

that the bridge would not contribute any revenue towards paying for itself, while the result will be very much more favorable.

Among the many sources of direct revenue from the bridge, may be estimated the following, the indirect advantages to the city it is impossible to calculate.

It has been calculated by those who thoroughly understand the subject, that about forty thousand persons annually visit Quebec on pleasure for the purpose of sight seeing.

Each of these persons would no doubt pay twenty-five cents to see the bridge and cross over; this is equal to \$10,000.

The districts on the southerly side of the river which would keep up a constant communication with the city by means of the bridge, contain 139,077 inhabitants.

While the towns lying beyond the Saint-Charles river, from which the inhabitants cross the Saint-Charles river bridge to reach the city, contain 22,180 inhabitants only.

The very large number of ferry boats and small steamers which cross the river from the city to the south side, running a short distance up or down, is evidence that there is a very considerable business done in this way, from which a large revenue must be derived.

Most of those who now cross in boats will when the bridge is finished, cross on it and if any estimate was obtained of the revenue from the boats it must fall far short of what would be realized at the bridge for the same purpose, for many reasons, among which may be mentioned that the bridge will be open at all times of the year and day and night, while the boats can run but little more than half the year.

Waggons and heavy articles will also be taken over on the bridge, which never are taken over in small boats or in