

way should be connected with the bridge, and in order to secure this they were prepared to make some concessions. As it would have been desirable to carry both roads at the same level, the cost of both the masonry and superstructure would have been considerably increased thereby; it was, however, considered that as the bridge was but 1,400 feet long, and could be crossed in five minutes by a team, or in two minutes by a train, no very great trouble need be apprehended, with proper police regulations at the ends, in admitting each traffic alternately upon one floor, and it was accordingly decided to lay down a Nicholson pavement upon the bridge, which was in consequence made 18 feet wide in the clear, and to throw it open to carriages at all times, except when trains were to pass. All the foundations were, moreover, put in for a double-track bridge, so that it can be widened whenever the traffic becomes so great as to require it. This arrangement, which was not adopted without some misgivings, has thus far been found to work perfectly well. Not the slightest accident has occurred in consequence; and the delay to trains or teams, from finding the bridge occupied upon approaching it by each other, has proved trifling and unimportant. Some idea of the large business done over the bridge, from the very beginning, will be formed by examining the abstract of its traffic for the first seven and a-half months, given in Appendix D.

The chief anxiety of all parties concerned in this work was so to locate and build the bridge that it should form the least possible obstruction to the navigation of the river, and prove as little objectionable as possible to the steamboat interests. It was felt that, whatever other mistakes might be made, the channel must be kept clear, and boats be enabled to pass and repass at all times, without danger or difficulty. This was the intention. It is hoped and believed that it has been fulfilled, for thus far not the slightest accident has occurred to any boat in passing the bridge. For two years steamers of all sizes have gone up and down, at all stages of the water, passing the piers and works in progress. After the completion of the bridge, at the suggestion of some gentlemen connected with the steamboat interests, a timber dock or shore was provided above the bridge, by swinging a series of pontoons above and in line with the southern pier, to enable boats to drop down along their sides in very dark or windy weather; but although this was only completed and put in place late in the