a capital of $300,000. The work was not commenced until 1857, and the capital has since been increased to one million of dollars. The cost of construction is about $1,500,000; the cost of the real estate, interest, taxes, and incidental expenses will swell the amount to about two millions of dollars.

For some years after the first commencement, but little was done at the work. There was much opposition. Capitalists were shy of it; and the public at large did not feel a great deal of interest in it. Finally, a new Company was formed; funds were raised, and during the past four years the work has been pushed forward vigorously to completion.

John A. Roebling, Civil Engineer, a Prussian by birth, but for many years a resident of Trenton, New Jersey, designer and builder of the International Suspension Bridge, over Niagara River, and many others, was Engineer and Superintendent of this. His son, Col. W. A. Roebling, was Assistant Engineer. Each particular department of construction has been under the care of skillful and competent master workmen; and no pains have been spared to make it what it really is—the most substantial, graceful and perfect wire suspension bridge in the world.

THE ANCHORAGES.

To form a strong and safe fastening for the ends of the cables, is one of the most important points in suspension bridge building; while making the cables is one of the most curious and interesting. The stone work of the anchor piers of the Covington and and Cincinnati Suspension Bridge are irregular masses of masonry, measuring on a level with the sidewalk; the one in Covington, 60 feet by 90 feet, and the one in Cincinnati, 60 feet by 100 feet. In the centre of each are arched rooms, or vaults, well suited for storage or other purposes.

The cables are anchored by immense wrought iron chains, composed of flat links, 10 feet long and 9 inches wide, by 1½ inches thick; fifteen of these links, and two others of half the thickness of these, form one section; and ten or eleven sections, curving through 100 feet of solid masonry, form the chain. Over 20 feet below the sidewalk, they are attached to cast iron oblong plates, 14 feet 6 inches wide, by 17 feet 6 inches long, and 2 feet thick in the centre. Each plate weighs over 11 tons.

Timid individuals have sometimes asked the question: