into use, and had been for some time supported by "tres-
tles." This bridge has now been in use nearly seven years,
without having cost one cent for watchmen, adjustment or re-
pairs, except a coat of paint last year, and is now in per-
fected condition.

Since 1851, thirty-seven others of the larger bridges
have been rebuilt on your plan; others are now in pro-
gress of reconstruction, and before the close of the year,
no less than fifty-five of the original and largest bridges
will have been "used up," removed, and yours substituted.

Besides these, there have been forty-five second track
bridges built on your plan, making the whole upon this
road equivalent to one hundred bridges for a single track,
15,377 feet, or nearly three miles in length.

To give some idea of the strains to which the bridges on
this road are subjected, I will remark that the average
weight of passenger trains, including locomotives, is about
100 tons, their speed from 25 to 50 miles per hour, and
their distance run equal to 3,260 times over the road in a
year.

The average weight of freight trains last year was 262
tons; their speed from 15 to 20 miles per hour, and the
distance run equal to 3,354 times over the road between
the Hudson River and Lake Erie.

These do not include the trains employed in ballasting,
ditching, moving wood, iron, ties, timber, and other sup-
plies for the road. In regard to the durability and economy
of the bridges built on your plan, I take the liberty to refer
you to my report to the President on the condition of the
New York and Erie Railroad, dated December 5th, 1858, a
copy of which you have herewith, and from which you will
doubtless be able to glean the information you desire. I
will, however, embrace this opportunity to again give