

**THE TUBE BRIDGE.**

There are men who are captivated with the engineering skill which reared the Pyramids, built Babel and adorned Petra, but turn with a smile of pity to the "penny bridge," as they call them, of modern times. If the eye of such persons rests upon this page, let them accompany us while we describe one of the most surprising and stupendous efforts of modern engineering enterprise—the Tube Bridge, which will be completed in a few months, and which will become acquainted with the name of Egypt and the ancients might have been proud of, but could never have been erected in our day. The Tube Bridge has already become celebrated by the elegant and romantically placed suspension bridges which have long been their great attraction to tourists. At the latter position, indeed, a work of almost unparalleled magnitude and formidably difficultly existed—a vast monument to the talents and perseverance of one of our greatest engineers—the Menai Bridge. And the suspension bridge at Conway, though less in point of size, yet presents a work of equal grandeur to the talent and perseverance of one of our greatest engineers—the Menai Bridge. And the suspension bridge at Conway, though less in point of size, yet presents a work of equal grandeur to the talent and perseverance of one of our greatest engineers—the Menai Bridge. And the suspension bridge at Conway, though less in point of size, yet presents a work of equal grandeur to the talent and perseverance of one of our greatest engineers—the Menai Bridge.

temporary pier. At high water, the tide was nearly level with the bottom of the tube. Altogether, about twelve months were occupied in the construction of tube tube. When completed, and resting on its massive platform, with the crowds of workmen, the clattering of hammers, the hum of the wheels, the rattling of machinery, the vast piers, all contributed to make the scene one of the most interesting and anomalous that was ever witnessed; especially when the peculiarity of the situation is remembered—the calm river floating idly, and the old castle, the work of man's hand since Adam first looked, as it were, in astonishment at the prospect of a long span across the river. The tube was at length complete; and now remained the Herculean undertaking of dragging it to its position, and lifting it up to its proper elevation. This was the most anxious and arduous task of all. What if the enormous mechanism contained some hidden defect? What if, when being lifted something were to give way, and the vast structure come down, and crash itself and every thing before it into a heap of ruins? Not only that, but life and property being exposed to the risk of one or two men. On Monday, March 6, 1848, the great experiment was made. The tube had been made to rest upon two temporary stone piers, by the removal of some of the piles supporting the platform on which it was built. Six immense pontoons, 100 feet long, and of proportionable breadth and height, were towed up to the tube, and floated, three at each end of the tube underneath it; they were properly lashed together, and the necessary weight was put upon the piers. The high tide was allowed to rise in the forenoon; and all things were therefore ready to take full advantage of this circumstance. As the tide rose higher and higher, the weight of the water on the pontoons increased, and the great pressure was increased. The great pontoons rose too, until they touched the bottom of the tube, and began to bear up its tremendous weight. The favorable moment having arrived, the pumps were set to work, and the pontoons emptied of a large volume of water. The great pressure was increased. The great pontoons rose too, until they touched the bottom of the tube, and began to bear up its tremendous weight. The favorable moment having arrived, the pumps were set to work, and the pontoons emptied of a large volume of water.

thickness of the powerful cylinder, was nine inches of solid iron all round; it was only a "rim," a cylindrical mass of solid iron 18 inches in diameter, so that it did not rest on the cylinder quite accurately, but left a cavity for the passage of water to be pumped out, attached to the tube, a twisted piece of metal called a cross-head, 2 square feet thick, with two square apertures, through which the great chain which was to lift the tube passed and secured. The chain consisted of flat bars of wrought iron about 6 feet in length, and 1 1/2 inch thick and 7 inches wide. Each bar fitted two chains composed of nine links, containing eight bars in the upper links, and four only in the lower. The whole of the iron was 6 feet long, and 1 1/2 inch thick, and 7 inches wide. Each bar fitted two chains composed of nine links, containing eight bars in the upper links, and four only in the lower. The whole of the iron was 6 feet long, and 1 1/2 inch thick, and 7 inches wide. Each bar fitted two chains composed of nine links, containing eight bars in the upper links, and four only in the lower.

