

supervision was defective, or the companies knowingly continued the use of unsafe bridges, and this fault has by no means been confined to the smaller and poorer roads. It would seem, therefore, that inspection by the companies themselves has not been sufficient. It certainly has not been enough to prevent two hundred disasters in ten years. It is the custom in several of the United States to maintain what is termed a railroad commission. The original intention seems to have been for these commissions to keep the railroads under some kind of inspection, and in some way to assist in settling any questions that might arise between different companies, and between railroad companies and the public. As far as we can judge by the results produced, in the States where these commissions have been established, we can