required and the follower then released—the level of the piles being afterwards adjusted by the divers as the sleepers had been previously. On these, the crib-work caissons were placed and the bottom levelled up underneath and packed with ballast and broken stone to an even surface prior to the insertion of the concrete. Care having been taken both with the testing of the Portland cement and the preparation of the aggregate forming the concrete—the mixing, chiefly by hand, and the depositing by skips, was carried through with complete success—divers having been employed throughout in filling under the cross-ties and levelling the surface generally. After this manner, nine out of ten of the 120 feet deep crib-work blocks were constructed, towed into position, brought into line by transit,—sunk, and finally concreted up. These blocks are at present 27 feet in height from the bottom sills and rising three feet above low water, at which level the 12 inch course of elm capping is to be trimmed and planted on to receive the masonry wall and concrete backing of the superstructure—to coping level 20 feet higher—thus completing a deep water wall of 48 feet in height with a batter of half-an-inch to the foot. On the outer or nothern face 1,500 feet in length of crib-work laid at the level of low water and trenched in has been completed, representing half the entire length of 3,130 feet, between the salient angles, much of which, it is expected, will be brought to coping level in the course of next season. The plan accompanying this notice of the progress so far made with these important works, shews the proposed extension of the North Shore Railway from Prince Edward Street across the Palais to the main embankment, with the curve on to the production of Dalhousie Street, crossing the caisson entrance to the wet-dock, which will divide the present water area when enclosed into the wet-dock and tidal harbour or basin before referred to, the extra accommodation for vessels thus afforded