larger travel, away from the shores, and the up-town travel will hereafter go by the Bridge, or not pass over the river at all. Its erection will simply provide for the future increase of travel, and will therefore prevent an overcrowding of the existing ferries, and will render unnecessary additional ferry routes and ferry boats.

It is evident that an increase of ferry routes and ferry boats, with a large increase of commercial shipping, would in the future, seriously impede the navigation of the East River. It is also plain, therefore, that the erection of the proposed Bridge will not set up a dangerous rivalry to the existing ferry interest, but will on the contrary relieve it from those prospective dangers, to which it is sure to be exposed in this narrow commercial strait.

Of the same width as Broadway, the Bridge will form a great avenue between the two cities, and will afford a communication so superior and so speedy that the idea of competition can never be entertained. While the Bridge will be certain of an overwhelming patronage, in consequence of its superior access and facilities, at all seasons and at all hours of day and night, the ferries, on the other hand, will by virtue of their location, continue to do a full business. While the ferries will forever retain a monopoly of the river shores, the Bridge will command all the vast travel between the shores. These two distinct modes of conveyances may, therefore, operate not in close proximity alongside, but within sight of each other, without mutual jealousy or injury. The prospective growth of the population of the city of New York and