

From the successful manner in which Mr. Chaffey executed his former contract, Mr. Hodges extended it to four additional piers, a winter scaffold for tube No. 25, and a portion of the south embankment, all to be completed during the season. To do so it was necessary again to extend the tramroad from the shore to pier No. 19, a distance of about 2400 feet in water ranging from 3 to 9 feet in depth, with a current of 6 miles an hour. This connection with the shore enabled the material to be brought to each pier by means of cars, as the shoals existing in the neighbourhood rendered it impossible to bring steamers or barges to the place.

The four coffer dams of crib-work were commenced as soon as the points were reached by the tramway, and completed in time to allow the masonry to be finished in the early part of December. The contract for all this crib-work was sublet to Mr. David Irvin, and the cutting and setting of the masonry to Mr. Raphael Dufort, a builder belonging to Montreal, both of whom carried on their work in a very energetic and satisfactory manner.

The great irregularities existing in the bottom of the river were never more evident than in the foundation of No. 19 pier. At the upper end there was a depth of 12 feet of hardpan, so compact as to return a vertical face for that height, while at the foot of the pier, about 90 feet distant, the material changed to mud and stones, with only a depth of 2 feet to the same level of rock. The four piers were erected by the two compound derricks, each building two piers, during the few weeks between the completion of the coffer dams and the close of navigation, an achievement not surpassed on the bridge previously nor afterwards. They were driven during the commencement by horses, and subsequently by the pumping engine, proving as effective on the river as their coadjutor the steam traveller on the land.