

on the contrary, no one appreciates more than I do, the skill and science displayed by Mr. Roebling in overcoming the striking engineering difficulties by which he was surrounded. I only refer to the question of flexure in the platform, as an unavoidable defect in the suspension principle; which, from the comparatively small spans that are available in the Victoria Bridge, may be entirely removed out of consideration.

I am, Gentlemen,

Your obedient servant,

(Signed) ROB. STEPHENSON.

P.S.—In my last communication, I stated that, in order to bring more clearly before you the comparative merits of different kinds of girders, now very generally used for railway purposes, I had designed some experiments, and intended that the results should be contained in this Report. They are in progress, but as they cannot be completed previous to my leaving this country for two months, I have been compelled to close my Report without them.

(Signed) R. S.

IV.

REPORT ON THE COMPLETION OF THE BRIDGE.

*To the Chairman and Directors of the Grand Trunk Railway of Canada.*

17th December, 1859.

GENTLEMEN,

We beg to hand you our joint Report on the state of the Victoria Bridge, at Montreal, which will be opened for public traffic on Monday next, the 19th inst.

At the time we commenced our final inspection of the Bridge there were two of the ordinary spans (Nos. 14 and 15) in an incomplete state, but the last of these (No. 14 tube) was completed on Monday, leaving nothing but the testing to be done previously to the bridge being opened for public traffic.

During the time that arrangements were being made for commencing the testing, we directed our attention to the works generally, and, with the exception of a few small matters to be finished up, which we shall enumerate hereafter, we are able to inform you that in every respect the works are of the most perfect description.