"On removing these engines from the bridge, it was found that the truss had entirely resumed its original level, showing that the elasticity of the timbers was unimpaired. The greatest weight put upon the bridge was a fraction less than one ton per foot of span,—was one and 1-10 tons per foot occupied by engines and tenders,—and was 2 1-10 tons per foot occupied by engine No. 58.

"The plan of this bridge is the result of a series of experiments made by Mr. McCallum, who has, for several years, had charge of the bridges upon the New York and Erie Railroad. The experiments were highly satisfactory to all present, and we have no hesitation in expressing our conviction, that this structure is better adapted for railroad purposes, and particularly for bridges of great span, than any other in use.

"Mr. Hall, chief engineer of the Chemung Railroad, and well known as an engineer of experience in the construction of bridges, addressed the following note to Mr. McCallum, on the subject of the strength of his bridge.

"'DEAR SIR:

"'I regret that I was not able to meet with the other members of the committee to report upon the experiments which we witnessed at Lanesboro', Pa., upon your bridge.

"'The result of the tests then applied was highly gratifying to me, as it was to all present.

"'The load sustained was greater than I have ever known placed upon a bridge of a single span, and the deflections, as will appear by the record reported, were quite insignificant.

"'I therefore consider your bridge the most perfect structure within my knowledge. Its superiority over