steam carried through it in iron pipes. This tank was large enough to hold 60 pieces of timber, 2 1/2 by 5 1/2 inches, and 20 feet long, at once. The planks were put in single, and allowed to remain 6 or 8 hours; then they were hoisted out by wire ropes, attached to windlasses operated by steam.

A "Daniel's Planer" was run steadily for a year, to dress the oak floorig.

Water street, Cincinnati, is spanned by 5 wrought iron plate girders, to which the beams are attached. The flooring here is the same as on the sidewalks, except the two horse tracks, which are made of Nicholson pavement. A considerable portion of the approaches is covered with this pavement, which so far meets the expectations of the engineer; though from its being put down in winter, on frozen ground, it does not retain its original uniform surface.

The full length of the bridge and approaches, from Second street, Covington, to Front street, Cincinnati, is something over 2200 feet. The length of the two short spans is 262 feet each. Length of the main span over the river, 1020 feet in the clear. Distance though each tower, on the floor, 35 feet. Length of bridge over Water street, Cincinnati, 66 feet. Height of the floor above low water mark, 100 feet—consequently most steamers can pass under except at high water, when they are obliged to lower their chimneys. The deflection of the cables is about 90 feet; and the camber, or rise in the floor, in the centre between the towers, is about 16 feet.

The total cost of the work including real estate, interest, taxes, &c., will probably amount of two millions of dollars. The cost of construction will amount to one million and a half.

The cost of construction has been much increased by the high price of labor and materials. This is particularly noticeable in the article of iron, which has been three times as high as it was when the work was commenced.

The wire used in the cables, came from Johnson Brother, Manchester, England. The twisted wire ropes were made at the works of Mr. Roebling, Trenton, N. J. Mr. Roebling has brought the manufacture of wire rope, for a variety of purposes, to a high point of excellence; and it is gradually taking the place of hemp and cotton, particularly in the rigging of vessels. The floor beams, girders and posts for the truss raling, came from the Union Works, Buffalo, New York. A great portion of the forging and machine work has been done in the Company's shops in Cincinnati, though much has been given out to various establishments, among