gineer in charge, Mr. Post, with the results to which you from time to time arrived, and to witness the mode adopted by you in forming your trusses, so that the several parts should fulfill in the best manner the service required of them. I also observed with much interest, the effect upon your bridges when in place, produced by the passage over them of railway trains, loaded heavily and otherwise, and at different rates of speed, and I am free to say, that I know of no plan of timber bridge which has stood the test better or as well.

The importance to the public of having our railroads provided with the most safe and reliable means of passing streams, &c., in localities where structures of earth and stone, or iron, are impracticable, from their greater cost or otherwise, will at once be conceded; and in giving my testimony to the merits of your bridge, I do so free from any bias of interest in your improvements, save that which every citizen should feel in having our railways made as perfect as possible, and the risk to life and limb of those using them, to the last degree diminished.

I am gratified to hear that Mr. Post is preparing for publication a practical treatise on timber bridges, which will embody the results of the various experiments made conjointly with yourself, and to which I have alluded above. I have known Mr. Post for many years, and feel confident that he will produce a work of much value to the profession and the public. His superior judgment and discrimination in mechanical matters, evinced during his professional career, fully justify this opinion of his treatise in advance of its publication.

Yours very truly, &c.,

EDWIN F. JOHNSON.