

however that Mr. Wasell really believes, that the bridge is liable to be frequently called upon to sustain a passing load of 630 tons, let us see the light in which it places him.

It is a matter of history, that when the bridge was about half completed, it was leased (or rather given away) to the Great Western R. R. Co. This was owing to the want of faith in the work, on the part of some of the bridge directors. Mr. Wasell states that for a portion of the time that the lease existed, he was in the position of Chief Assistant Engineer on the Great Western, and therefore one of its executive officers. Hence this overloading must have been done with the knowledge and consent of himself and associates; and now he dares to charge the structure with weakness, which he himself has helped to produce, by loading it to *double the test load, and 2½ times the maximum load which it was built to carry.* Fortunately, by a decision of the courts, the railroad floor has been relegated to the Bridge company; and there is now an end to such outrageous overloading.

As a matter of fact, the portion of the load that has been substantially increased, is the weight of the locomotives. This has been gradually raised from 25 tons, up to 40 and even 45 tons. The effect of such a concentration of load has been, *not* to injure the cables, but to rack the trusses to pieces. The only present defect of the bridge is in the trusses, and it is these which require immediate attention. Had Mr. Wasell directed his criticism against this part of the