of the exact condition of the timber, but it is equally hard to tell any thing about the iron. The Tariffville bridge fell on account of defective iron, and the defect was of such a nature as to defy any ordinary inspection. What do we know to-day of the quality of the iron rods in any wooden bridge in Massachusetts? It is very doubtful if the best inspection we have in the United States at the present time would have found any defect so evident in the Tariffville bridge as to condemn it as unfit for the passage of trains. There are hundreds of exactly such bridges all over New England, as far as we can tell by the best inspection we now have, made on the same plan, with no more material, and of which we know just as little of the quality of the iron as we did in the Tariffville bridge.