OF BRIDGES.

headed by any obstacle that force and art could overcome, and he accordingly set to work by joining two posts of timber, each a foot and a half square, sharpened at the lower ends, and of a length proportioned to the depth of water, with braces or cross rails so contrived as to keep them two feet asunder. Letting these posts down into the water with machines suitable for the purpose, he caused them to be driven obliquely into the bed of the river, with wooden mallets, so as to lean the way of the current; and over against these, at the distance of forty feet lower down the river, were driven other two posts, leaning against the stream, and connected in the same manner as the former with braces. These double posts were kept in their stations by cross beams, two feet square, to answer to the space between the posts, having their ends secured by the two braces or cross rails of each pair. One of the braces being above and the other under the beam, they were made fast to opposite sides of the posts; and such was the firmness of the work, and so complete the formation of the parts, that the more rapid and powerful the current, the closer and more compactly were the joints of the Bridge pressed toge-