ticular method adopted to produce such a desirable result, doubtless contributed to prevent the general introduction of the bridge.

The invention of what is known as the "Howe Bridge," which has been extensively used throughout the United States, soon followed. In this, as in Col. Long's bridge, the idea of combining the arch with the truss was originally abandoned, for reasons heretofore given, and it was believed that this simple form of truss would prove equal to any reasonable requirement.

In the "Howe Bridge," the posts used in the Burr and Long bridges are dispensed with, and iron rods substituted (see Fig. 2), by means of which any desirable "camber" may be given to the truss, thus overcoming the practical difficulty previously experienced in the adjustment of Col. Long's bridge, by the use of wooden wedges, as above referred to.

This method of producing camber is certainly an improvement upon the means adopted in the Long bridge, for that purpose, but is much inferior to the latter in its method of counter bracing, in that they are not adjustable, and perform a negative, rather than a positive duty, as there may be occasion to show hereafter.

The "Howe Bridge" is composed of lower and upper chords, braces and counter braces, vertical rods, and cast iron "bearing blocks." The braces abut upon the "bearing blocks," which pass through the chords in such a manner as to permit the rods to bear directly upon them.

This form of bridge was first extensively used in the New England States, and was subsequently introduced generally; and while it must in justice be admitted, that no plan of bridge, the same length of time before the public, has given so much general satisfaction, yet it cannot be