

fully answered. For in times past, our commerce was limited to the rivers; our domestic wants were supplied from our own side of the water; manufacturing pursuits were little thought of; and the only important travel which crossed the river at this point (aside from the merely local travel,) was an occasional emigrant train, consisting of wagons, cattle, horses and the peculiar institution, all of which the ferry-boats were fully able to accommodate. But the scene is changed; the extremes of a nation are rushing together, its centre is agitated by contending interests and feelings, and each of the great rival cities is vying with all the others for recognition as the metropolis of a great empire—not where the wrangles of politics and the intrigues of faction find Dead-Sea fruition, but where Commerce shall rear her golden capital, Manufacture build her busy hive, Art erect her monuments of Genius and Science lay her lines of thought, to guide and control the world.

We now come to the second query, viz: What kind of a bridge should it be? Preliminary to describing the form and estimating the cost, it may be well to state some of the general characteristics that such a bridge should possess. It must be incombustible, for the reasons that such structures are liable to be burnt by fires which originate in and upon them; and the frequent conflagrations that occur at our wharf would render a combustible structure peculiarly insecure; as the burning steamers, when adrift in the river, (as is frequently the case,) would lodge against it, and render its destruction certain. It must have wide spans, of at least 450 feet, so that the large rafts of drift will pass through them freely, and the ice will not be liable to gorge; also that timber rafts and all kinds of river crafts may be easily and safely manipulated through the spans, and that it may offer as little obstruction as possible to the free flow of the currents. It must be high enough for steamboats to pass under it at all ordinary stages of the river, and not too high to admit of easy approaches at either end. It must be capable of accommodating all the traffic that may require to cross the Mississippi river at St. Louis, both railroad trains and common vehicles, as well as all other kinds of travel. It follows, from what has been said, that a wooden bridge is inadmissible, for two reasons: first, that it would be combustible, and hence liable to frequent destruction; and second, that spans of 450 feet are not attainable in a wooden bridge. It must be without a draw, as such an appendage