than 100 tons; and this load would be applied in the worst possible manner, i.e., in a series of shocks. There have been many cases in this country where bridges have been blown down; and a case recently occurred where an iron railroad bridge of 180 feet span, and 30 feet high, and presenting apparently almost no surface to the wind, was blown so much out of line that the track had to be shifted. The recent terrible disaster at the Frith of Tay was, no doubt, due to this cause.

At the time of the Tariffville catastrophe, it was gravely stated at the coroner's inquest, and by railroad officers who claimed to know about such things, that the disaster was caused by the tremendous weight of two locomotives which were coupled together, and it was stated that one engine would