ways, together with the artillery and baggage trains, the total number that may be passed without crowding would reach nearly half a million.

On the second day of the opening of the Cincinnati Bridge, 75,000 people passed over the roadway, 20 feet wide, inside of eight hours. But these crowds went very slow. They stopped frequently to enjoy the novel sight, and of course greatly interfered with each other. If they had been kept in motion in one direction only, three times this number might have crossed comfortably.

The number of persons now carried annually by the boats of all the ferries of the Union Ferry Company, is stated officially at 40,000,000; this would be 109,589 persons per day, uniformly distributed over 365 days. It is plain that this number of people can be passed over the Bridge alone with ease and comfort. But should great irregularity be the rule at times, it is certain that 40,000,000 of passengers per year can be conveyed over the railway tracks annually without confusion and without crowding.

The central or fifth division of the Bridge floor remains to be spoken of. This part I call the *elevated promenade*, because its principal use will be to allow people of leisure, and old and young invalids, to promenade over the Bridge on fine days, in order to enjoy the beautiful views and the pure air. I need not state that in a crowded commercial city, such a promenade will be of incalculable value. Every stranger who visits the city will at least take one or two walks on this