To the Presidents and Directors of the Niagara Falls Suspension, and Niagara Falls International Bridge Companies.

Gentlemen:

It gives me great pleasure to be enabled to report the Niagara Suspension Rail Way Bridge complete in all its parts. The success of this work may now be considered an established fact. The trains of the New York Central, and of the Great Western Rail Road in Canada, have been crossing regularly since the 18th of March, averaging over 30 trips per day.

One single observation of the passage of a train over the Niagara Bridge, will convince the most sceptical, that the practicability of Suspended Railway Bridges, so much doubted heretofore, has been successfully demonstrated.

The practicability of Suspended Railway Bridges of large spans, was a practical question of great importance to the country, intersected as it is by numerous large rivers and deep gorges, at a depression far below the general surface of the surrounding country.

The free and unobstructed navigation of our great rivers, which are to be crossed by Railways, also demanded a new class of viaducts, such as will safely pass the Locomotive with its train at one bound, and at an