perity will be unimpaired by the enterprise of their neighbours; the great public, for whose benefit this rail-way is intended, will be relieved of the necessity of making an ascent and descent, amounting together to 100 feet, in every trip over the line; and that by reducing the grades, a saving of time will be effected, and the public convenience and welfare, so far as they depend on the construction of the Air Line Road, will be promoted, without injury to them or complaint from any.

My views on a bridge of this character, and my estimate of its cost, are set forth in the following

REPORT.

In presenting a design for a rail-way bridge over the Connecticut, I am aware of the difficulty which is almost always encountered in attempting to show the practicability of constructing a great work on a plan which has not yet been submitted, in all its features, to the test of practical experience.

In past times such an attempt could scarcely have hoped for success; for men then approached cautiously and by very slow steps, to the most important truths.

But it is our privilege to live in a period, and just here in an atmosphere, where all claim the right to judge of the feasibility of every useful project; and, fortunately for the present purpose, in a portion of this country where most persons are fitted by educa-