posts, and carried close up to the sidewalk. With the above arrangement for supporting the sidewalk, it is necessary to lay the plank (about two inches thick) longitudinally with the bridge, spiking to the bolsters with two spikes at each intersection. It always makes the most satisfactory walk to have the planks narrow, and edged to a uniform width. They should be laid one half inch apart to form drip-spaces, and in first-class work the upper surfaces of the planks should have been planed before laying, as well as that of the rail-base and inner guard.

The planed surfaces ought to be well oiled, not alone as an inexpensive finish, but also to protect the plank in a measure from sun-cracking. The best kind of wood, beyond all question, for sidewalk plank, is yellow pine. The cornice, of 1\(\frac{1}{4}\)-inch clear pine, is fastened to the ends of the bolster-pieces, and a bold moulding is nailed under the projection of the rail-base. A very slight expense will provide a neat scroll "drop" opposite the end of each floor-beam, which, trifling as it is, materially adds to the appearance of a bridge. The above description of the floor may be considered a standard method for the general type for road-bridges; but in important city bridges, floors should be made very much more durable than has thus far been customary in this country, except in a very few localities. It is true that durable floors, either of wood or stone paving, add vastly to the cost of a structure, increasing as it does the dead load to be carried, but in many cases it is warranted by