any ordinary inspection would detect between these bridges as they stand to-day, and the Tariffville bridge as it stood the day before it fell. In another State, an iron bridge is in use under heavy trains, which has a factor of only $2\frac{1}{2}$ instead of 6, and yet the State report pronounces it an excellent structure and a credit to the railroad company, which recklessly allows its trains to pass over it. In yet another State, the commissioners in 1874 reported that a certain bridge should be removed; and this was quite correct, as it was an eminently unsafe bridge. In 1875 they suggested the same thing again. In 1876 they say, “This bridge must be rebuilt the coming spring.” In 1877 they again reported, “This bridge must be rebuilt before the spring opens. It is old, and will not