The caisson was towed down by six tugboats, under charge of Captain Maginn. During the trip the air-pump was kept in operation and the air-chamber fully inflated, so that the air-rushed out under one corner. The great buoyancy possessed by the V-shaped sides prevented any tilting. This inflation was essential, as in one part of the river there was but a foot of space between the bottom and the lower edge of the caisson.

The trip was made in two stages, on account of the tides. On the second day the caisson was warped into place without any trouble, and immediately secured by a roll of piling in front, which served to support a track for stone cars.

By the twentieth of June the ten courses of timber were laid. They cross each other at right angles, with spaces of four to five inches between the sticks. At every intersection the stick is fastened by a seven-eighth inch drift-bolt. The whole mass is thus bound together into one unyielding platform. The amount of timber laid in five weeks amounted to over one hundred thousand cubic feet. The spaces between are filled in with concrete, which serves to add to the necessary weight, as well as to harden and preserve the timber.

As the courses were built up, the outer ends were stepped back, and covered with concrete, forming a mass five feet in thickness, serving to protect it against worms.

Additional sections of water-shafts and air-shafts were put on, and an air communication established through the supply pipes.

The air-locks are seven feet high, and six feet six inches diameter inside. The sides are of half-inch boiler plate, and heads of cast-iron: six bull’s eyes light up the interior. To avoid the lengthening out of the air-shafts, the locks are placed on top of the timber within water-tight compartments, which occupy the spaces of the well-holes in the towers, and will keep out the water when the timber is submerged. The

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