and live stock, are annually transported between New England and the Western States, a large proportion of which is subjected to the expense and delay of ferriage and transhipment—a serious loss, that would be avoided by the completion of this additional continuous line of Railroad.

**Principal Sources of Revenue.**

Taking the statistics of the present traffic as a basis on which to estimate the probable business of this Bridge when completed, it may be reasonably expected that its revenue will be about as follows:

1,500,000 tons of coal for Eastern consumption, @ 20c. \$\ ton, ... $300,000

300,000 tons of coal for New York city and River counties, @ 20c. \$\ ton, ... 60,000

[Note.—The freight tariff for coal over the bridge at Albany is FIFTY CENTS per ton, and $3 to $5 per car for general merchandise. The consumption of coal in the New England States is estimated at 4,500,000 tons, and for New York and Brooklyn cities, 3,000,000.]

93,600 car loads general merchandise, live stock, grain, oil, manufactured articles, iron and iron ores, @ $3 \$\ car, ... 280,800

Mails and RR. passengers, ... 109,840

Tolls from wagon and passenger traffic, ... 45,000

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Deduct 5 \$\c. for operating and other expenses, repairs, &c., ... 39,782

Leaving a net profit of ... $755,885

Notwithstanding the above favorable showing, the profits of one year amounting to more than one-fourth of the total cost of the Bridge, no one who has given the subject careful investigation doubts the accuracy of the estimates, while the rates of toll are placed below the average charges of other bridges. Nevertheless, if the above estimates are reduced to one-half, or even one-third the amounts mentioned, there still remains a large and remunerative profit upon the outlay required.

In the Engineer’s Report, made in 1867, of the probable business of the Highland Suspension Bridge Company, the estimate for Bridge tolls is $1,000,000. Deducting $39,782 for operating expenses, leaves a revenue of $960,218. The esti-