THE construction of durable Iron Highway Bridges instead of perishable wooden structures—securing, as it does, an ornamental and permanent improvement to the public highways, and avoiding their frequent obstruction for the repair or rebuilding of wooden bridges failing from decay, storm or fire—has become an imperative public want, wherever trial has been made of properly designed and constructed work.

The only objections to the adoption of Iron Bridges have arisen from the construction by unscrupulous and inexperienced bridge builders of light and inferior work, badly designed and poorly built of inferior material, and there is no case of failure of Iron Bridges which cannot be clearly shown to have resulted from some of these causes. Iron of proper quality, and rightly used, has never yet failed to meet all the requirements of a first-class bridge material, but it must be properly used to give good results; and it is on the ground of their extensive experience in its practical use, and their facilities for ascertaining its quality and manufacturing it into the strongest designs for work, that this Company desire to call the careful attention of the public to its record and facilities.

**Experience.**—During the past 18 years this firm have erected nearly 4,000 spans, varying in length from 20 to 900