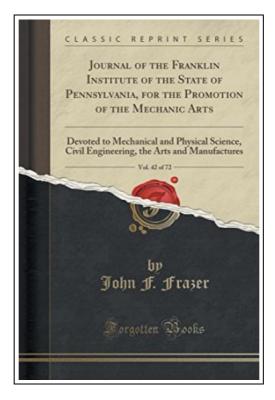
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Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English. Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*\*. Excerpt from Journal of the Franklin Institute of the State of Pennsylvania, for the Promotion of the Mechanic Arts, Vol. 42 of 72: Devoted to Mechanical and Physical Science, Civil Engineering, the Arts and Manufactures This trace necessarily encounters all the affluents of the left bank, between Presbourg and Basias. The crossing of the Theiss is effected at Szegedin, 2.17 miles below its confluence with the Maros, upon a bridge, which is the object of this notice. By an agreement, dated June 10th, 1856, between the Austrian company and the imperial government, was determined, 1st, The trace of the centre line of the bridge. 2d, The distance between the abutments at 186 klofter, or 1157 feet. 3d, The height of the rails above the highest water of 1855, to be 26 feet. It obliged the company to construct a durable bridge, and to finish all the work by July 1st, 1859, and remitted them one-half the duty upon wrought and cast iron. These conditions allowed a great latitude to the company; and the study of the local circumstances controlled their decision. The Theiss rises in the Karpathian Mountains, near the frontiers of Moldavia, of Bulkowine, and Transylvania. After coursing a circuit of 752 miles in a valley which is only 338 miles long, it enters the Danube, not far from Belgrade. Its gentle slope as compared with other rivers is seen in the following table, taken from a pamphlet by M. Michel, upon the navigation of the Danube. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at This book is a reproduction of an important historical work. Forgotten Books...

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