

ing the Thames. Of the many structures which she has erected for this purpose, one alone cost over \$12,000,000. I verily believe that more than the total cost of this bridge is annually lost to the city, directly and indirectly, for the want of such a structure. Half the cost of delivering fuel across the river per annum would pay the maintenance and the interest on the cost of such a bridge, which I estimate as follows.

Interest on cost, \$3,332,200, at ten per cent.....	\$333,220 00
Repairs of floor, roadways, painting, &c.....	8,000 0
16 policemen, at \$600.....	9,600 00
10 collectors, at \$600.....	6,000 00
6 ticket agents, at \$800.....	4,800 00
1 secretary, at \$1,500.....	1,500 00
1 superintendent, at \$1,200.....	1,200 00
4 laborers, at \$500.....	2,000 00
Office expenses, stationery, &c.....	1,000 00
Total.....	<u>\$367,320 00</u>

At the prices of 1860, the above estimate would be reduced to \$215,000.

We now come to the third proposition in the inquiry, viz: Are the means for its construction available? *i. e.*, can such a bridge be made to pay a sufficient revenue upon its cost? This inquiry resolves itself into two branches, First: what amount of stock could the city and county of St. Louis, the county of St. Clair, Illinois, the three principal railroads, and individuals afford to subscribe towards the building of the bridge, for the benefit which would directly accrue to them? In answer to this query, I would offer the following statement, viz:

The city of St. Louis .....	\$1,000,000 00
The county of St. Louis.....	500,000 00
The county of St. Clair, Illinois.....	100,000 00
The Ohio and Mississippi Railroad.....	400,000 00
The St. Louis, Alton, Terre Haute and Belleville Railroad,...	400,000 00
The Chicago, Alton, and St. Louis Railroad .....	200,000 00
Merchants, manufactures and real estate owners in St. Louis,	732,200 00
Total.....	<u>\$3,332,200 00</u>

This would make a gross sum of \$3,332,200, being the estimated cost of the bridge. There is no doubt about the practicability of raising all the means required, as every real estate owner, merchant, and manufacturer, could well afford to sub-