the load upon the bridge has been assumed to consist of a column of the first class locomotive engines, each of 20 tons weight, and followed by their respective tenders, each tender being of 10 tons weight.

The flooring of the bridge would contain 20 such locomotive engines and 20 tenders, or gross loads of 600 tons.

Now it will be observed, that the present actual freight along the line of the proposed road, which will cross the Connecticut, is 7050 tons per annum, with the exclusion of certain commodities of little moment; and that it is only by assuming, in the first place, that all the trade is accommodated by a single daily train, and that the tonnage will be more than quadruple the estimated amount, that we can obtain average gross loads of 105 tons. And after this, for the sake of giving ample room, it is assumed, for the basis of the computation upon which the proportions of this bridge are adjusted, that the work must sustain gross loads six times as great as this, which is itself quadruple the official estimate of the actual traffic.

By assuming that the flooring is covered by a weight equal to one train of locomotive engines and tenders daily, in each direction, we prepare for accommodating a trade twenty-four times as great as the estimated traffic: and by running only two such trains daily, the bridge will be adequate to the passage of about fifty times the estimated tonnage.