

hundred and thirty-seven feet square at the base and will batter regularly upwards.

They will be *sixteen hundred and ten feet* apart at their centres.

It will be observed that the bridge will not cross quite at right angles to the river: this is done on account of the position of the shoalest water near the shores. The towers are however in the line of the currents.

The towers being so small at their base compared with the width of the river, will produce little or no effect on it.

On the banks, suitable abutments of masonry of proper proportions, will be erected as represented, forming revetments for the embankments.

The roadway at the abutments is to be one hundred and sixty-two feet above extreme high water, and will rise to the centre of the bridge eight feet.

The height at the central will therefore be one hundred and seventy feet above high water.

The roadway will consist of two carriage ways, each ten and one half feet wide in the clear, and a railway track of such width or gauge as to match the railways which may connect with it. The space for it is eleven feet in the clear.

The entire width of the roadway is to be *thirty-two feet in the clear* inside the parapets.

All the parts forming the roadway and parapets are to be of oak.

The roadway for common travel is to be on either side of the railway separated from it by a suitable railing as represented. The whole is to be supported by beams four feet apart at their centres. These beams are to be twelve by fifteen inches section; they are to be braced underneath so