cheapest bridge, simply because it is a matter of exceedingly rare occurrence that a bridge is subjected to anything near the load it ought to carry safely. The scattered travel of foot-passengers, or the uncrowded teams on the roadway do not test a bridge, and yet that is the usual condition of travel, particularly in country districts. Occasionally, circumstances arise when a bridge may become crowded, as was the case at Dixon, Ill., when, on a quiet Sunday afternoon, a Truesdell bridge fell with a horrible crash, killing and wounding many of the citizens who had congregated on that ill-fated structure to witness some unaccustomed, and therefore crowd-collecting, sight. The same story would be repeated throughout the land, were our ordinary highway bridges subjected to similar loading; and it behooves all upon whom the responsibility of buying iron bridges rests to weigh well that responsibility, and not to be deceived with the idea that their duty to their constituents requires them to erect the cheapest structure offered. There is, however, considerable difference in price for good bridges, and a good substantial bridge can be built under any of the well-recognized types of trusses. Some designs require less material than others, and the proportion of parts relating to general forms, such as depth of trusses, panel lengths, etc., still further affects the amount of material required. Two iron bridges may be built on the same