

THE ICE-BRIDGE RAILWAY.

When we were schoolboys, there was a story among us of a Sailor and an Eastern King. The former had been wrecked on a coast where they had perpetual summer; and, when brought before the hot-headed and sun-burned potentate, was giving an account of his travels. When the sailor began his yarns of snow-storms and icebergs His Majesty became incredulous, and his incredulity grew into royal wrath. At last, Jack gave a vivid description of how the rivers were frozen so thick that they bore the weight of great merchandise and multitudes. This seemed too much to bear, so poor Jack's head was cut off, to prevent his tongue taking any more liberties with Royalty.

How His Majesty would stand aghast in wonder, were he alive to-day, and should be transported from the Tropics to the broad St. Lawrence, and watch a locomotive and tender weighing over 50,000 lbs., with cars weighing 100 tons each, crossing the frozen St. Lawrence to Longueuil, opposite Montreal.

On the 30th of January, 1880, a light engine first crossed the ice at that point and returned in safety. The train consisted of two ordinary platform cars of about 80 tons, each carrying 250 guests, moving at the rate of about 10 miles an hour. No jolting was felt upon the iron rails laid upon wooden sleepers frozen into position.