

## BRIDGING THE ST. LAWRENCE.

Foremost among the enterprises of the present day, stands that gigantic undertaking the Victoria Bridge, now being erected across the St. Lawrence at Montreal.

It was not till the St. Lawrence and Atlantic Railway was being surveyed that the bold scheme of bridging the Saint Lawrence was suggested. Eleven years ago almost to a day, an article appeared in the *Canadian Economist* urging the practicability and importance of such a bridge, and indicating a spot a little below Nun's Island as the most suitable for its erection, this being the very site of the present Victoria Bridge. It is well known that the Honorable John Young was the writer of that article, and to him belongs the honour of having first suggested and publicly advocated this great connecting link in our railway system, a work which we hope he will live to see realize his most sanguine expectations. We intend in a future number to furnish our readers with a complete history of this undertaking. In the meantime we subjoin the article referred to by us, believing that it cannot fail to be interesting:—

*From the Canadian Economist, 20th June, 1846.*

## BRIDGE ACROSS THE ST. LAWRENCE.

The Engineers of the Portland Rail Road are now actively engaged in finding out the best route between the St. Lawrence and Province Line. So far, the levels have been found very satisfactory, and it has been decided that the line must pass through Ste. Hyacinthe, and from thence up the St. Francis to Sherbrooke. But where is the terminus on the St. Lawrence to be? Montreal is not more interested in this question than the stockholders generally. The largest item of receipts from the road will be from the freight of western produce arriving from the interior by the canals, for consumption in Maine, New Hampshire, and Massachusetts, and it will depend upon the economy of construction and the facilities for doing business, whether produce shall go by the Portland Road or by the Central Road from Ogdensburgh and Burlington to Boston. Hence every stockholder is interested in creating such facilities for transport as shall ensure freight being taken at the least possible cost. Let us then examine the advantages which present themselves for the terminus at the several points which have been named. If at Longueuil, or if placed immediately opposite the city, a little above St. Helen's Island, long and solid wharves (owing to the shallowness of the water) must necessarily be built, to enable the freight cars to reach vessels coming from the interior drawing nine feet of water. Ferry-boats will also, in either of these cases, be required, to convey passengers across the river, and the consequence must be, that a great portion of the business will ultimately be done on the opposite shore, while, in the course of time, a second