the carriage-road, which is composed of marl, limestone and gravel, with a cement of tar and chalk immediately upon the planks, to preserve them. The whole width of the Bridge is thirty-two feet. The abutments are masses of almost solid masonry, twenty-four feet in thickness, forty-two in breadth at bottom, and thirty-seven at top. The south pier is founded on the solid rock, and rises from about twenty-two feet above the bed of the river. On the north side, the ground was not so favourable; so that it was necessary to carry the foundation ten feet below the bed. The weight of the iron in this extraordinary fabric amounts to two hundred and sixty tons; forty-six of these are malleable, and two hundred and fourteen cast. The entire expense for it was twenty seven thousand pounds.

From this account of the Bridge, across the Wear, the attentive reader will see much to admire in its construction. It is not, however, totally free from defects. We conceive that the spandrels are very improperly filled up. It is true that it is done in such a manner as is exceedingly light and pleasing to the eye; but the iron hoops may, we think, be easily compressed at the points of contact, and chang-