devoted exclusively to the making of bridges of wood, iron, steel, or all combined. As in all division of labor, the result of this specialization has been to improve the quality of the product, to lessen the cost, and to increase the demand, until many of our large firms reckon the length of bridging which they have erected by miles instead of feet. As usual, however, in such cases, unprincipled adventurers are not wanting, who, taking advantage of a great demand, do not hesitate to fit up cheap shops, to buy poor material, and to flood the market with a class of bridges made with a single object in view, viz., to sell, relying upon the ignorance—or something worse—of public officials for custom. Not a year passes in which some of these wretched traps do not tumble down, and cause a greater or less loss of life, and