

formlike well-known and generally made use of. We therefore consider the tubes excessively strong as regards the load they are designed to carry, and we attribute this to the perfect manner in which they have been fitted and riveted together, and the excellent quality of the iron of which they are composed.

In the 330-feet (central) tube, the smallness of the deflection is very remarkable, it being but little more than five-eighths of the calculated deflection.

It is also worthy of remark that it was a difficult matter to make up a train weighing the enormous weight of one ton per foot run; and it was just as much as three large engines could do to propel it. Such a load surely never can pass through the bridge in the ordinary way of traffic.

The works required yet to be done to complete the Victoria Bridge are—The laying about 250 lineal feet of coping in the south approach, and fixing the iron caps on twenty-two piers.

And we beg to say, in conclusion, that when these small matters are completed, we should recommend the Board of Directors of the Grand Trunk Railway of Canada to accept the Victoria Bridge from the hands of Messrs. Peto, Brassey, and Betts, the contractors, as being completed satisfactorily, and according to the true spirit and meaning of the contract.

We deeply regret that Mr. Robert Stephenson had not lived to see the end of this important work; but we feel enabled to assure you, in the most confident terms, that everything has been carried out with respect to it entirely in accordance with his wishes.

We are, Gentlemen,

Your obedient servants,

(Signed)

ALEXANDER M. ROSS.

GEORGE B. BRUCE.

B. P. STOCKMAN.