

CHAPTER XXIV.

CONCLUSION.

On Saturday, the 17th day of December, invitations were issued by Mr. Hodges to a large number of the citizens of Montreal to attend an informal opening of the bridge for general traffic, to which about one thousand ladies and gentlemen responded.

The excursion train containing this great number of people, was drawn by two engines and occupied $7\frac{1}{2}$ minutes in passing through the tubes; high speed under the circumstances not being necessary. After proceeding six or seven miles down the line, the train returned, and, on emerging from the bridge on the Montreal end, the excursionists left the cars and partook of a champagne dejeuner on the north abutment, provided by the host; when the usual amount of speechifying took place.

On the following Monday the bridge was handed over to the Company, and has ever since been in use.

We have now completed a very imperfect sketch of this great undertaking, from the time the project was first launched into existence, by the Hon. John Young, up to the period when the embodiment of the idea in stone and iron enabled a thousand souls to be wafted with the speed of the wind across the great river, high above its conflicting and angry elements, at a time also when all communication for freight purposes with the south side of the river was interrupted, and even for passengers to cross in canoes during the day was a work of danger and extreme suffering from exposure and cold, when, by the means now in use, during the silent watches of the night when the citizens of