

THE CITY RECORD.

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NEW YORK, SATURDAY, NOVEMBER 18, 1893—WITH SUPPLEMENT.

NUMBER 6,244.



FINANCE DEPARTMENT.

Abstract of the transactions of the Bureau of the City Chamberlain for the week ending September 23, 1893.

OFFICE OF THE CITY CHAMBERLAIN,
NEW YORK, September 26, 1893.

Hon. THOS. F. GILROY, Mayor :

SIR—In pursuance of section 165 of the Consolidation Act of 1882 I have the honor to present herewith a report to September 23, 1893, of all moneys received by Joseph J. O'Donohue City Chamberlain, and the amount of all warrants paid by him since September 16, 1893, and the amount remaining to the credit of the City on September 23, 1893.

Very respectfully,
JNO. H. CAMPBELL, Deputy Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, in account with JOSEPH J. O'DONOHUE, Chamberlain, during the week ending September 23, 1893. CR.

1893. Sept. 23		1893. Sept. 16 " 23		1893. Sept. 16 " 23		1893. Sept. 16 " 23		1893. Sept. 16 " 23	
To Additional Water Fund.....	\$35,102 14		By Balance.....			Macdaniel.....	\$34,497 42		\$977,226 92
Additional Water Fund, City of New York.....	13,036 43		Arrears of Taxes.....			".....	5,756 30		
American Museum of Natural History—Enlarging Building.....	250 00		Interest on Taxes.....			".....	4,023 92		
Armory Fund.....	8,902 50		Fund for Street and Park Openings.....			".....	7,406 65		
Block Tax and Assessment Map Fund.....	497 31		Street Improvement Fund—June 15, 1886.....			".....	803 96		
Bridge over Harlem River—Third Avenue.....	30 00		Interest on Assessments.....			".....	37 25		
Bridge over Harlem River—One Hundred and Fifty-fifth Street.....	103,045 33		Water-meter Fund No. 2.....			".....	5 10		
Bridge over Harlem Ship Canal.....	39 00		Interest on Setting Meter.....			".....	67 53		
Castle Garden, etc., Improvement of.....	592 92		Harlem River Improvement Fund.....			".....	3 00		
Central Park—Construction.....	45 44		Charges on Arrears of Taxes.....			Engelhard.....	34 00		
Commissioners of Excise Fund.....	223 11		Dog Licenses.....			".....	495 50		
Criminal Court-house Fund.....	2,166 27		Sundry Licenses.....						
Croton Water Fund.....	2,480 85		Restoring and Repaving—Twenty-third			Haffen.....	32 00		
Croton Water Rent—Refunding Account.....	148 55		and Twenty-fourth Wards.....						
Dock Fund.....	65,094 43		Restoring and Repaving—Department of			Daly.....	2,502 00		
Dog License Fund.....	350 00		Public Works.....			Riley.....	165 50		
East River Park—Improvement of Extension.....	1,316 66		Tapping Pipes.....			".....	50 95		
Excise Licenses.....	30,585 28		Water-meter Fund No. 2.....			Andrews.....	18 00		
Fund for Street and Park Openings.....	1,844 52		Street Incumbrance Fund.....			Timmerman.....	145 26		
Fund for Viaduct.....	39 00		Unclaimed Salaries and Wages.....			Phelan.....	15 00		
Metropolitan Museum of Art.....	4,695 92		Dock Fund.....			Mayor.....	1,750 00		
New York Columbian Celebration Fund.....	98 79		Theatrical and Concert Licenses.....			Chamberlain.....	16 00		
New York Columbian Celebration Entertainment Fund.....	1,208 30		Street Improvement Fund—June 15, 1886.....			C. C. Clark.....	386 82		
Public Driveway—Construction of.....	738 73		Fund for Street and Park Openings.....			Sullivan.....	3,216 85		
Refunding Taxes Paid in Error.....	102 61		Board of Education—Building Fund.....			Daly.....	524 67		
Repaving.....	44,825 96		General Fund.....			Britton.....	122 46		
Restoring and Repaving—Special Fund—Department of Public Works..	1,757 12		".....			Andrews.....	1,408 20		
Restoring and Repaving—Special Fund—Twenty-third and Twenty-			".....			Haffen.....	130 00		
fourth Wards.....	8 75		3 per cent. Consolidated Stock—Metropol-			Com's Sinking Fund.....	5,000 00		
Revenue Bond Fund—Health Department.....	815 22		itan Museum of Art.....						
Riverside Park, Construction.....	6,247 38		3 per cent. Consolidated Stock—Con-						
School-house Fund.....	24,104 15		struction of Bridge over Harlem River,						
Street Improvement Fund—June 15, 1886.....	64,714 12		One Hundred and Fifty-fifth street..						
Theatrical and Concert Licenses.....	100 00		3 per cent. Consolidated Stock—Central						
Unclaimed Salaries and Wages.....	24 26		Park, Construction.....						
Van Cortlandt Park—Improvement.....	173 65		3 per cent. Consolidated Stock—East						
Ward's Island—Construction of Buildings.....	45,145 51		River Park Extension.....						
Water-main Fund.....	84 00		3 per cent. Additional Water Stock.....						
			3 per cent. Armory Bonds.....						
Advertising.....	\$5 36		3 per cent. Dock Bonds.....						
Aqueduct—Repairs, Maintenance and Strengthening.....	6,542 64		3 per cent. Criminal Court-house Bonds.						
Association for Befriending Children and Young Girls.....	342 71		3 per cent. Water Main Stock.....						
Boring Examinations for Grading and Sewer Contracts.....	69 00		6 per cent. Revenue Bonds, 1893.....			Farmers' Loan and Trust Co.	500,000 00		
Boulevards, Roads and Avenues, Maintenance of.....	1,521 81					National Union Bank.....	100,000 00		
Bronx River Bridges.....	1 20								
Bronx River Works—Maintenance and Repairs.....	451 15								
Burial of Honorably Discharged Soldiers, Sailors and Marines.....	35 00								
To Amounts forward.....	\$8,968 87		By Amount forward.....						
CITY RECORD—Salaries and Contingencies.....	5 00								
Civil Service of the City of New York.....	61 50								
Cleaning Lakes in Central Park.....	57 82								
Cleaning Markets.....	750 91								
Cleaning Streets—Department of Street Cleaning.....	30,720 82								
Construction of Station-house, etc.—New Precinct.....	15,729 00								
Contingencies—Clerk of the Common Council.....	6 50								
Contingencies—Comptroller's Office.....	21 90								
Contingencies—Department of Public Works.....	90 00								
Contingencies—District Attorney's Office.....	431 00								
Contingencies—Law Department.....	669 11								
Coroners—Salaries and Expenses.....	462 83								
Cromwell's Creek Bridges.....	83 75								
Department of Buildings—Salaries and Contingencies.....	2,465 00								
Fire Department Fund.....	12,706 61								
Free Floating Baths.....	113 00								
Harlem River Bridges—Repairs, Improvements and Maintenance.....	247 34								
Health Fund.....	136 24								
Hospital Fund.....	761 52								
Interest on City Debt.....	437 50								
Judgments.....	731 40								
Jurors' Fees.....	18 00								
Lamps and Gas and Electric Lighting.....	22,491 57								
Laying Croton Pipes.....	25,138 14								
Maintenance—Twenty-third and Twenty-fourth Wards.....	7,028 75								
Maintenance and Construction of New Parks north of Harlem River.....	1,157 91								
Maintenance and Government of Parks and Places.....	14,150 06								
Morningside Park—Improvement and Maintenance.....	290 13								
Music—Central Park and the City Parks.....	1,005 00								
New Reception Hospital.....	19,312 65								
New York Catholic Protectory.....	20,440 35								
New York Infirmary for Women and Children.....	450 00								
Night Medical Service Fund.....	500 00								
Normal College.....	90 02								
Preservation of Public Records.....	850 00								
Printing, Stationery and Blank Books.....	43,917 84								
Publication of the CITY RECORD.....	6,017 93								
Public Buildings—Construction and Repairs.....	280 98								
Public Drinking-hydrants.....	270 34								
Public Charities and Correction.....	26,601 78								
Public Instruction.....	10,559 09								
Removing Obstructions in Streets and Avenues.....	1,008 00								
Rents—Health Department.....	4,000 00								
Repairs and Renewal of Pavements and Regrading.....	6,912 02								

