NOTE E.

The quantity of masonry exhibited in this estimate is greater than would be really necessary for the execution of the work. The object not being to limit the cost to any very low figure, considerable latitude has been taken in adjusting the proportions, with a view to symmetry and effect.

The price affixed to the masonry of the abutments and wings may appear small; but as a considerable portion of the work consists of a massive wall which supports nothing but the rail-way track, it will, I doubt not, be found sufficient.

NOTE F.

There is, perhaps, no place in this country where the erection of a bridge across a navigable stream can be sustained by as great an interest, and as many important considerations, as at Albany. But the people of New York have hitherto respected the prior rights of Troy, and prohibited the obstruction of the navigation, to which that flourishing city owes its existence and prosperity. Nevertheless, the want of a bridge at Albany is becoming annually more imperative, and on the completion of the Hudson river rail-road, and the numerous great lines and tributaries progressing in the West, a bridge will be made across this stream, on some plan which will leave its navigation free.

It is perfectly practicable for all the rail-roads to maintain a high level at Greenbush, and crossing on a suspension bridge, raised entirely above the masts of all the shipping—leaving the whole channel clear—land their passengers in the heart of the city, and in a station worthy of the great interests that would be there concentrated.

In this case, as at Middletown, the same plan would obviate a considerable portion of the ascending grades, leading up from the river in each direction, and by promoting the common interests of the several roads and the city of Albany, justify a combination of all their strength to effect the object.

The cost of such a work would certainly be large, but nevertheless, it must, sooner or later, be encountered.