may be either of wood or iron, and are spaced from two to three and a half feet apart, depending on the character of the flooring and the loads to which the bridge is liable to be exposed. If stringers are proportioned for wheel loads, as has been recommended, their size is independent of their distance apart, since, however great their number, a wheel may be immediately over any one, straining it to the maximum. Where a roadway is regulated by guard-timbers, confining the wagon-tracks to a fixed position, the stringers may be made heavier immediately under the track-way, and lighter under the rest of the flooring. For wooden stringers, white or yellow pine is the best kind of timber, such varieties of timber being obtained of straighter grain than most any other, and consequently are peculiarly well adapted for resisting the effect of transverse strain. Stringer timbers should be inspected with greater care than is given to the floor-planks, not only on account of their position as beams, but also because floor-planks, under most circumstances, will wear out before they will rot out, while the stringers, not being exposed to the abrasion caused by horses and vehicles, become destroyed by decay, the date of such destruction being dependent on the practical knowledge of the timber inspector. Wooden stringers should be uniformly notched down on the cross-beams, which not only aid in retaining them in their position, but also insure uniformity in the level of their upper surfaces. The following table will be found convenient in determining the size of timber to be used for different panel-lengths: