

Brooklyn will spring up, to the injury of Montreal. But a still greater objection is, that at the very time we most require a railroad to carry off what produce may be left on hand for shipment, all communication with the opposite shore is closed by ice ! We mean in the spring and fall ; at which time, for a number of days, crossing is only practicable by canoe, or on foot ; and for a portion of time only at Lachine. But even if all the produce could be got down before the close of navigation, why should we go to the expense of building warehouses on the other side of the river, if they can be dispensed with ? How, then, is the difficulty to be surmounted ? We unhesitatingly reply, *by building a bridge across the St. Lawrence.* This is no visionary scheme. We speak advisedly when we say, that such a work is perfectly practicable. Such a bridge can be erected a little below the Nun's Island, at which part, the river is quite shallow, and the shoving of the ice nothing like so violent as lower down the river. By means of this bridge we should have constant access to the opposite shore, to the great convenience of trade, and to the advantage of the shareholders. The freight cars could, by this means, be run to a basin on the canal for the special use of vessels loaded for the Railroad from the West, and the passenger train could pass over the canal into the city depot. It may be objected that such a bridge would obstruct the navigation, but if the canal tolls were low, masted vessels with cargoes would go down the canal, and as for steamers, a hinge on the funnel could be made, as on the Rhone and Seine, in France, by which means the bridges are easily passed.

Such a scheme would at once do away with the necessity of building wharves on the opposite shore, or continuing the use of the ferry-boats, or of transporting property over the ice in winter. It would prove a fruitful source of revenue to the stockholders, and be the most economical means of connecting our canal with the Atlantic and United States ports. It is a work for the people of Montreal to move in. Every man who owns a foot of property should give it his attention and support, if upon a survey and examination by competent engineers, it is found as practicable, as we now with full confidence represent that it will be.

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## THE NEW STATUTE

### Regulating Recovery on Bills of Exchange and Promissory Notes, in U. C. (20 Vic. Chap. 57.)

The laws of Canada present two grand divisions,—first, the Criminal Law ; second, the Civil Law. The one concerns the public, and is for the punishment of offences against society, commonly described as crimes. The other concerns individuals, and is for the regulation of private rights, and the redress of private wrongs. The Criminal Law of Canada, both of Upper and Lower Canada, is taken from the Criminal Law of England. The laws of Upper Canada, as to civil cases, are also taken from the laws of England. England is the prototype of much that appears upon our Statute Books. Proud are we to have such a model, and glad are we to be able to emulate it. Ever since 1792, when Upper Canada began to legislate for itself, our Legislature has been contented to copy English Statutes *verbatim et literatim*. Upon the whole, the task, though not troublesome, is in general agreeable and