approaches, over the stone arches, are of similar design and construction to those over the iron arches; the lamp standards, for lighting the approaches, are dwarf columns fixed upon stone pillars. All the lamp shades are globes in one piece of glass, with copper finials and mountings.

In the construction of the abutments and piers, considerable difficulty was experienced with the foundations in consequence of a sunk weir, formerly existing on the site, interfering with the coffer dams and the excavation of the river bed. Much time was, therefore, lost in securing the foundations, especially during the floods, which in the earlier part of the work were very constant and heavy, contributing also to the difficulties attending the coffer dams. There are two large main abutments which receive the iron arches, one on the north and the other on the south side of the river, and between these there are two piers, built entirely in the water. Another abutment receives the north flood arch, and on the opposite side are two piers and an abutment for the south flood arches. The remainder of the north and south approaches are sustained by curved stone battering retaining walls. All the foundations in the river were built by the aid of coffer dams, and, in the making of these, divers were employed to destroy the old boats and remove the large blocks of granite and other materials, so that the piling for the dams could be proceeded with. On the completion of the dams (which in the course of the building operations several times burst, in consequence of the entanglement of the piling with the old boats) the water was pumped out, and the bed of the river was excavated down to the white sandstone rock, and the latter was also excavated to a depth varying from 2 to 5 ft., to procure a solid and level bottom for the masonry. The foundations of the piers were constructed of large blocks of Derbyshire ashlar, cramped together with iron, and upon these the masonry of the piers was built up. The faces are formed of blocks of stone, filled up behind with rubble masonry, the whole being laid in ground Barrow Lias lime and washed Trent sand. The abutments are similarly built, but the foundations rest upon Portland cement concrete, composed of cement from the works of the Barham Company, in Kent. The general stonework of the bridge, and of which all the ordinary faces are formed, is from the quarries of Mr. Sims, Whatstandwell, Derbyshire; the ashlar is clean dressed, and the front walling blocks are rock-faced, some fronts being carefully dressed with the chisel, to suit the architectural composition. The ornamental parts of the stonework, the cornices, caps, pedestals, recesses, and other superior features are of Darley Dale stone, from the quarries of Sir Joseph Whitworth, and of red Mansfield and Mansfield Woodhouse stone, from the quarries of Mr. R. Lindley. All this stonework is cleansed and either moulded or carved. The south approach parapets are also of Darley Dale stone, rock-faced. The south flood arches have moulded stone arch quoin, the arches being of brickwork, each arch is on the skew, and the angles of each vary in consequence of the approach being on a curve, the radius of which is about 200ft. The river piers are terminated at all the ends with clustered columns of polished Aberdeen granite, these support large carved caps upon which are placed blocks of red Mansfield stone, the latter forming on the inside near the footpath seat recesses for the accommodation of foot passengers crossing the bridge. Cornices over these of richly carved Darley Dale stone complete the upper finish of the piers; the recess blocks on the external faces are deeply sunk in the solid stone, and have on all the fronts arched ornamentations, with polished serpentine granite shafts from Cornwall.

The carriage roadway of the bridge is formed, firstly, of a layer of bituminous concrete, to protect the iron plates from oxidation; secondly, of a foundation of Portland cement concrete, several inches in thickness; and, thirdly, of a layer of Val-de-Travers asphalt. The channel and curbs are of cast iron, and the footpaths are laid with sawn Spinkwell landings from Yorkshire.

The contractors for the works of the New Bridge were as follows: Messrs. Benton and Woodwiss, of Derby, for the general building and masonry work; Messrs. Andrew Handside and Co., of Derby and London, for the ironwork; Messrs. Mawer and Ingle, of Leeds, for the general curving; and Mrs. Marshall, of Nottingham, for the painting and decoration. The whole of the works of the New Bridge, and of the adjoining buildings and improvements, have been executed from the designs and under the direct superintendence of Mr. M. O. Tarbotton, F.G.S., M. Inst. C.E., Nottingham—Mr. George Thompson being clerk of the works. The estimated cost, namely, 31,000L, will, it is expected, not be exceeded.

The eight coats of arms sculptured on the abutments of the New Bridge have been selected for the purpose of typifying some of the principal events which connect the Old Bridge and the town of Nottingham with the general history of the country, and have been supplied by Thomas Close, Esq., J.P., F.S.A. These are carved in hard red Mansfield stone, and severally inserted on the exterior faces of the Darley Dale blocks of stone, which form the upper members of the abutments. The shields have been carved and prepared by Mr. W. P. Smith, of Nottingham, from sketches by Miss Hind, under the immediate supervision of Mr. Close.