one foot neat, the whole length diminishing from
the abutment to the said centre, in regular gra-
dation. Two logs, on all occasions, being hewn exact
to one size for each semi-rib. The thickness of
the cap-plates D. D. D, on Plate 1, fig 1, and Plate
2, fig 6, are the same thickness as the top edge of
each rib from end to end, except where the Bridge
has a roof, then they will be of greater thickness, as
the stanchesons of said roof will always pass through
them. The archivolt rails F. F. F, on Plate 1, fig 1,
and 2, are also of the same thickness as the under edge
of the rib, except as above mentioned. The thickness
of the horizontal levers F. E. E, on Plate 1, fig 1, and
Plate 2, fig 7, are upon all occasions full one third
of the thickness of every rib from end to end, but
the depth thereof is regulated by the magnitude and
extent of the arm.

From this last, and the two former preliminaries,
it may clearly be seen that a bill of scantling for
the timber of a Bridge on this plan may be easily
supplied; as it furnishes a greater variety of dimen-
sions than a bill for any other formation could afford.
The length of the shortest pair of logs for each rib
never need exceed six feet, by eight inches thick,
and whatever width any two may be found to ave-
rage. From this size every succeeding pair of logs,
or levers, throughout the arm of a Bridge, be the
extent what it may, will increase only one inch in
the whole length, to a foot of the breadth of the
end of said log, on the line of the archivolt, as spe-
cified in the tenth preliminary.