

several "breaks in" of water, and consequent delays before being resumed, he had the satisfaction of seeing this pier rising its head nine feet above the water, when the time came in December for abandoning it. No. 8 was if any thing still worse than its neighbour just alluded to, and yielded but a brief glance of the terrible work in store for next year, furnishing anything but agreeable thoughts for the mind to dwell on during the long winter months which must intervene before it would again reappear in view from beneath the cold ice waters of the St. Lawrence. The masonry of the north abutment was completed, and tube No. 1 built in place, forming the first link in the iron chain for connecting the two shores. The contract for the tube-work of the entire bridge was given to Mr. James Hodgkinson.

Mr. Hodgkinson, up to this period, had been in the employment of Mr. Hodges, superintending the construction of the ironwork for the entire rolling stock built by him for the Grand Trunk Railway, and was essentially an "iron man." Many locomotives had been fitted up by him, as well as the splendid machine shops for the Grand Trunk at Point St. Charles. A better man therefore, as being thoroughly conversant with iron work in all its details, could scarcely have been chosen for this important and extensive contract, which he prosecuted in a manner never before excelled, either for speed or quality of work. 13 tubes, including the large one, amounting in all to about 3474 lineal feet, in one year, more especially as much of the time was lost from not having scaffolds in readiness, stamps the wisdom displayed by Mr. Hodges in the selection of this gentleman for the performance of the work, although no doubt greatly indebted to his intelligent and energetic assistants, Messrs. Ratcliffe and Colton.

The north embankment was also nearly completed.