

many as three would be hurled up against one scaffold at the same time.

Pier No. 11 was to be built entire, and two others completed; the parapet walls of both abutments were to be put up and the permanent way through the tubes, and the roof constructed; the embankments finished and protected with stone rip rap wall. All the old crib coffer dams were to be torn up and destroyed, a work in itself nearly as troublesome as in the first place putting them in. All these and many other works were to be completed before the end of the season.

Mr. Hodges, nothing daunted, set himself about the accomplishment of this difficult task, strong in the faith that if the thing were possible for any men in the world, those he had surrounding him were the ones to do it. In the programme issued, Mr. Chaffey was to complete his two piers, build the parapet walls of the south abutment, and the six remaining scaffolds to the centre, complete the protection of the south embankment, and remove all coffer dams, scaffolds, and other obstructions in the river between the south shore and No. 13 pier.

Mr. John O. Hodges was to open the ball with the completion of the enormous scaffold for the large tube, and the erection of the coffer dam for No. 11, together with the pier; Mr. Hodgkinson to have his attention fully occupied with the 13 tubes yet remaining to be built. While, in addition to the general planning, directing, superintending the entire work given those gentlemen to execute, Mr. Hodges himself was to undertake the erection of the six scaffolds between the north shore and pier No. 12 and the parapet walls of the north abutment; the removal of all scaffolds, coffer dams; the construction of the permanent way through the entire length of the bridge, as well as the roof and painting; the protection by rip rap wall of the