

north approach, and many works of less magnitude, but equally important and necessary for the successful opening of the bridge. We do not propose enlarging upon this season's operations to any further extent than to say, that it was owing to the indomitable energy displayed by Mr. Hodges, as well as to the equally energetic sub-contractors engaged in the work, that the public are indebted for the carrying out of the programme.

By the 15th day of November the entire work had so far advanced as to admit of the small shunting engine in use on the bridge, crossing over to St. Lambert, conveying Mr. Hodges and a part of his staff, being the first instance east of the Niagara Falls of a locomotive driving itself across the St. Lawrence.

During the afternoon of the same day, Mr. Blackwell, Vice-President of the Grand Trunk Railway, with a party of friends, passed over *en route* for England, in a car drawn by the same engine.

The state of the work at the time not admitting of general traffic, the bridge was closed to the public, and the work yet remaining to be accomplished, vigorously urged on, night and day, until the evening of the 12th December, when the first freight train to Portland passed over.

The week following 292 cars, heavily laden with freight, made the transit, also during the night, as in the course of the day the track was required by the contractors.