building of the *Daily Union*. The newly appointed engineer-in-chief then devoted himself for months to close calculation, and finally produced the plans and specifications which have been substantially followed to the present day. Their wonderful accuracy was never doubtful; but the modest Mr. Roebling insisted upon a council of engineers to revise them. The bridge company accordingly summoned the best talent which the profession could afford.

A little scientific congress thereupon assembled in Brooklyn. In the hands of these experts Mr. Roebling's papers were placed, and with great zeal and fidelity the entire work was reviewed and proved. The consulting engineers expressed their complete satisfaction.

Between the completion of the bridge on paper and the inauguration of construction, a distressing event took place. This was the death of Mr. Roebling, in 1869. It was difficult to believe that the loss would not prove irreparable, and yet in fact Providence had preserved him to be the real builder of the bridge, although not a hammer had been lifted when he died. His son, Colonel W. A. Roebling, who was already associated with the work, enjoyed the confidence and shared the ability of his father. The board of trustees appointed him chief engineer—the position which he has held during the entire progress of construction. Associated with him were, and still are, the following professional staff: Mr. C. C. Martin, principal assistant engineer; Colonel W. H. Payne, in charge of superstructure; Messrs. F. Collingwood and S. Probasco, in charge of the New York approach; Major G. W. McNulty, in charge of the Brooklyn approach.

All being now in readiness, the work of actual construction was commenced January 2d, 1870. The huge caissons, or platforms of timber and iron on which the towers now rest, were built (that for Brooklyn at Greenpoint, and that for New York at the foot of Sixth street), and towed down the river like rafts. The Brooklyn caisson arrived first, and was securely anchored in its place. Upon its broad surface, 102x168 feet, an army of masons at once began to place granite blocks from Maine, slowly sinking the caisson; while an army of diggers in the interior removed the earth and boulders, seeking a solid foundation for the prodigious weight that was to be imposed.

The romance of life in the caisson had a certain fascination for