elevation, that will leave no obstruction to the sailing, and steaming craft below. The great rivers of this continent will no longer offer an insurmountable obstruction to the formation of uninterrupted lines of Railways. At the completion of the first road to the Pacific we shall possess continuous lines of Rail of over 3000 miles extent, over which, if desirable, cars loaded with treasure at San Francisco, may be passed to New York without breaking bulk.

The subject of Suspension Railway Bridges was indeed a question of great importance. A Rail Road is now being constructed through the central part of the State of Kentucky, known as the Lexington and Danville line, which, with its extension to the State line of Tennessee, will form the connecting link between two great networks of Railways, north and south, of such an immense extent as can only be found on the North American Continent. This important connection will have to be abandoned, if a Suspension Railway Bridge of a single span of 1224 feet, now in course of construction, across the Kentucky River, which, there forms an abrupt chasm of 300 feet deep, cannot be accomplished.

The Kentucky River, the Niagara, and many others, which have been ploughing their courses through limestone formations, will not admit of any other mode of crossing but by a Suspension Bridge. Tubular as well as Arch and Truss Bridges are in those localities impracticable.

While the European Engineers are engaged in the construction of short lines of Railways at such enormous cost, that in most cases the capital invested, yields no