have therefore confined my detail labors to the Park line as the true route, which will most favor the interests of the community as well as of the Bridge Company.

As to the practicability of the two routes, I will only remark here that the central spans on both lines are far within the practicability of the system of suspension. Any span inside of 3,000 feet is practicable. With the best quality of steel wire, even greater spans may be made secure for all kinds of traffic, but of course the cost of such works increases with the length of span. I shall return again to this subject.

The nature and cost of foundations for the towers will not vary materially on the two routes. More will be said on this point in the chapter on foundations.

The Park line commences opposite the Register’s office, on Chatham Street, then crosses North William, William, Rose, Vandewater, Cliff, Franklin Square, Cherry, Water, Front and South; thence to the end of the old Pier No. 29, now broken down, the line continues in a straight course across the river, and passes on to the Brooklyn shore, nearly through the centre of the spare slip of the Fulton Ferry Company; thence passing over Water, Dock and Front; a part of James Street, near Garrison, will be occupied by the Brooklyn anchorage. Leaving the anchorage the line continues to pass over James, and then crossing York and Main streets obliquely, deflects towards Fulton. After crossing Prospect, near its intersection with Fulton,