was found at an average depth of about 20 ft. below the surface of the soil. The viaduct is constructed entirely of stone, the interior work being of rubble masonry, and the corner stones, string courses, parapets, &c., being of ashlar. For the cut stonework, granite, obtained principally from islands near Morlaix, has been used, and the same material has been employed for the rubble masonry in those parts where it was subjected to great pressure. In the upper parts of the piers, however, the rubble has been formed of schist and other stones obtained from the railway cuttings. The lime used for the mortar was mostly prepared on the spot from hydraulic limestone obtained from Echoisy, Richebonne, and Marans. The total quantity of masonry in the viaduct is about 2,324,450 cubic feet, of which about 139,200 cubic feet consists of masonry in the foundations laid in Portland cement.

The work was commenced in the second half-year of 1861, and was completed in October, 1863. About 92,900 cubic feet of masonry were on an average laid per month, the greatest quantity laid in any one month being 176,500 cubic feet. The total number of days' work expended on the viaduct by the workmen of the various classes was 448,563; and at the time when the construction was going on most rapidly, 900 men, 3 steam-engines, and 65 lighters were employed in carrying out the work.

The position of the viaduct amongst the houses of the town, and the consequent want of room for the erection of scaffolding, rendered it necessary to construct a temporary wooden bridge, with upper and lower roadways, during the erection of the work, this bridge being carried by the piers of the viaduct, and being raised by screws as the work proceeded. The materials on their arrival at the works were lifted by three steam-engines to the upper roadway of the temporary bridge, this roadway being laid with a double line of rails, which served for the transport of the materials to the fixed 

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