To Amounts forward.....	\$288,157 15	\$460,640 00	By Amount forward.....		\$1,961,847 26
Repairing and Renewal of Pipes, Stop-cocks, etc.....	3,377 18				
Revision and Compilation of City Ordinances, etc.....	1,250 00				
Riverside Park and Avenue—Improvement and Maintenance.....	3,785 28				
Roads, Streets and Avenues—Unpaved—Maintenance of and Sprinkling.....	856 26				
Salaries—Commissioners of Accounts.....	1 50				
Salaries—Department of Public Works.....	2,862 12				
Salaries—Judiciary.....	1,068 88				
Sewers and Drains—Twenty-third and Twenty-fourth Wards.....	463 82				
Sewers—Repairing and Cleaning.....	1,694 24				
State Taxes and Common Schools for State.....	100,000 00				
Street Improvements—For Surveying, Monumenting and Numbering Streets.....	75 00				
Supplies for and Cleaning Public Offices.....	9,948 18				
Support of Indigent Prisoners in County Jail.....	69 42				
Surveying, Laying-out, etc., Twenty-third and Twenty-fourth Wards.....	505 08				
Surveys, Maps and Plans.....	60 83				
Telephonic Services, Rents and Contingencies.....	18 00				
Utica State Hospital.....	32 86				
	414,285 80				
To Balance.....	\$874,925 84				
	1,086,921 42				
	\$1,961,847 26				\$1,961,847 26

E. & O. E.

September 23, 1893. By Balance..... \$1,086,921 42

JNO. H. CAMPBELL, Deputy Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with JOSEPH J. O'DONOHUE, Chamberlain, for and during the week ending September 23, 1893.

				SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.		SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.	
				DR.	CR.	DR.	CR.
1893. Sept. 16	By Balance, as per last account current.....		Macdaniel.....	\$495 94			\$176,673 80
" 23	Riverside Avenue Improvement Fund.....		".....	31 17			
	Street Improvement Fund.....		Engelhard.....	2,038 00			
	Sundry Licenses.....		Sullivan.....	7,393 79			
	Market Rents and Fees.....		Phelan.....	31,672 46			
	Dock and Slip Rents.....		Com's Sinking Fund.....	150,000 00			
	Surplus Revenue—Sinking Fund Redemption.....				191,631 36		
	Arrears on Croton Water Rents.....		Macdaniel.....	\$2,285 56			
	Interest on Croton Water Rents.....		".....	363 18			
	Croton Water Rents and Penalties.....		Riley.....	32,500 48			
	House Rent.....		Sullivan.....	528 75			
	To Sinking Fund—Redemption.....			\$221,000 00			35,677 97
	To Sinking Fund—Interest.....			86,128 55		\$150,000 00	
	To Balances.....					62,351 77	
				\$307,128 55	\$307,128 55	\$212,351 77	\$212,351 77

Sept. 23, 1893. By Balances.....

\$86,128 55 \$62,351 77

E. & O. E.

JNO. H. CAMPBELL, Deputy Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with JOSEPH J. O'DONOHUE, Chamberlain, for and during the week ending September 23, 1893.

				SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT No. 2.	
				DR.	CR.
1893. Sept. 16	By Balance, as per last account current.....				\$142,206 88
" 23	To Sinking Fund—Redemption No. 2.....			\$100,000 00	
	Balance.....			42,206 88	
				\$142,206 88	\$142,206 88

Sept. 23, 1893. By Balance.....

\$42,206 88

JNO. H. CAMPBELL, Deputy Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, in account with JOSEPH J. O'DONOHUE, Chamberlain, during the week ending September 23, 1893. CR.

1893. Sept. 23	To Jury Fees.....	\$128 00	1893. Sept. 16	By Balance.....	\$19,789 00
	Balance.....	19,661 00			
		\$19,789 00			\$19,789 00

September 23, 1893. By Balance..... \$19,661 00

JNO. H. CAMPBELL, Deputy Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, in account with JOSEPH J. O'DONOHUE, Chamberlain, during the week ending September 23, 1893. CR.

1893. Sept. 23	To Interest Registered.....	\$1,092 25	1893. Sept. 16	By Balance.....	\$68,879 88
	Balance.....	67,787 63			
		\$68,879 88			\$68,879 88

September 23, 1893. By Balance..... \$67,787 63

JNO. H. CAMPBELL, Deputy Chamberlain.

COMMISSIONERS OF APPRAISAL, UNDER CHAPTER 537, LAWS OF 1893, RELATIVE TO CHANGE OF GRADE IN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS, NEW YORK CITY.

OFFICE OF THE COMMISSION,
ROOM 58, NO. 96 BROADWAY, NEW YORK,
THURSDAY, November 9, 1893, 2 o'clock P. M.

The Commission met pursuant to adjournment.

Present—Daniel Lord (Chairman) and James M. Varnum, Commissioners.

The minutes of the proceedings of the meetings of October 25, 27, 30 and 31, and November 1, 2 and 3, were read and approved.

The Clerk presented the following:

The following is a statement showing the estimated expenses of the Commission for the year 1894:

Commissioners' fees.....	\$6,000 00
Charles P. Young (Stenographer).....	6,000 00
John Jacob Astor (Landlord).....	1,000 00
M. A. O'Connor (printing minutes and for stationery).....	1,000 00
Lamont McLoughlin (Clerk).....	2,500 00
Sundries.....	1,000 00
	\$17,500 00

Commissioner Varnum thereupon offered the following resolutions:

Whereas, Pursuant to a resolution of this Commission, adopted on October 11, 1893, the Board of Estimate and Apportionment has authorized the Comptroller to issue bonds for four thousand seven hundred and seventy-five dollars, to cover the expenses of the Commission to January 1, 1894; now, therefore, be it

Resolved, That, pursuant to the provisions of chapter 537 of the Laws of 1893, the Comptroller be and he hereby is respectfully requested to issue bonds to such amount as may be necessary for the payment of the expenses of the Commission for the year 1894, from time to time, as provided by said act; and be it further

Resolved, That the Clerk be and he hereby is directed to forward a copy of the foregoing to the Comptroller, together with a statement showing the estimated expenses of the Commission from January 1, 1894, to January 1, 1895.

Which was unanimously adopted.

The Clerk was directed to communicate with the Metropolitan Telephone and Telegraph Company in regard to procuring a telephone for the use of the Commission, and to obtain from them a form of contract.

The Commissioners then proceeded, in executive session, to the consideration of the cases now pending before them, after which, on motion of Commissioner Varnum, the Commission adjourned to Friday, November 10, 1893, at 2 o'clock P. M.

LAMONT McLOUGHLIN, Clerk.

OFFICE OF THE COMMISSION,
ROOM 58, NO. 96 BROADWAY, NEW YORK,
FRIDAY, November 10, 1893, 2 o'clock P. M.

The Commission met pursuant to adjournment.

Present—Daniel Lord (Chairman), James M. Varnum and James A. Deering, Commissioners. Of Counsel—James M. Ward, Esq., representing the Corporation Counsel; Thomas S. Bassford, Esq., and Fred J. Lancaster, Esq., representing numerous claimants.

The reading of the minutes of the proceedings of the last meeting was dispensed with.

The Commission then proceeded to take testimony in the matter of the following claims: No. 48 (Jacob Blaesser), No. 47 (James P. Cells), No. 86 (Patrick Coby), No. 82 (Bridget Farrell), No. 85 (John P. Wey), No. 81 (Patrick Burke), No. 89 (Michael B. Reilly), No. 51 (Martin Gilmartin), No. 53 (Robert Huson), and No. 49 (Michael Sullivan).

