would almost destroy its usefulness, besides rendering it at all times liable to dreadful catastrophies. The constant stream of travel passing over it, would ill brook the frequent interruptions that a draw would occasion, if every high-topped river craft were permitted to pass through it; besides it would be almost impossible to maintain the channel at the point where the draws might be located. All steamboats should have arrangements made to lower their chimneys to the level of the hurricane deck, so as to pass freely under the bridge whenever desirable, which would not be often, as it could be easily arranged for the boats in the Northern trade to transact all their business north of the bridge, and those in the Southern trade could land south of the bridge; and thus they would only require to pass when being transferred from one trade to the other, or when going to and returning from the place of repair. It is my opinion that a suspension bridge would not be suitable for the purposes required of it; and as this kind of bridge has been often spoken of in reference to our wants, I will dwell somewhat at length and in detail upon the subject. In the year 1839 Mr. Charles Ellet was invited by the City Council to furnish a plan and an estimate of cost for a bridge over the Mississippi river at this city; and after an examination of the site, and due consideration of what would be required, he reported a plan and estimates for a suspension bridge across the river at the foot of Market street. The bridge proposed was of three spans, the middle one of 1,200 feet, and one from each shore of the river of 900 feet. The cost was stated at some $700,000. The cost was a large sum in the eyes of that day, but perhaps this was not the reason why the project was not adopted; for the intuitions, or what might be called the common horse-sense of the people, taught them that such a structure would not answer the requirements of either that time or the future. In fact, the public mind was not convinced of the practicability of the scheme, and so it fell through. Railroads were scarcely known in the West in those days, and it was thought that ferry boats, floating on the bosom of the Father of Waters, would be better and safer than a wire net work hung up in the sky. It was consequently laid upon the shelf and forgotten; though, to the mind of the scientific engineer and the lover of art, it presented much food for thought, and much to admire. With this effort the subject, as a public measure, lay dormant for many years, until several enterprising men procured charters for a Bridge Company, under