**THE WEATHER.**

The weather during the last month has been as unseasonable to the feelings as any previous month could possibly imagine. A continued flood of rain has characterized the month, and to such an extent that the low lands in the country are completely under water. Our canal has fallen another 100 feet, and it is now nearly dry. The water has been so low for many days, that it is not possible to get any more coal, and the boats are accordingly again visible yesterday morning, we are accordingly sure for many days of its continuance, until the time shall have arrived, and that is not far distant, when "Jack Frost" will assume his authority. The new steamer Fairy Queen, owned by F. W. Hathaway and some other gentlemen of Fredericton, built for the St. John River business, has just been completed, and is now lying at the wharf. It is a fine vessel, and will be a great benefit to the river trade. It is a fine vessel, and will be a great benefit to the river trade. It is a fine vessel, and will be a great benefit to the river trade.

**THE ENGLISH MAIL.**

The English Mail steamer, the "Hibernia," arrived in St. John on Wednesday afternoon, in 13 days from Liverpool, and arrived here this morning. The steamer "Hibernia" arrived in St. John on Wednesday afternoon, in 13 days from Liverpool, and arrived here this morning. The steamer "Hibernia" arrived in St. John on Wednesday afternoon, in 13 days from Liverpool, and arrived here this morning. The steamer "Hibernia" arrived in St. John on Wednesday afternoon, in 13 days from Liverpool, and arrived here this morning. The steamer "Hibernia" arrived in St. John on Wednesday afternoon, in 13 days from Liverpool, and arrived here this morning.

**COMMERCIAL.**

The general state of trade and commerce during the past week has been quiet. In the Produce market both foreign and colonial, there have been some fluctuations. In the Flour market, the market has been quiet, and prices are steady. In the Sugar market, the market has been quiet, and prices are steady. In the Coffee market, the market has been quiet, and prices are steady. In the Tea market, the market has been quiet, and prices are steady. In the Spice market, the market has been quiet, and prices are steady.

**PROVINCIAL AFFAIRS.**

The Rev. Mr. Maynard, of the Baptist Church, has been elected Moderator of the Convention. The Rev. Mr. Maynard, of the Baptist Church, has been elected Moderator of the Convention. The Rev. Mr. Maynard, of the Baptist Church, has been elected Moderator of the Convention. The Rev. Mr. Maynard, of the Baptist Church, has been elected Moderator of the Convention. The Rev. Mr. Maynard, of the Baptist Church, has been elected Moderator of the Convention.

**THE CHOLERA.**

The cholera has been at it again, and the appearance of the cholera on our shores has recently been reported. The cholera has been at it again, and the appearance of the cholera on our shores has recently been reported. The cholera has been at it again, and the appearance of the cholera on our shores has recently been reported. The cholera has been at it again, and the appearance of the cholera on our shores has recently been reported. The cholera has been at it again, and the appearance of the cholera on our shores has recently been reported.

**PROVINCIAL EMIGRATION.**

The new weekly steamer, the "Hibernia," has been at it again, and the appearance of the cholera on our shores has recently been reported. The new weekly steamer, the "Hibernia," has been at it again, and the appearance of the cholera on our shores has recently been reported. The new weekly steamer, the "Hibernia," has been at it again, and the appearance of the cholera on our shores has recently been reported. The new weekly steamer, the "Hibernia," has been at it again, and the appearance of the cholera on our shores has recently been reported.

**DOMESTIC MANUFACTURES.**

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**THE STAMPAER EUROPA.**

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**IRELAND.**

The society formed by all ranks and parties in Ireland in stepping forward to second the recommendation of the Jury of Clergy, to spare the life of the man who had committed the murder of the Duke of Wellington, has been at it again, and the appearance of the cholera on our shores has recently been reported. The society formed by all ranks and parties in Ireland in stepping forward to second the recommendation of the Jury of Clergy, to spare the life of the man who had committed the murder of the Duke of Wellington, has been at it again, and the appearance of the cholera on our shores has recently been reported.

**INDUCEMENT.**

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**CHEAP.**

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