far exceeding in strength the real wants of the Company. A bridge abundantly sufficient for all the duties of the Air Line Road, can be erected for little over $200,000; but, as before stated, the Committee desired to have a plan prepared for a bridge of the first order, and equal to all the duties of a great rail-way.

But taking the structure as it is, with all its excess of strength and weight, the cost would appear to be small in comparison with the evils which will be entailed on the city of Hartford, and all the country bordering the Connecticut, from Middletown to the head of navigation, by the adoption of the plan proposed by the Rail-road Company, and resisted by the great interests which it threatens. These evils will consist—

1. In the injury to the navigation consequent on the construction of the bridge, and the effect of that injury upon the commerce and value of property, as far as this injury may reach.

2. The loss of time to all who may hereafter traverse the Air Line Road, by the necessity of a total ascent and descent of 100 feet at every trip of every locomotive passing over the line.

3. The injury to the public, consequent on delays at the draw, which might, of course, be avoided by the higher level.

These are evils which certainly ought only to be encountered under manifest and absolute necessity. No ordinary consideration could justify a company in violating the vested rights of a population of more than 100,000 inhabitants, or putting their common earnings