sisted of loaded passenger-cars, and that one hundred persons had been killed. We know very well what the result would have been. Is not the company just as much to blame in one case as the other? On the night of the 8th of November, 1879, one span of the large bridge over the Missouri at St. Charles gave way as a freight-train was crossing it, and seventeen loaded stock-cars fell a distance of eighty feet into the river. Two brakemen and two drovers were killed. This bridge, says the only account that appeared in the papers, did not break apparently, for the whole span "went down" with the cars upon it. It could hardly make much difference to the four men who were killed, whether the bridge broke down, or "went" down. Not a word of comment was ever made in the papers outside of Missouri in regard to this disaster.