poise, was about 126' long. The bridge was built in 1833; and put in use about the 1st of November, in that year. It was constructed of small timbers,—was 18' high, (between centres of chords,) & was a rigid, though a very light structure.

After being used nearly 3½ years, and borne the passage of, probably, 10,000 trains, and passed through vicissitudes testing its capacities pretty thoroughly, including the swamping of a heavily loaded freight car, which broke loose upon a steep grade, and ran on to the bridge,—(off of the track,) with such speed & force, as to break 6 or 8 beams; on the 12th of March, 1857, it met with a disaster involving consequences most lamentably fatal.

On that day, the Locomotive Oxford, drawing a passenger train eastward, with a broken axle, ran off the track upon the down grade approaching the bridge, and could not be stopped, till it went crushing into the timbers of the bridge; probably coming in collision with the light lattice timbers on the right hand side, cutting them off, and letting the engine and train down some 40', into the canal.

Such was the conclusion arrived at by the Coroners' Jury, after a long and thorough investigation, and the hearing of a vast amount of testimony, by experts and others. The Jury also found, that the Bridge was "safe and sufficient" for the traffic of the Road, with engines & trains upon the Track; but not sufficient, in case of their running off the track while passing over the bridge.