On motion of Commissioner Varnum the Commission then adjourned to Monday, November 13, 1893, at 2 o'clock P. M.

LAMONT McLOUGHLIN, Clerk.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, held at their Office, No. 209 Stewart Building, on Wednesday, November 8, 1893, at 3 o'clock P. M.

Present—Commissioners Duane, Tucker, Scott and Cannon.

The Committee of Finance and Audit reported their examination and audit of bills contained in Vouchers Nos. 9158 to 9168, inclusive, amounting to \$488.31, and of estimates contained in Vouchers Nos. 9169 to 9175, inclusive, amounting to \$104,313.62.

On motion of Commissioner Tucker, the same were approved and ordered certified to the Comptroller for payment.

The Construction or Executive Committee recommended the adoption of the following resolution:

Resolved, That upon the recommendation of the Chief Engineer, the accompanying bill of Levy & Quinn, contractors, for extra work done by them and not included in their contract for grading, improving and fencing the grounds at several of the shafts of the New Croton Aqueduct, amounting to seven hundred and forty-nine dollars and one cent, is hereby approved and ordered certified to the Comptroller for payment; and an appropriation of said amount is hereby made to cover the amount of said bill.

The same was adopted by the following vote:

Affirmative—Commissioners Duane, Tucker, Scott and Cannon—4.

The Committee also presented the following communication, received from the Chief Engineer: NEW YORK, November 8, 1893.

To the Honorable the Committee on Construction:

GENTLEMEN—In accordance with the authority given me by your resolution of October 18, I have obtained prices from four firms for the cast-iron pipes and special castings wanted for the New Croton Dam.

M. J. Drummond's bid is..... \$1,034 96

McNeal Pipe and Foundry Company did not originally comply with the terms of the invitation sent them, and were asked to conform to it; their corrected bid is..... 1,163 44

R. D. Wood & Co's bid is..... \$1,223 67

Warren Foundry and Machine Company's bid is..... 1,495 00

This is to request you to authorize the Chief Engineer to order the work from the lowest bidder, M. J. Drummond.

I am, respectfully,

A. FTELEY, Chief Engineer.

N. B.—My estimate for the above work is \$1,200.

A. F.

—and recommended the adoption of the following resolution:

Resolved, That the Chief Engineer be and hereby is authorized to order the work of furnishing cast-iron pipes and special castings required for the New Croton Dam from M. J. Drummond, at a cost not exceeding his bid of one thousand and thirty-four dollars and ninety-six cents, it being the lowest bid received and less than the estimate of the Chief Engineer; and the Chief Engineer is hereby directed to report the result of his action to the Commissioners.

On motion of Commissioner Scott, the same was adopted.

The Committee also presented the resignation of Frederic W. Frost, Assistant Engineer, and Private Secretary to the Chief Engineer, and recommended that the same be accepted, to take effect on December 1, 1893, or at such time prior to that date as may be designated by the Chief Engineer.

On motion of Commissioner Scott, the recommendation was approved.

The Comptroller, under date of October 31, 1893, gave notice of the issue of warrants for the payment of vouchers and certified by the Aqueduct Commissioners for

Reservoir "M"..... \$6,935 00

Cornell Dam..... 4,520 25

—leaving a balance to the credit of "Additional Water Fund" of \$12,148.43.

And stating that bonds have been issued for the credit of said fund, as follows:

September 1, 1893..... 100,000 00

October 11, 1893..... 150,000 00

Which was ordered entered upon the books of the Commission and filed.

The Commissioners then adjourned.

J. C. LULLEY, Secretary.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK.

WEEK ENDING SATURDAY, 12 M., NOVEMBER 4, 1893.

Estimated Population, 1,914,148.

Death-rate, 18.40.

Cases of Infectious and Contagious Diseases Reported.

	WEEK ENDING—													Nov. 4.
	Aug. 5.	Aug. 12.	Aug. 19.	Aug. 26.	Sept. 2.	Sept. 9.	Sept. 16.	Sept. 23.	Sept. 30.	Oct. 7.	Oct. 14.	Oct. 21.	Oct. 28.	
Diphtheria.....	93	109	98	104	67	75	98	91	87	116	115	156	177	129
Measles.....	169	138	111	80	78	57	48	39	49	41	63	88	88	135
Scarlet Fever.....	39	40	37	30	36	22	36	43	42	46	43	59	66	59
Small-pox.....	5	3	..	2	2	12	8	39	18	6	16	25	7	14
Typhoid Fever.....	18	35	29	40	21	26	28	42	34	44	46	51	33	25
Typhus Fever.....	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	324	326	272	256	204	192	218	256	230	253	283	379	371	362

Marriages reported.....	351	Burial permits issued.....	675
Births.....	1,100	Transit permits issued.....	8
Deaths.....	675	Searches made.....	257
Still-births.....	63	Transcripts issued.....	190

Deaths According to Cause, Age and Sex.

