and sixteen feet long; and, where they pass over the uprights, they are treble, and made in short links, which is said to be more secure than saddles made of plates of iron. The four middle joists rest on the chains; all the rest are suspended to the main chains to equalize the floor. This Bridge has two passage-ways of fifteen feet in width each, and the floor is so solid as to admit of horses, carriages, &c. to travel at any speed, with very little perceptible motion of the floors. The railing is stout and strong, which adds much firmness to the floor. There are three chains in each range on each side, and four in the middle range: they are calculated to support nearly five hundred tons. From the surface of the water to the middle of the floor is forty feet; and from the top of the abutments to the top of the uprights is thirty-five feet high, making seventy-two feet. The magnitude and power of the abutments, the width and length of the floors, the elevation of the work, the evident powers of the chains, &c. all conspire to make it a wonderful work. Every expense attending it did not amount to twenty-five thousand dollars. The abutment being of stone, the uprights covered, and