The next step in order is, to fix the archivolt or soffit rails \( \text{F, on Plate 1, fig 1,} \) in the lowest sockets at \( \text{C C, and L L, on Plate 4, fig 12, and 11,} \) these being secured by the means provided, namely, by certain keys and wedges in the internal parts. The next thing to be done is to commence lowering down the angular or upright levers at \( \text{G, G, G, on Plate 1 fig 1, and 2, also at R, on Plate 5, fig 1,} \) which form the ribs of the Bridge. When a sufficient number of these voussoirs are lowered down, and secured in their places, either by the iron chain bands and resting plates, as at \( \text{H and I, on Plate 1, fig 3, or by chain plates and screw bolts, as at K, L, on Plate 1, fig 4, or by locus trunnels and string pieces, or by any other means,} \) so that the whole width of the logs lowered down exceed in distance, from the abutment, the length of the first pieces of the cap-plates \( \text{D, D, D, on Plates 1, and 2, fig 6 and 1, as at A on plate 5, fig 1, so as not to hinder the succeeding logs from being added, then the said first lengths of the cap-plates may be fixed in their stations in the abutments and the building of the arms may proceed in the same order, till the whole are lowered down, and the arms completed, and united in the centre.} \) The deck or floors to the Bridge are laid and finished as the arms on each side progress; but if a roof is to be added to the Bridge, then that may be erected afterwards. Every fourth, fifth, or sixth pair of angular levers to be distinguished by the term of king-levers, or king-bents, as by their having a tenon formed at each end, which lodges in the