The result in that case was highly satisfactory; the bridge being still in good condition, as far as I have been informed. It may be proper to state that the small dimensions of many of the timbers in this kind of bridge, and the joints, or points of contact where water is liable to be taken in and retained, render it advisable, in most cases, to keep the bridges thoroughly enclosed.

There is another bridge of considerable importance, upon this plan, across the Mohawk River at Cohoes. It consists of 5 or 6 spans, of about 140' each, and was built about fifteen years ago; is a covered bridge, and is still believed to be in good order, although it has been exposed to very unfavorable conditions, from the fact that a Towing-path, (for towing canal boats,) of 7 or 8 feet in width, with a heavy railing upon the outside, is sustained by projecting beams, outside of the truss, upon one side; thus throwing, at least, three fourths of the labor of the two trusses, upon one; and that no heavier or stronger than the other, and no stronger than it should have been, had the labor been shared equally between the two.

I will close this History with a brief account of the Des Jardins Draw-bridge near Hamilton, in Canada West, upon the Great Western Rail-way.

This structure extended over a channel 66' wide, with a span of 72' from the bearing upon the turntable, to the opposite abutment; and, with the section over the table, and 36' beyond, for counter-