

the nicest judgment; and] it was found that the length of the bridge could be greatly shortened, and that its natural position of being at right angles to the stream was the true one. Accordingly the present location was made. It was during the succeeding summer that the design was perfected, and those elaborate calculations made, which have since been so severely criticised, and which, on the whole, have stood so remarkable a test. The scientific reader will remember the Report of Mr. LIDDELL, and the counter Reports of Mr. STEPHENSON, Mr. I. A. BRUNEL, Mr. EDWIN CLARK, together with the Report of Mr. A. M. ROSS, and what Mr. LIDDELL called replies to each. We believe that any Engineer who deals fairly with these matters will at once recognize the wisdom of the present design. Obviously the difficulty in criticising, in half a dozen lines, a closely printed book of one hundred pages, which treats of so important a question, would almost set aside allusion to it. But the controversy created no little stir at the time, and even these incomplete remarks require that mention should be made of it.

It was during the summer of 1850, that the line of the Bridge was first traced on the ground and across the River by the Engineer in charge of the Eastern location, Mr. KINGSFORD. Accordingly, when Mr. STEPHENSON visited Canada during the year for the purpose of examining into the location and the many questions connected with the Bridge, he found everything prepared for him. The locations and