	Total.	Total last year.	Average 10 years.	Males.	Females.	Under 1 Month.	1 Month and under 1 Year.	1 Year and under 2.	2 and under 5.	Under 5 Years.	5-15.	15-25.	25-45.	45-65.	65 and over.
Total, all causes.....	675	738	758.4	386	289	49	114	60	55	278	34	52	131	110	70
Diphtheria.....	49	30	36.1	23	26	..	3	10	22	35	14	..	..	..	..
Croup.....	13	16	19.2	9	4	..	1	3	7	11	2	..	..	..	..
Malarial Fevers.....	1	8	8.4	1	..	..	..	..	..	..	1	..	..	..	..
Measles.....	8	3	7.2	6	2	..	2	2	4	8	..	..	..	..	..
Scarlet Fever.....	3	10	9.5	2	1	..	1	1	..	2	1	..	..	..	..
Small-pox.....	1	6	9	..	1	1	..	..	..	1	..	..	..	..	..
Typhoid Fever.....	9	7	13.7	5	4	..	..	..	..	..	1	3	4	1	..
Typhus Fever.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Whooping Cough.....	3	8	6.6	2	1	..	1	2	..	3	..	..	..	..	..

* This column contains the average number of deaths for the corresponding week of the past ten years, increased to correspond with the increase of population.
† This column gives the total number of deaths for the corresponding week of the previous year.
‡ State census February 1, 1892, 1,801,739.

	Total.	Total last year.	Average 10 years.	Males.	Females.	Under 1 Month.	1 Month and under 1 Year.	1 Year and under 2.	2 and under 5.	Under 5 Years.	5-15.	15-25.	25-45.	45-65.	65 and over.
Diarrhoeal Diseases.....	33	20	27.4	22	11	5	20	4	..	29	..	..	1	..	3
Phthisis.....	81	95	114.2	49	32	..	..	2	1	3	1	21	34	16	6
Other Tuberculous Diseases.....	22	9	..	15	7	..	8	4	5	17	..	1	3	1	..
Diseases of Nervous System.....	62	66	55.4	35	27	7	10	4	2	23	1	1	6	19	12
Heart Diseases.....	34	47	42.6	20	14	..	..	..	..	..	2	5	6	15	6
Bronchitis.....	22	35	36.3	10	12	5	7	6	..	18	..	..	1	3	..
Pneumonia.....	74	104	86.0	37	37	3	11	15	5	34	5	3	18	8	6
Other Diseases of Respiratory Organs.....	21	23	..	10	11	..	..	..	3	3	1	1	2	7	7
Diseases of Digestive System.....	38	55	..	26	12	1	14	1	..	16	1	2	9	8	2
Diseases of Urinary System.....	44	39	..	21	23	..	..	..	..	..	2	3	16	16	7
Congenital Debility.....	55	46	..	36	19	22	32	1	..	55	..	..	..	..	..
Old Age.....	14	10	..	4	10	..	..	..	..	..	..	..	..	..	14
Suicides.....	9	4	4.9	9	..	..	..	..	..	..	..	1	4	3	2
Other violent deaths.....	35	31	29.3	25	10	1	1	3	4	9	..	9	11	3	3
All other causes.....	44	66	..	19	25	4	3	2	2	11	2	2	16	10	3

* This column contains the average number of deaths for the corresponding week of the past ten years, increased to correspond with the increase of population.

† This column gives the total number of deaths for the corresponding week of the previous year.

‡ Including premature births, atrophy, inanition, marasmus, atelectasis, cyanosis and preterm births.

Causes of Death not Specified in the Foregoing Table.

Zymotic.	Respiratory.	Genito-urinary.
Erysipelas, 2; Syphilis, 2; Cerebro-spinal Fever, 8; Pyæmia, 1; Influenza, 1; Puerperal Fever, 1.	Laryngitis, 2; Congestion of Lungs, 1; Emphysema, 3; Pleurisy, 3; Chronic Bronchitis, 11; Hæmoptysis, 1.	Bright's Disease, 25; Nephritis, 5; Diseases of Bladder and Prostate Gland, 1; Uræmia, 3; Ovarian Diseases, 1; Pelvic Cellulitis, 1.
Dietetic.	Locomotor.	Integumentary.
Alcoholism, 4.	Spinal Disease, 1.	Abscesses, 2.
Constitutional.	Digestive.	Accident.
Cancer, 12; Tubercular Meningitis, 17; Tuberculosis, etc., 3; Tabes Mesenterica, 1; Tubercular Enteritis, 1; Purpura, 1; Anæmia, 1; Diabetes, 3.	Gastro-enteritis, 9; Enteritis, 4; Gastritis, 1; Cirrhosis, 5; Hepatitis, 1; other Diseases of Liver, 1; Peritonitis, 5; Obstruction of Intestines, 1; Stricture or Strangulation of Intestines, 1; Typhilitis, 1; Gall Stones, 1; Ulcer of Stomach, 2; Dentition, 3; Ulceration of Intestines, 1; Tonsillitis, 2.	Fractures and Contusions, 19; Burns and Scalds, 3; Drowning, 2; Suffocation, 2; Surgical Operations, 4; Railroad, 2.
Nervous.	Other Causes.	
Convulsions, 8; Meningitis and Encephalitis, 14; Apoplexy, 25; Paralysis, 3; Insanity, 3; Epilepsy, 3; Tetanus, 1; Myelitis, 1; Congestion of Brain, 1; Locomotor Ataxy, 1; Spinal Anæmia, 1; Neuritis, 1.	Foramen Ovale Open, 3.	Homicide, 3.

Deaths According to Cause, Annual Rate per 1,000 and Age, with Meteorology and Number of Deaths in Public Institutions for 13 Weeks.

