tons concentrated in a point, and striking the platform with the momentum due to the height of the tread.

On the previous day the flooring of the same bridge was occupied by about 2000 people, also marching in procession, and keeping time to music.

The weight on the platform, at this time, must have been at least 120 tons; but it was not concentrated in a point, as before, and it produced no damage or inconvenience, although it occasioned a very sensible horizontal oscillation.

Now the load sustained on this occasion was considerably greater than that of the heaviest freight trains likely to pass over the Air Line road, while the bridge proposed for the Air Line road is nearly six times as strong, and seven times as stable as this. No doubt can therefore be entertained of the sufficiency of the proposed work.

The next most important of the existing structures of this description, is the Menai bridge, concerning the fitness of which, for rail-way purposes, there has been some discussion among gentlemen distinguished in England both by official eminence and well merited reputation.

It is not necessary to discuss that question here, though it cannot be denied that there are peculiarities in this work so evidently calculated to impair its applicability to rail-way service, for which it was never intended, that its rejection by the engineer of the Holyhead road should occasion no surprise. The weight