canal tonnage was 4,650,214; in 1869, it was 5,859,080—an increase of 26 per cent.

The roads at present carrying the freights of the Continent to and from the city of New York and the East, are overcrowded.

Note.—During the last month (August, 1871,) the grain receipts alone at Boston, over the Boston & Albany Road, have averaged a million of bushels a week; and the Press of Boston complain of great want of railroad facilities with the West, and say that it is impossible for the present roads to do the business.

By the construction of the Bridge at this point—and an additional through route by the Connecticut Western, Poughkeepsie & Eastern, and the Midland, to Oswego, Buffalo, and the Lakes, is immediately established between the east and the west. The completion of the Hartford & Erie line on the east to this point and other connecting lines on the west, will immediately follow—all of which will tend to quicken transportation and lessen the rates of freight.

As the above arguments in favor of bridging the Hudson in connection with the roads terminating at Poughkeepsie, seem to be sufficient, it only remains to answer the question—

**What will it Cost? Will it pay as an Investment? And what Interests will Build it?**

A detailed estimate of the cost of the Bridge is now being made by capable engineers. For a Suspension Bridge of one centre pier and two piers on land, the total cost of the enterprise is approximated at two and a half millions of dollars ($2,500,000). (The cost of an iron truss bridge will be much less.) In comparison with the cost of other similar structures, this estimate seems to be a safe one. The Niagara Suspension Bridge cost four hundred thousand dollars, (and is leased for ninety-nine years to the great Western Railway at a yearly rent of $45,000.) The iron truss RR. bridge at Parkersburgh, Va., just completed, is one mile in length, more than double the length of the span here, is ninety feet above the water, cost one million of dollars, and was constructed in eighteen months. This bridge was built by railroad companies, that had less financial inducements for its construction than are presented to either one of the seven great roads, (viz: Poughkeepsie & Eastern, Connecticut Western, Hartford & Erie, Rondout & Oswego, Oswego & Midland, New York & Erie, and Hudson River,) for the building of the Poughkeepsie Bridge. (There could also be added to the