Total weight, seven thousand tons.
Under the skillful guidance of Captain Murphy, and the assistance of six tugs, the trip was safely performed in two hours and a half. A few days' work then sufficed to complete the pile inclosure and confine the New York caisson in its permanent position.

ADDITIONAL TIMBER COURSES.

By the 1st of November the last of the timber courses was laid under the Burtis' contract.
The great timber foundation was now complete! It contains twenty-two feet of solid timber above the roof of the air chamber, seven stories more than the Brooklyn caisson, and since the strength of such structures varies as the square of the depth, we may consider it to be nearly twice as strong as its Brooklyn brother.
The result has proved this. At a depth of seventy-eight feet, and a load on its back of fifty-three thousand tons, not the slightest sign of weakness or crippling has been discovered! No deflection has been observed in the roof, even when the main frames and edges below were entirely dug out and not resting on the ground. The principal object of these frames is, at most, a precautionary one, besides serving to fill up the air-chamber to the extent of their bulk.

OUTER COFFER-DAM.

An outer coffer-dam has been carried up outside of the masonry. It is composed of upright posts 12x12 placed four feet apart, with an outer planking of white pine six inches thick. Shores extend from each post to the masonry, arranged in tiers for every three courses of stone.
The coffer-dam commences seven feet below the upper course of timber, where it is attached to the caisson by a heavy creosoted sill and screw-bolts. The space between it and the timber is filled with concrete, fourteen feet in height, beneath which the outer covering of tin extends for five feet. The upper layer of timber is covered with three and one-half feet of concrete, amounting in all to three thousand five hundred yards.