

The first stone was laid on July 22nd, 1854, and Ross haunted the scene day and night until the bridge was completed on November 24th, 1859. Surprises were spring upon him and his collaborators at

The setting of the iron-tube, in which the metals were laid from bank to bank, was the most exacting task. The tunnel was 6,592 feet long, by 16 feet wide, and 18 feet high, divided into twenty-five spans,



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every turn, but every difficulty was subjugated as it developed, and with very little delay to the work. No chances were taken. The piers were built upon ample lines, and carried well down into the river bed to withstand a current of some 7 miles per hour and the terrifying ice-shoves which are set up each spring. The engineer was handicapped somewhat by the short period of the working season, which averaged only some twenty-six weeks per year, until the superstructure could be taken in hand. Every available man was crowded on, about 3,000 labourers finding employment when the task was in full swing.

and the toilers were called upon to handle 9,044 tons of metal. By the time the last of the 2,250,000 rivets had been driven well and truly home on August 25th, 1860, by His Majesty King Edward VII., then Prince of Wales, £1,300,000 had been spent, an unexpected result, as the expenditure was £100,000 less than the estimated price.

The Victoria Tubular Bridge, as it was called, was reckoned to be the "Eighth Wonder of the World." So soundly was it built that it defied the caprices of the St. Lawrence for nearly forty years. It was a huge metal bore carrying a single track, and as the railway business grew it became