ORDINARY IRON HIGHWAY—BRIDGES.

When knots begin to project above the surface of the floor, they should be adzed off, both for the comfort of those driving over the bridge, and to prevent vibration. After half an inch has been worn off one side of the planks, they should be turned over; and when another half-inch has been worn off, or before then if the wood show signs of weakness or decay, they should be replaced.

It would be well for county commissioners to buy all the lumber needed for renewal a year before required for use, so that it may be well seasoned.

Iron bridges should be thoroughly inspected for rust spots at least once a year; and, if any be found, the bridge should be repainted. One or two spots in places where something might have rubbed off the paint may be touched up with a brush; but, generally speaking, when rust spots begin to appear, it shows that two good coats of paint are required immediately.

The adjustable members should be tested occasionally by tapping with a hammer. This duty should not be intrusted to an ignorant workman, who will turn away on the nuts until he shears the thread, or breaks the rod. Whenever, in driving over a bridge, any of the iron-work rattles, it shows that something is out of adjustment. Generally speaking, a well-proportioned iron bridge will not get out of adjustment unless some one meddles with the nuts or turn buckles. With combination bridges it is a different matter, for the shrinkage of the wood may loosen the counters.