Park line, and 784 feet less than the Bowery and Canal. The central or river span on the last route is but 1,433 feet, on the Chatham Square line 1,480, and on the Park line 1,600 feet. The Bowery and Canal line offers the easiest grade, but is the most destructive of valuable property. The locality of its New York terminus is not as favorable as the other two termini are; and as this route is excluded by the Charter, we will drop its further consideration.

The grade of the New York approach on the Park line will be 3.44 feet rise in 100, which is a very modest ascent. The grade on the Chatham line is 4.33 feet in 100 feet.

The occupation of valuable property is an important item in these comparisons. The Park line recommends itself as the true line of the Bridge on account of the location of its New York terminus, opposite the Register's office, in the Park. This point will collect and accommodate more travel than Chatham Square. Although the length of this line exceeds the Chatham Square line, and its central span will also be 120 feet greater, yet its more favorable location will far outweigh these and much weightier considerations.

For the next fifty years to come, the City Hall Park will remain the great focus of travel, from which speedy communications will ramify in all directions. Its easier grade is an important point in its favor. It also so happens that much less valuable property will be occupied on this line than on any other. Indeed, it is a curious circum-