

the winter of 1886-7, and the effect will be to bring the New Brunswick port of St. John, and the Nova Scotian port of Halifax, 279 and 125 miles respectively nearer to Montreal than they are by the present Intercolonial Railway route. The Short Line will, of course, as it passes for some 150 miles through the State of Maine, not be available for troops and war-materials; but commerce fortunately can, by sealed cars and bonding arrangements, afford to disregard political boundaries.

We move quickly now-a-days; and that which was deemed almost one of the world's wonders a few years ago is now thought little of, being superseded by something else which in most instances is better and has also cost far less than its predecessor. In 1860 the Prince of Wales formally opened the Victoria Tubular Bridge at Montreal. Crossing the St. Lawrence at one of its widest points, it is over 9000 feet long; it took more than five years in construction, and cost the Grand Trunk Company, it is said, over six millions of dollars. It was, in its day, a wonderful work. In January 1886 the Canadian Pacific made a contract for the construction of a steel truss-bridge across the St. Lawrence at Lachine. There were to be fifteen stone piers, two of which stand in 27 feet of water running at the rate of about seven knots. There were to be two cantilever spans over the steamboat channel of 408 feet each, two level spans of 270, eight of 240 feet; the whole length being 3454 feet. It was late in April before the contractor for the masonry could get to work at the piers, which he was bound to finish by November 30th. A fortnight in advance of that time he reported the work accomplished. The bridge-builders are close behind the masons, and by the time these words are in print it is expected that the Lachine bridge will be ready for the trains. The cost has not been made public, but it is said not to exceed 250,000*l*.

It is supposed that, at one time, when the work of construction was in progress all along the Canadian Pacific line, as many as 25,000 men were employed upon it. And before leaving this part of the subject, a word ought to be said in praise of the Dominion regulations for keeping the peace in the vicinity of great public works, and also of the Temperance rules which are so honestly and strictly enforced in the North-West. It was only by the help of these efficient rules and regulations, that such a record of unprecedented work was possible, and that peace and order could be, and were, as well maintained at 'the end of the track' as in a quiet English village. The contrast between this state of things in Canada and the rampant rowdyism that marked the construction of the Western railroads in the United States