scribe largely towards such an enterprise. I think it may then be certainly affirmed, that the means for constructing the bridge are available. In fact I believe that every dollar of the stock would be sought after by individuals as an investment which promised the most certain and profitable return upon capital that could be found. Capital is now abundant, and will soon be driven into such investments. The second branch of the inquiry is, What amount of revenue could be directly derived from tolls? In answer to this question I make the estimate of revenue per annum, based upon charges equal to about three fifths of the fare now collected by the ferries, viz:

10,000,000 bushels coal, at 6 mills per bushel .................................................. $ 60,000 00
2,000,000 foot passengers, at 8 cents each ........................................ 60,000 00
300,000 teams, carriages, etc., other than transfer and coal teams,
at 25 cents each .................................................................................. 75,000 00
800,000 tons of freight, transported by railroads, at 20 cents per ton ................................................. 160,000 00
500,000 railroad passengers, at 3 cents each ........................................ 15,000 00
Sundries, such as cattle, hogs, horses, etc......................................... 55,000 00

Total ............................................................................................... $425,000 00

Which, after deducting $34,000 for repairs, maintenance and contingencies, as estimated hereinbefore, would leave the net sum of $390,000, which would be ten per cent. upon the whole capital stock, and a residue of $57,680, that could be passed into an accumulating fund for future extension and improvements. I feel confident, from the data which I have collected, that the revenue at the rates stated would be even larger than I have estimated, so that, by a trifling increase in the rates, a large surplus could be accumulated, if it should be deemed desirable to build the bridge partly upon borrowed capital for, in this event, a sinking fund would be required.

I estimate that there would be a direct saving to the people of St. Louis by the erection of the bridge, of a very large sum per annum, which I will venture to estimate as follows:

Saving on ferriage fare ...........................................................................$ 175,000 00
10,000,000 bushels of coal, at 3 cents per bushel, lost by detention ................................................................. 300,000 00
800,000 tons railroad freight, at $1.00 per ton ........................................ 800,000 00
500,000 railroad passengers, at 35 cents each ..................................... 175,000 00
Sundry losses by detention .................................................................. 350,000 00

Total................................................................................................ $1,800,000 00