

Another provision that must be made to meet the constantly increasing weight of traffic is a bridge of adequate and known capacity. Many of the bridges which I have noted in this State have been designed with a view of cheapness of first cost rather than safety and durability. A light bridge of unknown capacity is a constant menace to the traveling public. It is possible for a bridge to be so much weakened by carrying a load greater than its original capacity that it will, later, fail under a load of considerably less than its original capacity. Plans for all highway bridges should be prepared by a competent bridge engineer, and I wish to emphasize right here that every engineer is not a bridge engineer, any more than every physician is an eye specialist. It is certainly false economy at this time to design any except the most temporary wooden bridges for a load of less than twelve tons.

FLORIDA'S PART OF THE OLD SPANISH TRAIL.

The Florida State Legislature, now in session, has passed an Act authorizing the State Road Department to lay out a system of trunk line highways to be known as State Roads, also a system of laterals to be known as State Aid Roads. While the money appropriated for the construction of these systems is limited to the amount necessary to meet the Federal Aid, creating a joint fund of approximately \$300,000 per year, yet the passage of this Act marks ~~the~~ a new era in the highway development of this State. It means the beginning of a connected highway system, laid out with a view to the development of the State as a whole, which will reach every county and connect it with the main trunk line.

The Legislature has also passed an Act providing for a single State license fee of automobiles, which will create a maintenance fund for the upkeep of the several roads comprising these systems.