WEEK ENDING.	Aug. 12.	Aug. 19.	Aug. 26.	Sept. 2.	Sept. 9.	Sept. 16.	Sept. 23.	Sept. 30.	Oct. 7.	Oct. 14.	Oct. 21.	Oct. 28.	Nov. 4.
Total deaths.....	886	893	752	759	758	697	702	678	742	697	702	646	675
Annual death-rate.....	24.35	22.10	22.64	20.81	20.77	19.09	19.21	18.54	20.28	19.04	19.16	17.62	18.40
Diphtheria.....	27	26	27	14	23	26	39	23	37	23	36	45	49
Croup.....	12	5	15	8	7	8	3	5	7	17	13	9	13
Malarial Fevers.....	6	6	4	5	2	1	2	4	1	1	2	3	1
Measles.....	10	6	11	2	2	4	3	8	1	2	3	2	8
Scarlet Fever.....	3	5	6	3	1	3	4	2	..	2	6	4	3
Small-pox.....	1	..	1	..	2	3	3	10	3	2	3	2	1
Typhoid Fever.....	10	4	11	9	7	13	7	13	9	17	18	20	9
Typhus Fever.....	..	..	..	..	..	..	..	..	..	..	..	..	..
Whooping Cough.....	14	7	9	9	7	6	10	6	5	8	4	2	3
Diarrhoeal Diseases.....	170	142	104	110	138	83	83	73	75	58	33	26	33
Diarrhoeal Diseases under 5 years.....	149	123	88	95	118	70	72	65	65	50	25	25	29
Phthisis.....	88	81	102	107	78	80	69	80	91	111	80	72	81
Bronchitis.....	11	16	25	18	16	17	22	23	23	21	16	20	22
Pneumonia.....	53	48	49	58	60	57	47	37	44	70	65	72	74
Other Diseases of Respiratory Organs.....	12	17	6	13	20	14	21	21	16	12	20	14	21
Violent Deaths.....	54	25	31	40	38	49	33	35	34	32	50	17	44
Under one year.....	296	257	229	245	238	154	214	205	211	166	165	159	163
Under five years.....	435	377	351	351	359	296	331	305	312	254	255	253	278
Five to sixty-five.....	387	347	350	351	336	335	319	323	351	376	374	317	327
Sixty-five years and over.....	64	81	51	57	63	66	52	50	79	67	73	76	70
In Public Institutions.....	221	219	168	169	159	154	169	169	181	161	187	156	147
Inquest Cases.....	122	101	81	82	81	83	85	77	77	80	102	72	83
Mean barometer.....	29.875	29.834	29.844	29.890	29.900	29.819	30.004	29.874	29.866	29.198	29.935	30.106	
Mean humidity.....	63	52	71	64	59	67	61	59	65	59	57	67	49
Inches of rain and snow.....	.09	1.57	6.41	.54	.60	.89	.16	.44	.40	.70	..	4.20	1.46
Mean temperature (Fahrenheit).....	75.9°	71.5°	73.8°	71.8°	66.2°	66.9°	64.3°	55.7°	60.3°	61.7°	52.0°	58.3°	45.3°
Maximum temperature (Fahrenheit).....	90°	85°	93°	90°	82°	80°	82°	76°	72°	78°	64°	70°	60°
Minimum temperature (Fahrenheit).....	59°	56°	63°	55°	50°	55°	53°	44°	45°	49°	38°	41°	34°

Infectious and Contagious Diseases.

Total number of cases visited by Inspectors.....	1,179
persons removed to hospital.....	35
primary vaccinations.....	1,450
re-vaccinations.....	9,907
certificates of vaccination issued.....	80
points of vaccine virus collected.....	18,140
capillary tubes of vaccine virus filled.....	
cattle examined by Veterinarian.....	556
glandered horses destroyed.....	

Pathology, Bacteriology and Disinfection.

Total number of	premises visited by Inspectors.....	205
"	premises visited by Disinfectors.....	260
"	rooms disinfected and fumigated.....	317
"	other places disinfected.....	.....
"	visits of wagons to remove and return goods.....	140
"	pieces of infected goods destroyed.....	83
"	pieces of infected goods disinfected and returned.....	359
"	autopsies.....	.....
"	bacteriological examinations, general.....	22
"	of suspected diphtheria (true 102, pseudo 45).....	147
Croton water—Number of bacteria per c. c.....		1,570

Cases of Infectious and Contagious Diseases Reported and Deaths from the Same, by Wards.

