The vertical plate is stiffened by T and angle irons, riveted to it and bent out at the top and bottom to the edge of the top and bottom flanges.

There are three T bars connecting the two girders, top and bottom; with diagonal cross bracing of 1 inch round iron. An elevation of this girder is shown in Fig. 7, and a cross section in Fig. 9.

The height of the 25½ feet span, between the plates, is 2 feet. The width between the girders is 8' 9''.

The top and bottom flanges are alike and of uniform thickness from end to end. They are composed of a horizontal plate, 15'' × ¾", connected with the vertical web by two angle irons, 4'' × 4'' × ¾''. The thickness of the vertical web is ¾" throughout.

These girders are stiffened with T and angle irons in the same manner as the 43 feet span. They are also braced at the ends by T bars, crossing each other from the top of one girder to the bottom of the other. An elevation of this girder is shown in Fig. 8, and a cross section in Fig. 10.

In these spans 1'' rivets are used throughout.

The draw span being built on shore, was placed in its position as follows;—The masonry being already prepared for it, each of the girders was placed on a car and carried on to the bridge. The old floor timbers were removed and the girder lowered to its place by means of hydraulic jacks. The cast iron plates upon which the girder rests, and which, in the case of these girders, are not provided with rollers, were attached to the girder and lowered with it upon the masonry, or rather upon the oak packing which had been prepared for it.

After both of the new girders were in position, the floor beams were laid, and the old girders jacked up, loaded on cars and removed.

The girders of the 25½ feet span were placed in position in a similar manner, but being so much lighter, with much less trouble.

**THE WORK ON THE TRUSSES.**

The work of erecting the bridge was commenced the last week in June, 1865, and progressed without interruption until the whole of the iron work was finished, on the 1st of February, 1866.