Those driven in England were put in by machinery at the rate of about 1500 per day. Here one gang, such as above described, put in from 40 to 240 per day.

At the time the work was commenced it was exceedingly difficult to procure riveters in this country who were accustomed to the heavy rivets used in bridge work. Ten English riveters were brought over by the company, five of whom soon returned. Others were found to supply their places, though it is a little remarkable that most of them were foreigners; Americans not seeming to take a fancy to this department of iron work.

All the rivets were carefully examined after they were driven, and any loose ones were cut out and replaced.

After the plates were all riveted, the camber blocks upon which the girders were built were removed by striking the wedges upon which they rested, leaving the girders supported by the ends. Those that were not built in position were afterwards lowered to their places as has been described.

**THE SUPERSTRUCTURE.**

The superstructure of the whole bridge, with the exception of the canal span, is formed of wooden floor beams, 17' 9'' long, 7'' × 12'', laid across the tops of the girders 20 inches apart from centre to centre. Upon these rest the longitudinal stringers, 9'' × 15'', which support the track.

In the canal span the track timbers rest directly upon the iron floor beams, and are composed of three pieces each, 6'' × 12''.

It was originally designed to have iron floor beams on the whole bridge, but the high price of iron and the increased cost led to the substitution of wood. The bridge is so constructed, however, as to admit of the substitution of iron beams for the wooden ones whenever it shall be deemed desirable.

It was intended to have the bridge planked and covered with a flooring of asphaltum and gravel, and provided with side rails and guards, but that part of the design has not been carried out. It is now decided to plank the deck of the bridge and paint and sand it, and to have a railing of two round iron rods, with cast iron posts 5 feet apart.

The whole of the iron work is thoroughly painted and protected