The thanks of our members are due to Mr Cooper for his able representation of the important subject of which his paper treats, yet I think it our duty to correct him whenever he may be historically in error. The second Cantilever bridge of importance erected in America was designed and built by the late C. Shaler Smith over the Mississippi River near Minneapolis, Minn., and the third and fourth were designed by Mr Schneider; to wit, the Niagara and the Frazer River Bridges.

Indicating that the Mississippi bridge at Minneapolis is one of importance, I may say that it consists of three river spans, the central of which is 334 feet in span and the shore spans are each 272 feet, and the grade of track on same is 150 feet above the river.

Probably Mr Cooper, when he dictated his paragraph in regard to his Erie Specifications of 1878, was unaware of the specifications for the Kilbourn and the Rockton Bridges, the first issued in July 1877 and the last in October of the same year, both esteemed by many engineers as "covering the designing, proportioning and detail of construction with that completeness necessary to give the railroad Company the full advantage of the competitive method with a certainty that the resulting structure would in all ways be up to the advanced state of the art."

The Kilbourn Bridge specifications soon after their issuance were made the subject-matter of a paper by C. Graham Smith,