

they done this, the road would now have been on this side of the river, which is the right side, as all the cities or towns are on this side, and two bridges would have been saved. Thus, "for want of a nail the shoe was lost; for want of a shoe the horse was lost; for want of a horse the rider was lost, being overtaken and slain by the enemy—and all for want of a horse-shoe-nail!"

But, Sir, let us proceed from the past to the future, and be thankful that poor, old, unprogressive, obstructive Quebec stood in the way of such progressive, practical policemen as yourself and Willis Russell, Esq., who gave the order to "move on!" which order has been taken up and echoed and re-echoed until not a loiterer remains upon the road; nor will there be, until this great trans-continental railroad is completed from the broad Atlantic to the boundless Pacific.

The completion of this link of the road, Sir, will be followed by two results, not less important to this city than the railroad itself—viz., Harbour Extension and Eastern Connexion.

"Harbour Extension" will rouse the Harbour Commissioners from their present lethargy; and wharves, docks, drawbridges and floating elevators will rise up, as if by a magic that might astonish Rip-Van-Winkle, and the depreciated Harbour Bonds—now almost a drug—will become valuable negotiable securities.

So much, Sir, for "Harbour Extension;" and we now come to the most important object connected with this letter—viz.: "Eastern Connexion," which means a "Bridge."

It is several years since I wrote, *anonymously*, in one of our city papers, that the completion of the North-Shore Railway would give to Quebec an "Albert" submerged tubular or tunnel bridge, as sure as Montreal had her "Victoria Bridge," and that the present generation would live to see it; and