ARGUMENT.

Railroads form to-day the greatest and most important means of communication between the different parts of the country; and their usefulness, extent and influence in developing the resources of the nation increase in a more rapid ratio than those of any other interest. Whatever obstacle is in their way must be overcome.

Great Rivers were once regarded as the most valuable avenues of trade and travel; all great cities were located on them, and their navigation constituted the internal commerce of the country. Now they are secondary to the iron track, and though their freedom should be assured, they cannot be longer left as barriers to the great land lines which cross them.

Bridges are no longer looked upon as hindrances to free navigation. Modern engineering has taught us how the two great highways, by water and by land, can each be made use of without interruption by the other.

All-Rail Routes are fast taking the preference over routes where part of the travel goes by rail and part by water, and this is especially true of lines carrying heavy freight. It pays even to go many miles further, to save unloading and reloading freight and ferry delays.

Distance is the next consideration to handling. If one route is shorter than another between the same points, that route can afford to carry cheaper, and so control the business. It follows, therefore, that the shortest all-rail route has advantages over every other, which are certain to make it successful in the competition for patronage. Albany is only six miles south of Troy, yet the Albany Bridge has reaped an unprecedented revenue, because it saves this six miles in distance.

The Hudson River is one of the great natural boundaries dividing the United States into grand divisions or sections. The New England States, lying east of the Hudson contains one seventh of the whole population of the country, and control more than one half the manufacturing of the nation. These States are the most active and most wealthy, and their business interests and capital are nearly equal to those of all the rest of the Union.