stance, that on the Park line, in a distance of 1,200 feet from the terminus of the anchorage, only three valuable buildings will have to be appraised, and these are near Franklin Square. Should the building of the Bridge go hand in hand, as is proposed, with the improvements of the ground underneath, than indeed this work will greatly beautify and improve this part of the city, which appears to need it more than any other. To improve the entrance to the Bridge, it may be found necessary to occupy the office of the Daily News and of the Staats Zeitung, which will increase the number of valuable buildings from three to five.

The clear elevation of the river span, in the centre, is fixed by the Charter at no less than 130 feet above high tide. I propose to consume only six feet below the floor of the Bridge for trussing, in order to make the grade as easy as possible. This enables me to keep the ascent on the Park line down to 3.44 feet per 100. On the Chatham Square line the ascent would be 4.33 in 100, and this increase is a strong argument against this route. The difference in cost of the two lines is in favor of the Chatham Square route, but this difference amounts to less than one half million of dollars, estimating property and all. I have come to the conclusion, that when in the comparison of the two lines, the future revenues of the two bridges are taken into account, the greater value of the Park line will be rendered so conspicuous that its selection will be subject to no doubt. I