Fourth. The front pedestal or wharf to the Bridge is so constructed as to furnish a grand accommodation of shelter to the landing of costly goods from shipping, that are intended to be housed in the warehouses.

Fifth. The arms of a Bridge on this plan, if built with timber, are also so constructed, that each part can be repaired with greater ease and less expense than any other regular built Bridge heretofore invented.

Sixth. The timber in those parts which form the stamina of this Bridge are placed in so advantageous a position, that, agreeably to the laws of nature, it cannot decay so soon as the timber in other Bridges.

Seventh. A Bridge on this plan, not having a roof, may, on any emergency, be disunited in the centre, forty or fifty feet, or more, in the space of four or five hours, and, at a future period, be replaced as before, without the addition of new timber.

Eighth. The arms of this Bridge are built with as many ribs as the extent and situation demand. If the situation be much exposed to strong wind and tempest, and the extent be also great, then the Bridge is supplied with a brace suitable to withstand its force; which brace is acquired on all occasions by an extra width being added to the abutments, and which width is lost or diminished to the centre of the Bridge, by a concave segment of a circle, back to back. See plate 3, fig 1. The length of the deck and archivolt span-beams being