for piers, in making approaches, etc.; but here such considerations had to be ignored, and the towers and anchorages placed wherever the exigencies of the case brought them.

A minute and detailed survey of all the property on the line of the Bridge was then made and the location of the Brooklyn tower fixed upon. This work consumed most of the Summer months of 1869.

It was while engaged in locating the position of the Brooklyn tower that Mr. John A. Roebling met with a lamentable accident—the crushing of his right foot by the shock of a ferry boat against the fender rack of spring piles on which he was standing. Lock-jaw speedily set in, and after sixteen days of extreme suffering, terminated in death.

For a period, operations on the bridge came to a standstill.

In August, the writer was appointed Chief Engineer of the work. The Executive Committee of the Bridge Company, were likewise empowered to proceed with the necessary steps for securing the site of the Brooklyn foundation, making a contract for the caisson, and preparing the site for its reception. Mr. Horatio Allen was appointed consulting Engineer during the foundation work, and to Messrs. Webb & Bell, of Greenpoint, was awarded the contract for building and launching the timber caisson.