be made to pay a sufficient revenue upon its cost? and 4th. Where should the bridge be situated? In answering the first query, it will only be necessary to direct attention to the condition of things which surrounds us, and which are palpable to every observer. There are three ferries within the limits of the city, employing some twelve ferry-boats of large capacity. These boats are crowded during the business portion of the day, and are frequently unable to accommodate all the travel passing to and fro across the river; so much is this the case that costly detention and great delay is the result, detracting materially from the commercial facilities which it is obligatory upon us to maintain intact. Illinois is the source from which we must ever draw our supply of fuel. This being the prime element in both our domestic and manufacturing existence, it behooves us to multiply and cheapen the means of supply in every possible way. We transport ten millions of bushels of coal per annum across the river, and this large amount will certainly be doubled so soon as peace and prosperity shall once more return. It now costs us seven cents a bushel for the transfer while, by means of a railroad bridge, the same transfer could be made at a cost not to exceed two cents, so that five cents per bushel would be saved; and this is an item of five hundred thousand dollars per annum, which we are now paying as a tax upon our industry and enterprise. A similar tax is paid upon many of the articles of domestic consumption which come to our markets, and which, if there were free access to the cheap and fruitful lands immediately opposite to us, would not only be increased in quantity and improved in quality, but would also be so much reduced in price as to save us hundreds of thousands of dollars per annum. Five railroads terminate at this city, which bring us nearly all that we buy in other States and foreign countries, and take away a large portion of the commodities which we send in exchange. This vast trade, both going and coming, is taxed heavily in crossing the river, and we have to pay every cent of the tax, either in an increased cost on what we consume, a charge upon what we export or a detraction from our commercial facilities, and, in latter years, this has nearly wrought our ruin, at least it has left us third, when we should have been first, in the rank of Western cities, for the commerce and manufactures of the Mississippi Valley. But whatever the present and the past may indicate in these respects, it is only the germ of what the proximate future