

their talents. During the six years the works were in progress, the writer had constantly to acknowledge useful and valuable suggestions of a practical character from those by whom he was surrounded, and he is bound to record that the work is mainly indebted for its success to the aid he thus received.

Nor must the writer omit to say how much is due to the devotion and energy of large numbers of his workmen. Once brought into proper discipline, they worked as British workmen alone can work. They leave behind them in Canada an imperishable record of British skill, science, and perseverance, in the bridge which they assisted to construct. The writer cannot omit to record an anecdote, which will show that, in another form, they have left behind them, he hopes, an equally imperishable record of their humanity, charity, and good feeling.

Before steam was employed for the emigrant traffic between Great Britain and America, the vessels that were sometimes used for that purpose were of the most wretched character—ill-provided, without proper accommodation for a long passage, and entirely without means for ventilation. In these miserable tubs hundreds of poor creatures were crowded, almost to suffocation, below deck. After enduring sometimes twelve or fifteen weeks of suffering and sickness, those who survived the long voyage emerged into daylight, and were put on shore at Quebec or Montreal, with the seeds of pestilence implanted in them in the shape of a ship-fever. In hot, unhealthy seasons, such as engender or favour the prevalence of cholera, this pestilence was a fearful scourge to the city of Montreal, and indeed to the whole of Canada, where hundreds of these poor wretches were landed without home or place of shelter, many of them in the very last stages of this most dreadful plague.

The years 1846 and 1847 were perhaps the most fatal that Montreal ever experienced. Many hundreds of the inhabitants of the city died from this contagious disease. It was ultimately found necessary to establish a quarantine, and to erect buildings away from the city, for the accommodation of emigrants. These "Emigrant Sheds," as they are now called, were built at Point Charles, near the northern end of the Victoria Bridge.

During these two years (1846 and 1847) some 6000 poor emigrants died in these emigrant sheds, and were interred in a large pit or grave common to the whole, in much the same manner as those are described to have been buried who died of the plague which devastated London.

To the honour of the inhabitants of Montreal it should be recorded that