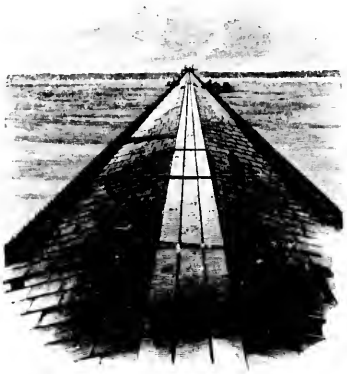
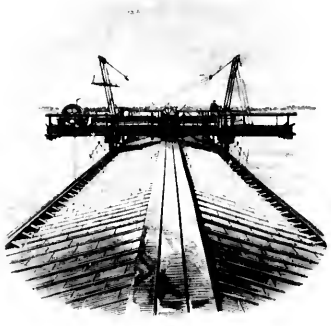
clear the river of every obstruction to the passage of the ice, excepting such as was caused by the masonry of the piers themselves. This circumstance, occurring just at the particular moment it did, added to the *éclat* of the day's proceedings.

During this season, the making up of the embanked approaches, the rip-rap stone work to protect the earth against the shoving of the ice, together with the erection of the abutment walls, and the coping to and pedestals at the end of embankment, were proceeded with and completed.



The roofing of the bridge was also put on. This roofing was of wood covered with tin, which was so laid as to allow the snow and water to run off from it. Upon the top of the ridge was a footway for workmen, two feet broad. Immediately over the sides of the tubes, rails were laid upon longitudinals of oak, bracketed up to allow for the passage of water under them. The rails were designed to carry a traveller bestriding the tube, to be used for painting, &c., and called the painting traveller. (See Plate No. 19.)



This traveller was made of iron, but as light as possible. It was so constructed that it could be moved to any part of the bridge, and from it any part of the outsides of the tubes could be inspected or painted. Two travellers were made, one for each side of the bridge. From the great facility they afford, the whole of the outside of the tubes can be painted in five weeks.