to be one of the best, if not the very best iron railroad bridge in
the country. With proper care it will last a century.

The New York Central, the Pennsylvania Central, and the
Baltimore and Ohio railroads, which are the only ones in this coun-
try building iron bridges to any great extent, are rapidly replacing
their wooden structures with iron and stone. But none yet con-
structed are superior to the Connecticut River Bridge, either in
design or execution.

The utility of iron bridges is now pretty well established. The
increased cost is more than compensated by the increased strength
and durability, so that in the long run they are the most economi-
cal.

Generally speaking, an iron bridge of the kind here described
can be built for about double the cost of a wooden one, and the
extra expense will be greatly overbalanced by the greater strength,
the increased durability, and the immunity from interruptions and
delays by fire.

ESTO PERPETUA.

PRESS OF HARTFORD STEAM PRINTING COMPANY, 18 STATE ST.