Articles of an agreement made & entered into this — day of Sept. 1812 by and between the Great. Dis. & comp. for erecting a permanent bridge over the river Susq. at or near the borough of Wasg. of the one part & I. B. of — in the state of N. J. of the other part.

The sd. B. promises to within the period of three years from the 1st. day of — next to erect in a permanent & workmanlike manner a good substantial bridge over the river Susquehanna ~~commencing opposite~~ & at the center of market st. in the borough of Wrightsburg of the following materials & dimensions & in the manner following to wit: —

The bridge shall be supported on ~~to piers & 4 abutments~~ stone ten piers of stone and an abutment of the same material at each ~~side~~ end of the bridge & a like abutment at each side of Mailay's island. The ~~piers~~ distance between the piers and that from each of the abutments to the nearest pier is not to exceed 300 ft. The piers and abutments shall be set on foundations of natural rock and the dimensions of each of the former shall be as follows — that is to say — the height above low water shall be 39 ft. — ~~the average~~ ~~breadth~~ from low water to the height of 24 ft. (the springing of the arch) ~~shall~~ be 24 ft. and the average breadth of the remaining 15 ft. shall ~~be 19 ft.~~ The length from the foundation to low water shall be 76 ft. of which — ft. shall be above the bridge projecting up the stream. at the height of 24 above low water the length shall be 46 ft. and at the top of the pier the length shall be 38 ft. The 2 (~~end of the piers projecting~~ up the rive are to covered & sheathed with plank — inches thick well fastened to the piers. The stone of the piers shall be 1 (~~fitted & jointed together~~ & smoothed on the outside in the usual manner of mason work. — The abutments of stone fitted & jointed & finished in like manner as the piers shall be of the same height as the piers and at the end towards the nearest pier shall be ~~2~~ — ft. in breadth. The jointed stone & mason work of each of the abutments including the wingwalls at the least is to be equal in quantity to that of one of the piers. — ~~The~~ descent from the abutments at the island towards the centre point between the same The road on the island between the two abutments shall be of the breadth of — ft at least filled up & gravelled at top to the height of 3 ft. and as much more as may be necessary to make the descent from each of said abutments to the centre point between the same not greater than one foot in 12. From the abutment on the Eastern shore of the river the road shall be so raised & filled up & supported by wingwalls as to ascend uniformly & at least to be level ~~to the top of the bridge~~ to the distance of — yds. from ~~the abutment~~ low water mark. — (or thus) — shall be raised & filled

led up & supported by wing walls as not to descend more than one foot in 5 - to the base of the hill. (Or thus) - shall be so raised & filled up & supported by wing walls as to ascend uniformly or at least to be level to the base of the hill. -

The breadth of the pier for the foundation to low water shall be 25 - thence to the height of 24 ft above low water battering half an inch on each side - and from that to the top battering not more than 2½ inches on each side.

- The ends of the abutments shall spread towards the shore at an angle of 30 degrees with the line of the bridge & be continued by wing walls at the same angle & as deep as the foundation of the abutments until they reach ground 22 ft. above low water (that is spreading till they reach the top of the bank at the inland high water mark on the east & west shores.) - a perfect

The superstructure shall consist of 12 arches each composed of 3 sections or ribs, rising from the chord line 28 where the span is 300 ft. and a proportionable height where the span is less. These sections or ribs to be formed of white pine plank of from 35 to 50 ft. in length 4 (or 5) inches thick - 12 (or 15) wide & repeated one over the other breaking joints until they form a breadth of 15 inches & a depth of 30 inches (or 3 ft.). The whole width of the bridge shall be 39 ft. of which there are to be foot ways on each side of the breadth each of 4½ ft. & the residue divided into two carriage ways of equal breadth. There shall be a boarded partition between the carriage ways & the footways with windows at every 12 ft. & a door at every pier for the foot ways through the same. The whole bridge & footwalks to be covered by a shingle roof and each side of the foot ways to be well secured & railed off — (or to be weatherboarded up to the roof with windows at every 12 or 15 ft. - in which case there need be no boards partitions between the carriage & footways). —

The sides & ends of the bridge for the roof to the ends are to be weatherboarded & painted so as to protect from the weather all the wooden parts of the bridge. —