thirty years, and in a position where timber would naturally decay, we are bound to suspect that bridge. To assume such a bridge to be all right until we can prove it to be all wrong, is not safe. To assume a bridge to be all wrong until we can prove it to be all right, is a safe method, though not a popular one. Any person who has had occasion to remove old wooden bridges, will recall how often they look very much worse than was anticipated.

There is one defect in railway bridges which has often led to the most fearful disasters, and which, without the slightest question, can be almost entirely, if not entirely, removed, and at a moderate cost. At least half the most disastrous failures of railroad bridges in the United States have been due to a defective system of flooring.