important to have it stationary in its true position—just before touching bottom.

This entire work of pile-driving and dock-building was superintended in the most efficient manner by Mr. George McNulty.

Within the enclosure thus formed the bottom was dredged to a uniform level of thirty-seven feet below high water, by means of the clam-shell dredge of Messrs. Morris & Cummings, who did this portion of the work under contract.

They removed in all seven thousand yards of material, of which one thousand five hundred yards consisted of dock stone and logs.

MACHINERY AND WORKSHOPS.

On the pile platform thus prepared were erected two engine houses for the dredge machinery, which was transferred from the Brooklyn side, and had been enlarged to correspond to the increased depth to which this caisson would go.

Two double hoisting engines were set up, both for unloading stone and setting stone on the caisson.

Four additional double engines were provided for unloading sand, gravel, coal, cement, and lumber, for hauling dredge cars back and forth, pumping gas and mixing concrete.

The principal building, however, was the

COMPRESSOR HOUSE,

for supplying air to the caisson.

The air-pumping machinery comprised thirteen of the Burleigh rock drill air compressors, ranged in a single row, each discharging its air into one common ten-inch main overhead, and provided with suitable valves to shut it off from the main system.

Every compressor has its own steam boiler of the vertical tubular type, so connected as either to work independently or as an entire set. Pumps for cooling the air were also in duplicate.