denied, that the energy, ability and influence of the parties controlling its interests, have in some degree at least, contributed to this result.

The popular success of this bridge has induced parties from time to time to attempt improvements in its details, leaving the general principle the same; but the improvements claimed have either resulted in an infringement of the original patent, or have turned out comparatively worthless.

Spans of considerable length were built upon this plan, but experience proved that even this truss—like all others—had its limit, beyond which it could not be safely extended.

In the progress of Railroad enterprises, in order to save large expenditures of money for masonry, longer spans than had been previously used became desirable, and in certain locations absolutely indispensable; besides this, locomotives were largely increased in weight, to meet the demands of traffic, and furnish a more economical mode of working, and thus arose the necessity for the adoption of some other expedient to meet the increased requirements of bridges. As all had been done by way of improving this truss that mechanical skill could devise, and which an extensive practice had amply afforded, it became evident, that some radical change must be made in its arrangement, to enable it to meet the exigencies of the case.

In this emergency the arch, heretofore condemned in the "Burr Truss," was again resorted to, for it had been proved from the experience which its use in that truss had afforded, that an arch of sufficient size abutting against permanent masonry, would place the truss in a position of secondary importance.

It may be considered excusable here, to venture the re-