and cost the company over half a million dollars in damages. No railroad bridge ever broke down, which the owners were not interested in keeping safe; but there is always a desire to put off incurring large expenses until the last moment, and thus weak bridges are very often let go too long. A short time since, the superintendent of a large railroad stated plainly before a legislative committee, that many of the smaller roads were not safe to run over, but that such roads were having a hard time, and could not afford to keep their track and bridges in a safe condition. During the past ten years over two hundred railroad bridges in the United States have broken down. These bridges were all kept under such inspection as the railroad companies owning them considered sufficient, or such as they could afford; but either the