

The height of the upper side of the flooring, or grade line of the road, is 140 feet above the low water surface of the Connecticut,—leaving space sufficient between the water and the platform, for the passage of the tallest masts in all conditions of the river.

The width of the platform between the parapets is 20 feet,—sufficient to admit the future introduction of a double track rail-way, although the plan contemplates for the present but a single track.

The height of the eastern abutment will average about 65 feet; the rock on which it is founded rising at this point, 75 feet above low water.

The western abutment is about 10 feet in height, and rests on a substantial foundation of earth and gravel, at a height of 130 feet above low water.

The towers which support the cables rise 65 feet above the road-way, measuring from the grade line to the point of suspension; but the masonry is carried up 10 feet above the bearing point, for the sake of architectural effect.

The thickness of the towers at the base is 30 feet, in the direction of the axis of the bridge, and 70 feet transversely thereto. In the former direction, they are pierced with an arch-way 20 feet wide and 34 feet high, through which the engine and train enter upon the bridge.

The style of the architecture of the towers is Egyptian, and all the work is of massive proportions.

The flooring will be upheld by 24 wire cables, each