sequently severe upon the framing. The great inherent stability of the structure will so far resist this action as to prevent all such motions as would be readily discovered by the eye. But I will state here, that in my opinion a heavy train, running at a speed of 20 miles an hour, does less injury to the structure than is caused by 20 heavy cattle under a full trot. Public processions, marching to the sound of music, or bodies of soldiers keeping regular step, will produce a still more injurious effect. No bridge, constructed without regard to stability, will long resist such tests. The best built Suspension Bridge, as well as all kinds of wooden or iron structures, not excepting tubular bridges, will suffer from this cause. The Covington Suspension Bridge opposite Cincinnati, with a single span of 550 feet, erected last year, and since rebuilt, fell down under twenty cattle trotting over.

The above remarks have been made with a view to correct popular notions upon this subject, and also to draw your attention towards it, so that the Superintendent of the bridge may be directed to see the rules and regulations, already laid down, strictly enforced.

In conclusion I will state that the woodwork was entrusted to the charge of Mr. D. McKenzie, as master carpenter, who last year sustained a serious injury while removing the old wooden towers on the Canada side, and has been since assisted by Mr. L. Anson. The wire work and other parts have been attended to by Mr. David Riule. During the first two seasons I was assisted by W. O. Buchanan, Esq., and latterly by J. H. Fisher, Esq., who is also acting in the capacity of Secretary to the Joint Board. To all these gentlemen