the circumstances of heavy travel, the interruption to which through frequent repairs (as would necessarily be the case for an ordinary wooden floor) would cause great inconvenience. Any kind of paving that may be used requires an iron floor, which may be made of wrought-iron plates, $\frac{3}{16}$ to $\frac{5}{16}$ of an inch in thickness, in the form of broad corrugations laid transversely, or buckle-plates, which are rectangular plates about 3 ft. square, domed or crowned under pressure a height of three or more inches at the centre, and having flat edges on all four sides, to allow of riveting to the stringer-beams. The general appearance of these plates is that of a flattened dome. After the floor is thus formed, it must be levelled off with well-made cement concrete, to a depth of four inches and upward, to form a bottom for the paving. This concrete must be prepared with great care, as upon its excellence depends the protection of the iron plates from water, which, at the best, it is very difficult to keep from working its way through the roadway; and as floor-plates are made from comparatively thin iron, perfect immunity from rust is the price of their durability. In view of