"How are the wires fastened?" "When a heavy load goes on the bridge, wont the wires pull out and let the whole thing down?" We recommend such people to make a little calculation as to the resistance offered by a pile of rocks and cement, of the size of these anchor piers, and the lifting power requisite to move them. We think it will give them confidence in the strength of the structure.

The ends of each link are enlarged to double width, and a $4\frac{1}{4}$ inch hole is drilled through it. A wrought iron pin, turned to fit exactly in this hole, is passed through the joined ends of two sections of link, thus forming the connection.

The wires are not attached directly to the links, but they are passed around oblong, grooved iron castings, called "shoes," and these are fastened to the bars in the same manner that the bars are attached together. These cables were made in 7 strands, of 740 wires each; and while one strand was being made, the shoes to which it was attached were set back on the top of the anchor bars, several feet from their proper position, and afterwards let forward and fastened to the bars, when the strand was completed.

The stone work of the anchor piers is carried up on the Covington side, 24 feet; and on the Cincinnati side, 15 feet above the sidewalk, to the roadway; and on each side of the roadway, 25 feet higher. These piers end with a concave necking and a heavy beveled cap. The passage way for vehicles is here 24 feet wide. The toll collector's offices are placed in the outer ends of these piers. They are finished with wood and glass, and are neat and commodious. The lowest part of the foundation of these anchor piers is over 20 feet below the level of the sidewalk. The base is built of limestone, but they are finished like the towers, with a drab colored freestone, obtained from quarries near Portsmouth, Ohio. This stone, rather soft and light colored when taken from quarries, grows harder and darker by age, and is admirably adapted to building purposes, for which it is extensively used. It has been estimated that there are 13,000 perches of stone in each anchor pier, and 32,000 perches in each tower, making a total of 90,000 perches in all. To keep the arched apartments in the anchorages dry, the floor of the carriage way is composed of two thicknesses of inch stuff, one of which is tongued and grooved. Both are laid in coal tar and rosin, with two thicknesses of tarred paper between. Over this is laid a floor of Nicholson pavement, also soaked and laid in tar.