

must judge of such things, too, with an allowance for the peculiar views which prevail in England, where engineers, directors, and even stockholders, are prone to encourage extravagant outlay, for the purpose of excelling in magnificence and originality, and where those practical views of economy and usefulness which here constitute the criterion of excellence, are less stringently enforced than on this utilitarian soil.

ESTIMATED COST OF THE BRIDGE.

We have now gone over every branch of this subject, which appears to be essential to the establishment of the entire feasibility of constructing a safe and sufficient rail-road bridge, across the Connecticut at the point in question. It remains only to ascertain the probable cost of the work, that we may be able to judge whether the advantages of the structure are sufficient to justify the expense of its erection.

On this head, also, we have ample experience, and there is no part of the edifice of which the cost may not be estimated with sufficient accuracy for the security of a contractor, or the necessities of a company.

The cost may be stated to be as follows:—

Estimate.

1,560,000 pounds of No. 10 iron wire, including the cost of manufacture, raising and adjusting, at $10\frac{1}{2}$ cents,	-	-	\$163,800
45,000 pounds of No. 12 wire in the suspenders, at 12 cents,	-	-	5,400