the ground is more than is needed for a market hall, one or two floors may be utilized above.

The above remarks will also apply to the Brooklyn approach, but only to a limited extent. A part of James street, next to the anchorage, might be appropriated for a market hall. One portion of the same street, higher up, will have to serve as an engine room, to work the wire rope for the propulsion of the cars.

There will be ample time for a thorough discussion of these various projects. I have offered the above ideas, not as final plans, but as simple suggestions for the purpose of inviting criticism and other plans by other parties, who feel a local interest in this matter.

VII.—ESTIMATE OF COST AND REVENUE.

As a great centre of trade, New York is now only surpassed by Liverpool and London. After the completion of the Pacific Railroad, however, a great change will take place in the commerce of the world. This change will at first be very slow, but the breadth and depth of this new commercial channel will increase with every coming year, until at last the city of New York will have become the great commercial emporium, not of this continent only, but of the world. In another half century, Liverpool and London, as commercial centres, will rank second to New York. This is no