

the same plan. On this occasion two large chains were employed, made of one and three quarter inch round iron, in links of ten inches long, which were put over the trestles, and in the same place that the rope cables were removed from, having been secured like the former to the rocks on each side of the channel. The mode of constructing this work was similar to the preceding, save that the scow below was dispensed with, as the chains were sufficiently strong to support the whole fabric.

After a delay of some months, the bridge was finally completed, and stood the travel for about 12 years, when it too followed in the wake of its predecessors. The channel being once more left without a span, communication was had by means of ferriage until 1843, when the present magnificent structure was commenced, which is now an ornament to the capital.

A word or two about Pooley's Bridge, and we are done with bridge building. In 1827, Lieut. Pooley was ordered by Colonel By to build a bridge over what is commonly called the "gully," which intersects the road leading from the Suspension Bridge to the city. It was wholly built and covered with round timber, and was so *unique* in its appearance, that on seeing it the Colonel exclaimed: "Well! well! we must christen that *thing* Pooley's Bridge." It is therefore