WARDS.	SICKNESS.						DEATHS REPORTED.						
	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Typhus Fever.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Typhoid Fever.	Typhus Fever.	All Causes.
First.....	4	..	..	..	..	..	1	..	..	..	..	..	5
Second.....	1	..	..	..	..	..	1	..	..	..	..	..	3
Third.....	..	..	..	..	..	..	..	..	..	..	..	..	..
Fourth.....	1	..	..	1	..	..	..	..	..	1	..	..	14
Fifth.....	2	1	..	..	..	..	..	..	..	..	..	..	4
Sixth.....	1	..	1	..	..	..	..	..	..	..	..	..	7
Seventh.....	..	20	5	2	1	..	1	1	..	..	..	..	16
Eighth.....	1	1	1	1	..	..	2	..	..	..	..	..	13
Ninth.....	20	1	2	..	1	..	5	..	..	..	2	..	26
Tenth.....	..	12	8	1	1	..	4	1	1	..	..	..	26
Eleventh.....	1	6	2	..	..	..	1	..	1	..	..	..	27
Twelfth.....	39	10	3	..	5	..	16	1	..	..	2	..	118
Thirteenth.....	3	6	3	..	..	..	..	1	..	..	..	..	23
Fourteenth.....	..	3	..	1	..	..	..	1	..	..	1	..	21
Fifteenth.....	1	..	..	..	1	..	..	..	..	..	..	..	5
Sixteenth.....	3	2	4	1	1	..	1	..	..	..	..	..	25
Seventeenth.....	10	17	2	2	..	..	4	..	..	..	..	..	43
Eighteenth.....	2	7	2	..	3	..	..	..	..	..	..	..	29
Nineteenth.....	20	24	9	1	3	..	4	2	..	..	2	..	103
Twentieth.....	3	8	..	1	..	..	3	..	..	..	..	..	43
Twenty-first.....	3	1	3	..	2	..	1	..	..	..	..	..	24
Twenty-second.....	8	15	7	1	7	..	3	..	1	..	2	..	70
Twenty-third.....	4	1	4	2	..	..	..	..	..	..	..	..	22
Twenty-fourth.....	2	..	3	..	..	..	2	..	..	..	..	..	8
Total.....	129	135	59	14	25	..	49	8	3	1	9	..	675

Inspections of Premises.

Total number of inspections made.....	6,114
Classified as follows:	
Inspections of tenement-houses.....	2,804
“ tenement apartments at night, to detect overcrowding.....	907
“ private dwellings.....	302
“ lodging-houses.....	228
“ stables.....	213
“ slaughter-houses.....	306
“ other premises.....	1,354

Total number of citizens' complaints attended to.....	241
" " verified	156
" " found baseless, or nuisance already abated.....	85
" original complaints by Inspectors	259

Inspection of Foods, Chemical Analyses, etc.

Total number of inspections of milk.....	1,796
specimens examined.....	1,953
quarts of milk destroyed.....	
inspections of fruit, vegetables and canned goods.....	2,779
pounds of same condemned and destroyed.....	30,925
inspections of meat and fish.....	1,348
pounds of same condemned and destroyed.....	21,150
analyses of milk and other foods.....	30
experimental analyses.....	

Analytical Work—Summary.

Milk—Found to be watered	1
“ Found to be skimmed	4
“ Found to be skimmed and watered	4
Condensed milk—Found to be normal	15
Croton water—Partial sanitary analysis (normal)	5
“ Complete sanitary analysis (see below)	1
Cellar water—Contaminated with sewage	1
Air—Examined for CO_2	3

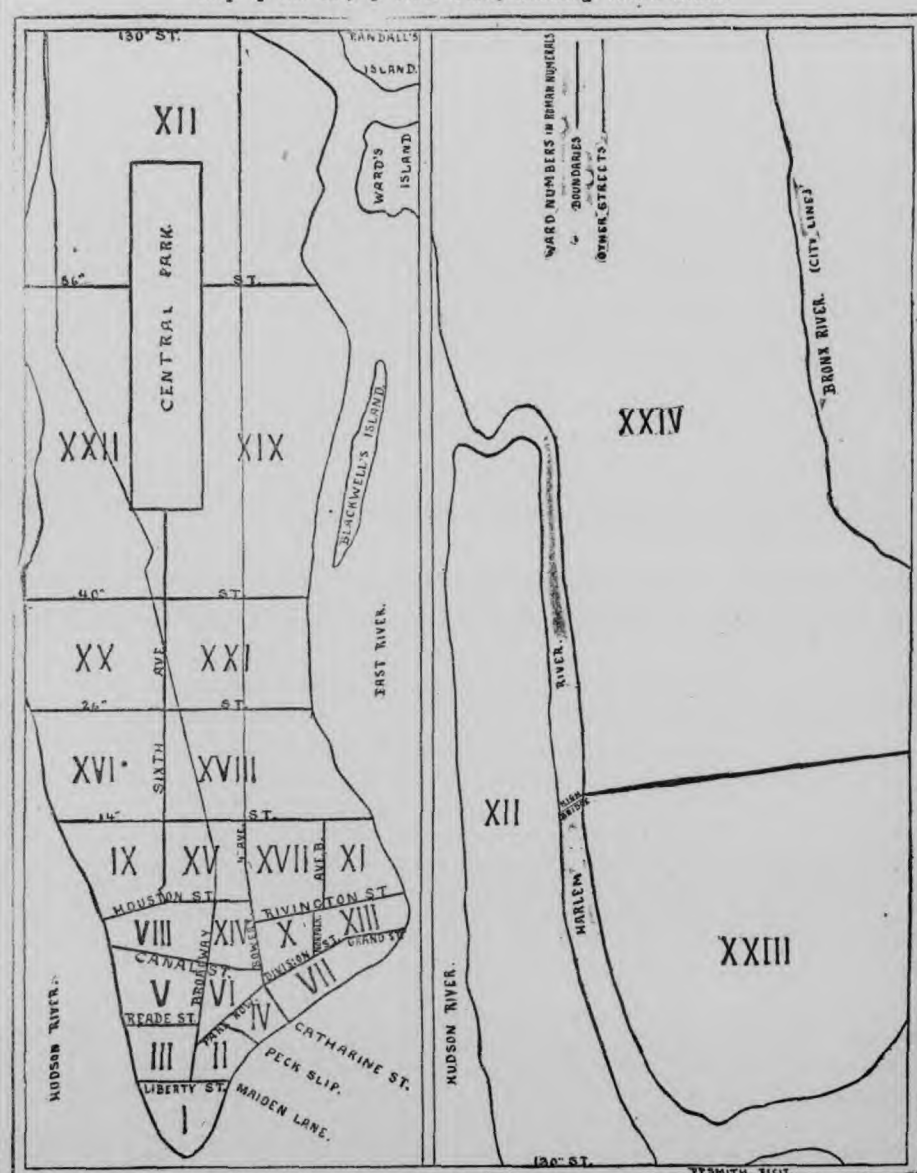
Analysis of Croton Water, November 3, 1893.
Result Expressed in Parts per 100,000.

