it strikes the beholder with wonder, that a single arc of so
great a span should support the immense weight of an entire
street crowded with houses and passengers. It must be
acknowledged, however, that if the Bridge of the Rialto had
had the disadvantage of heavy waggons, carts, coaches, &c.
constantly rattling over its surface, like other Bridges, there is
no doubt but ere this it would have felt some of the diseases
which are sooner or later inseparable from arcs of lateral pres-
sure.

REMARKS*

ON THE LATE BRIDGE AT SCHAFFHAUSEN.

* There is a glaring incorrectness in the account of this Bridge,
which I am astonished that so many travellers have repeated.
That the carpenter of Appenzel might have offered to build
his Bridge with a single arc may be true; but that there
could be any doubt, after he had built it with two arcs, whe-
ther it was supported by the middle pier or not, is an absurdity
not to be equalled in the most wonderful chapter of the won-
derful magazine; particularly as the bridge described an el-
bow up the stream, and was sure to fall if the pier had been
taken away. Enlightened men have much cause to lament
the weakness of those compilers, who, having obtained a cer-
tain credit in society, dwell upon wonderful stories, like that of
the Schaffhausen Bridge, with all the fondness of detards.

REMARKS*

ON THE BRIDGE AT WETTINGEN, PAGE 60.

* Much has been said by some writers on the excellence
of this timber Bridge; and we confess that a Bridge of this kind
is far preferable to any built with piers or crutches; but when
the most is said in its favor, it still remains a bridge, whose
strength depends on the lateral grain of the timber, and can-
not be so easily repaired as men have heretofore asserted;
especially the circular ribs, on which the whole fabric de-
pends. A specimen of this Bridge may be seen at Trenton.