the roadway there should be bolted to the flooring, guard-timbers of hard wood, with the inside edge chamfered off to make a finish. These guards should be located far enough from the trusses to prevent the wheel-hubs from striking them, and they should be raised by means of blocking, at intervals of five or six feet, about three inches, to aid the drainage, and add to their effective height. Pieces of the floor-plank, about eighteen inches long, will be found convenient for this blocking. The guard-timbers had best have lap-joints, which laps should be about twelve inches long, and secured with two bolts. Where there are sidewalks, it is desirable to have them raised above the level of the roadway, which can best be done by means of hard-wood bolster-pieces, at intervals of about four feet, laid transversely with the stringers, and of a depth equal to the desired elevation of walk. With sidewalks projecting beyond the trusses, necessitating a stiff independent railing, a rail-base should be fastened with two bolts to the ends of the bolsters, and have a projection of about three inches. This rail-base is usually from twelve to sixteen inches in width, the upper edges being neatly chamfered, and the exposed surfaces planed. On the inside edge of the bolsters, and bolted to them, next the trusses, there should be a deep guard-timber, at least twelve inches higher than the walk, and if desired, as an additional precaution, a few slats can be spiked between the sidewalk and roadway-guards, covering the otherwise open space between them, unless it happens that the roadway-plank are fitted around the