for this power for such use in general, and for this installation in particular.

All riveting, drilling and reaming is done by compressed air, furnished by two Herron & Bury compressors, made by the Bury Compressor Company, of Erie, Pa., and also driven by General Electric motors. The air is delivered through a 3-in. main, at a pressure of 90 lbs., to branches that reach all parts of the work.