are filled with a putty composed of cement, tar and oil. Any mechanic will appreciate the amount of labor required to prepare, lay and fasten this floor. The car tracks are laid on two thicknesses of 3 inch oak, between which and the "backbone" is a space 20 inches wide. This is filled by two thicknesses of pine, with a top course of oak, fastened like the others.

The horse track is formed by another course of rough oak plank, 2½ inches thick, laid transversely over the second floor and fastened by wood screws and spikes. This gives a good foothold for horses, and can easily be replaced when worn out. It is also laid in hot tar and rosin, and the interstices are completely filled with the same.

The sidewalk is made of one thickness of 3 inch pine planks, bolted to the beams like the other floor; and a top floor of 2½ inch oak, laid in tar and fastened by screws. Twenty-two inches in width of this floor, next the railings, are of pine. There are 20 courses of oak in these floors, averaging 80 pieces to the course, and 10 screws to each piece, making 16,000 in all.

The full width of the carriage-way is 20 feet. Width of sidewalks, 7 feet each. All the iron rails are fastened by iron bolts, which go through the full thickness of the floor, and have nuts underneath. These nuts were put on by workmen on stagings, hung under the floor; but most of the nuts on the bolts that hold down the first floor were put on by the men lying at full length, face downward; and in this position it was not always possible to retain hold of the tools used; and could the bed of the Ohio under the bridge be laid bare and dry, the heart of many a dealer in old iron and junk would rejoice. Sledges, hammers, wrenches, punches, bars, pincers, chisels, saws, and tools of almost every description used in construction, might there be found. One floor beam was lost on the Covington side, but subsequently recovered; but a piece of wire rope, which slipped from the workmen and caused the death of one of them, by hitting him as it went down, still lies in the mud near the Cincinnati tower.

Most of the oak lumber used was kiln dried, and all of the middle floor in the carriage-way was soaked in hot coal tar. All those who have had occasion to boil tar, oil or rosin, in kettles over an open fire, known that is a dangerous operation. For this reason, a large wooden tank was constructed, in which the tar was heated and boiled, by