

and the commercial part of the City, in the Lower-Town, by means of the branch from the proposed Railway.

This connection if made from Palace Saint-Louis terrace, would require *four miles of gradients*, to descend to the same level, at the proposed maximum grades of the Halifax and the Richmond Railways.

In view, then, of the many and very decided advantages in favor of the site N<sup>o</sup>. 1, or that near the Chaudière River, and the fact that there is nothing of a general public nature for the Bridge to perform, which it cannot do, as well at the upper as the lower site, I deem it to the interest of the City to recommend to you in the most unequivocal manner, that the bridge should be constructed at the site designated as N<sup>o</sup>. 1.

I have therefore prepared drawings in detail of the proposed work ; and at the same time submit an outline of what would be necessary at the Lower Site N<sup>o</sup>. 2, with a rough estimate of the cost of the same, in order that you may complete the comparisons yourselves.

#### OF THE PLAN PROPOSED.

In presenting the accompanying plans for your adoption I am aware that, in all probability, opposition arising from long standing prejudices, will have to be met with and combatted, as at this moment, the opinion of the scientific world is divided on the matter at issue. I trust however that the facts here adduced will be sufficient to entitle the project to consideration, if not to settle the question.

The plan proposed is usually known as the *wire Suspension Bridge*.

It consists of two massive towers of masonry, built in the river in twelve feet deep of water at average low tide.

These towers will be in total height from their base, about three hundred and thirty feet ; they will be fifty two-by one