

The aggregate travel by horse railroad cars in the city of New York is estimated at over one hundred millions of persons annually. With these figures before me, am I wrong in estimating the travel across the East River at eighty millions of people annually ten years hence? On three different occasions have I greatly *under* estimated the prospective revenues of such works; and in all these cases I was personally interested as a stockholder, but failed in my calculations by not sufficiently allowing for the annual increase of population, commerce and travel in growing and progressive communities. I am unwilling to repeat this mistake in this report. I shall be found nearly correct when I state, that the travel, ten years hence, across the East River, will be nearer one hundred millions than eighty millions a year.

A census in 1870 will not exhibit a population of less than two millions in New York and adjoining cities, including Newark and all within a radius of ten or twelve miles. All this population may be considered as belonging to New York, because their business is in New York. And I am persuaded that a large proportion of this human hive would prefer to live in Brooklyn and environs, provided they could enjoy speedier means of conveyance than they have now.

The proposed Bridge over the East River will cost from six to seven millions of dollars. My estimate sums up \$6,675,357.

The question now is, will the future intercourse between the two cities justify such an outlay?