This Bridge is to be tubular and on the general plan of the Britannia, having, however, only one passage way. It will consist of 25 spans or spaces for navigation between the 24 piers. exclusive of the two abutments for the support of the tubes. The centre span will be 330 feet wide, and each of the other spans will be 242 feet wide. The width of each of the piers next to the abutments will be 15 feet, and the width of those approacing the two centre piers will be gradually increased; so that these two piers will each be 18 feet wide, or three feet more than those next to the abutments. Each abutment is to be 242 feet long and 90 feet wide, and from the north shore of the St. Lawrence to the north abutment there will be a solid stone embankment—faced in rough masonry towards the current—1200 feet in length. The stone embankment leading from the south shore of the river to the south abutment will be 600 feet long. The length of of the bridge, from abutment to abutment, will be 8000 feet; and its total length, from river bank to river bank, will be 10,284 feet —or 176 feet less than two English miles.

The clear distance between the ordinary summer level of the St. Lawrence and the under surface of the centre tube is to be 60 feet, and the heighth diminishes towards either side.

Each of the tubes will be 19 feet in height at the ends, whence they will gradually increase to 22 feet 6 inches in the centre. The width of each tube will be 16 feet—or 9 feet 6 inches wider than the rail-track. The total weight of iron in the tubes will be 10,400 tons, and they will be bound and riveted together precisely in the same manner and with similar machinery to that employed in the Britannia Bridge.

The piers close to the abutments will each contain about 6000 tons of masonry. Scarcely a block used in the construction of the piers will be less than seven tons weight: any many of them—especially those exposed to the force of the current, and to the breaking up of the ice in spring—will weigh full ten tons each. The total amount of masonry in the piers will be 27,500,000 cubic feet, which at 13½ feet to the ton, gives a total weight of 205,000 tons.

THE EDITOR'S SHANTY.

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SEDERUNT XXXVII.

[*Major, Laird, Doctor, and Purser.*]

LAIRD.—Canada is a great country—there can be nae manner o' doubt aboot that. We are advancing wi' race-horse speed on the macadamized road o' improvement. The skriech and the skirl o' the iron gelding is heard amang swampy forests, that but a year or twa ago were only made vocal by the choirs o' puddocks. Shopkeepers hae vanished frae our villages, and merchants reign in their stead. Our bairns are indoctrinated wi' the mysteries o' the A, B, C by Professors, instead o' the auld-fashioned dominies. And the rod which that antiquated fossil, King Solomon, had sic an exalted notion o', is clean superseded by a Boston notion, answering to the name o' moral suasion. Even the hizzies that teach our lassie weans to shape, and shoe, and work cocks and bulls in worsted samplers, sport their diplomas like sae mony Doctors and Physicians. Nay, it is currently reported, as Mr. O'Squeel tells me, that as there are Bachelors of Arts, so there are to be spinsters of ditto, a great concession to the uplifters o' the petticoat. But wi' a' this—

DOCTOR.—I was morally convinced that a *but* lurked at the bottom of this pit of glorification.

LAIRD.—Will naebody send for a constable, to remove this habit-and-repute disturber o' the peace o' the Queen and the Shanty?

MAJOR.—Never mind him, Laird, but proceed with your prelection.

LAIRD.—As I was ganging to remark, wi' a' their advancements on the social scale, the denizens o' Canada West hae yet to eat their commons in a common-sense manner.

PURSER.—Indeed!

LAIRD.—Yes, indeed, and nae mistake aboot the matter.