mates of the probable business of the Poughkeepsie Bridge are made three years later, and from statistics from official sources, and from which it is fair to suppose that the business of the Poughkeepsie Bridge Company will far exceed the estimates of the Highland Suspension Bridge Company.

It is a fact that may here be stated, that while great bridges over navigable waters are the most valuable feature of the engineering of our time, it is also notable that they pay enormous dividends to stockholders, and that no bridge stock is in the market.

The Commercial Interests Involved.

In every quarter the greatest activity prevails in the endeavor to establish new and more direct channels for railway conveyance. Virginia has made a free gift of more than three millions of dollars, expended on the Chesapeake and Ohio Railroad; the Canadian Parliament has moved for an investment of six millions sterling in an inter-colonial railway; Portland has put three millions into western railroad enterprises for the benefit of that city; Boston and the State of Massachusetts have advanced over fifty millions for railway construction; Baltimore has given eight millions to the Baltimore and Ohio road; the Pennsylvania Central Road, having extended its leases and facilities for a permanent grasp of the Pacific traffic, is advancing two millions of dollars to place steamships on the Atlantic, to reach Liverpool and compete for the European trade.

Do not the commercial interests of Massachusetts, Connecticut and Rhode Island, imperatively demand the immediate construction of this Bridge, for an outlet from the Coal region directly to their doors, practicable at all seasons of the year, and an additional link between the Eastern and Western States, affording facilities for cheap and quick transportation? And with the Bridge a certainty, will not the immediate completion of the Boston, Hartford & Erie Railroad, to connect with it, follow? and thus solve the difficult problem of that unfortunate enterprise so near to them. Such is the judgment of many of their wisest men, and that to delay the completion of these projects is to injuriously affect the material prosperity of