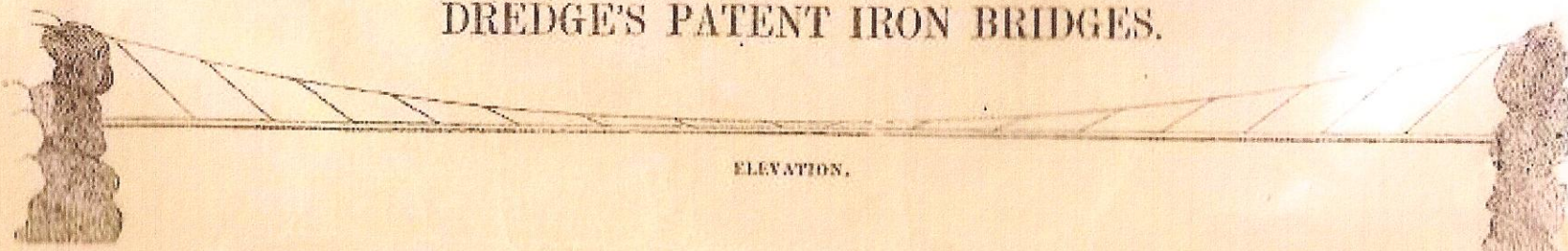
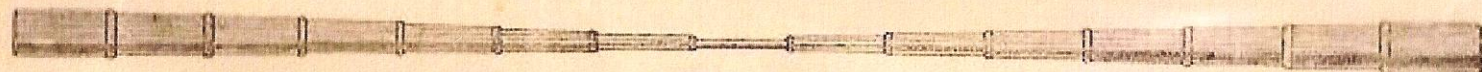


DREDGE'S PATENT IRON BRIDGES.




ELEVATION.



PLAN OF CHAINS.

THIS economical and powerful system of construction is founded upon the Principles of the Lever; therefore, it is adapted for the heaviest traffic of Rail and other Roads, and for the largest and smallest Spans in all situations. It is not half so expensive as Timber Bridges; and taking the average of large and small spans on the old principle of suspension; this system admits of the erection of ten powerful Bridges for one, there being so much less material and labour in their construction. The Clifton Bridge could be erected upon this plan for £10,000, and be completed in six months.

The principle was first used by the Victoria Bridge Company over the Avon at Bath, in 1836, in a Bridge, 150 feet long, and 19 wide. Afterwards, the Government adopted it in five Bridges in the Regent's Park; and Sir James Colquhoun, Bart., used it over the Leven, in Scotland; this Bridge is 292 feet long, and 20 feet wide. Another is erected at Wraysbury, near Windsor, for G. S. Harcourt, Esq.; and one across the river Frome, for H. Millar, Esq. The elevation, plan, sections, and description of Mr. Harcourt's Bridge is published in the *Surveyor Engineer, and Architect*, No. 36. It is 100 feet long, and 17 broad, and its cost was less than the centring for a Stone Bridge of the same magnitude.

 J. Dredge will undertake the construction of Bridges, and guaranty their stability; and he will take Shares in any Toll Bridges he may erect.

Bath, 16th Jan., 1843.