feet, and in width from 6 to 120 feet, aggregating over 50 miles in length, and having an aggregate floor surface of about 94 acres. This work has been erected in 26 different States, Canada and Mexico, and includes nearly all forms of Truss, Arch, Swing and Plate Bridges and Iron Piers, as will be seen from the list of work given on the following pages, giving us the benefit of the most extensive practical experience in Highway Bridge work of any firm in the country.

Quality of Material.—We were the first Highway Bridge firm to put in testing machinery for ascertaining the actual strength of iron used in construction, and are the only firm in this special business practically applying tests to material received and work built at their shops. All iron is specially manufactured for us under the most rigid specifications as to strength and quality, and every car-load is carefully tested immediately upon receipt from the rolling mills, and if found unsatisfactory is returned to them. We offer every facility for testing the iron, and finished iron work, at our shops before shipment, to parties purchasing our bridges; and give their engineer personal supervision of the manufacture, when desired, as was done in the construction of the 6-171 foot spans for Sterling, Ill., and 301 foot span at Aurora, Ind.

Facilities.—The works are the largest in extent, and are provided with the most complete machinery of any Highway Bridge Works in the country, as we shall be pleased to prove to anyone who will inspect them, so that our facilities for accurate and reliable work are unrivaled. We have recently added to our outfit the latest improved forms of pneumatic riveting machinery, and have also increased our facilities for steam forging.

Erection.—We have had less accidents in the erection of our work, during the past 18 years, than any other firm doing a large amount of work, having had but four accidents in the erection of nearly 4,500 spans during that time. Our foremen are trained by long experience to meet any emergency that can arise in erection, and parties purchasing bridges of us can depend on having no failures in the completion of work when wanted.

Rapid Construction.—Our extensive facilities for construction enable us to complete work in much shorter time than other Iron Highway Bridge firms. We have turned out a complete 60 foot Truss span from the iron as it came from the mills in 7 hours, and have completed 100 to 150 foot spans at points from 100 to 500 miles distant from our works in 8 to 15 days. We received the first iron for the 301 foot span built by us at Aurora, Ind., which weighed more than 180 tons, on Oct. 10th, 1878, and had all the iron work ready for shipment Oct. 31st, 1878. The first iron for the 8-155 foot spans built by us at Northampton, Mass., was received at our works Aug. 18th, 1877; we raised the first span Sept. 25th, and had the bridge ready for travel Oct. 25th, 1877; and the 350 foot bridge, 38 foot wide, built at New Philadelphia, O., was completed for travel in 40 days from the receipt of the contract.