		Result Expressed in Parts per 100,000.
Appearance.....		Very slightly turbid.
Color		Light yellow brown.
Odor (at 100° Fahr.).....		Marshy.
Chlorine in Chlorides.....		0.340
Equivalent to Sodium Chloride.....		0.560
Phosphates, Phosphoric Acid (P_2O_5) in.....		None.
Nitrogen in Nitrites		None.
Nitrogen in Nitrates (method of Gladstone and Tribe).....		0.0243
Free Ammonia		0.0005
Albuminoid Ammonia		0.0055
Hardness equivalent to Carbonate of Lime { Before boiling.....		4.78
	{ After boiling.....	4.78
Organic and volatile (loss on ignition).....		2.50
Mineral matter (non-volatile)—Lost Carbonic Acid not restored .		6.50
Total solids (by evaporation at 230° Fahr.).....		9.00
Temperature at hydrant, 55° Fahr.		

Executive Action.

Total number of orders issued for abatement of nuisances	347
" Attorney's notices issued for non-compliance with orders	272
" civil actions begun	31
" arrests made	2
" judgments obtained in civil courts	3
" " criminal courts	1
" permits issued	67
" persons removed from overcrowded apartments	44

Map of the City of New York, Showing Ward Lines.



The 675 deaths represent a death-rate of 18.40 against 17.62 for the previous week, and 20.82 for the corresponding week of 1892.

Contagious and infectious diseases show a slight decrease, the number of cases reported of diphtheria, measles, scarlet fever, typhoid fever and small-pox being respectively 129, 135, 59, 25 and 14, against 177, 88, 66, 33 and 7, for the previous week, a total of 362 against 371. There was a marked increase of diphtheria in the Seventeenth Ward, but a still more marked decrease in the Tenth, Twelfth and Nineteenth Wards. The increase of measles was mainly in the Seventh, Twelfth, Eighteenth, Nineteenth and Twentieth Wards, and the decrease in the Eleventh Ward. The increase of scarlet fever was chiefly in the Tenth and Twenty-second Wards, and the decrease in the Thirteenth and Eighteenth Wards. Fifteen of the 25 cases of typhoid fever were above Fortieth street, and 4 of the remaining 10 were below Fourteenth street. Eight of the 14 cases of small-pox were below Fourteenth street, and 4 of the remaining 6 were above Fortieth street.

By order of the Board.

EXECUTIVE DEPARTMENT.

CITY OF NEW YORK,
OFFICE OF THE MAYOR,
November 17, 1893.

The Supervisor of the City Record:

SIR—I have the honor, by direction of the Mayor, to transmit to you herewith a list of appointments made by him and required for publication in the CITY RECORD, in compliance with section 51 of the New York City Consolidation Act of 1882.

Police Justices.

John J. Ryan and Thomas L. Feitner to succeed themselves for the term of ten years each, beginning November 4, 1893.

Commissioners of Common Schools.

William Van Arsdale, Edward Bell, James W. McBarron, Emile Beneville, Charles Strauss, George Livingston and Charles L. Holt, to succeed themselves for the term of three years each, beginning January 1, 1894.

Inspectors of Common Schools.

Cornelius McMonagle, to succeed Samuel S. Joyce ; John V. Campbell, to succeed George W. Collins, M. D.; Truman Nichols, to succeed John J. Burke, and Nathan Fernbacher, Joseph Brull, J. W. C. Leveridge, George H. Toop, T. Mason Oliver, to succeed themselves for the term of three years each, beginning January 1, 1894.

Appointments made in pursuance of chapter 396 of the Laws of 1893:

Commissioners of the Board of Electrical Control.

Theodore Moss, Jacob Hess, Walton Storm, to succeed themselves for the term of one year each, beginning November 1, 1893.

Appointments made in pursuance of chapter 537 of the Laws of 1893:

Daniel P. Hays, a Commissioner, to ascertain and pay the amount of damages of lands and buildings suffered by recent changes of grade of streets and avenues made, pursuant to chapter 721 of the Laws of 1887.

Respectfully,
WILLIS HOLLY, Secretary.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT.**Mayor's Office.**

No. 6 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.

THOMAS F. GILROY, Mayor. WILLIS HOLLY, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
DANIEL ENGELHARD, First Marshal.
Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
CHARLES G. F. WAILE and EDWARD OWEN.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 4 P. M.
JAMES C. DUANE, President; JOHN J. TUCKER, FRANCIS M. SCOTT, H. W. CANNON, and the MAYOR, COMPTROLLER and COMMISSIONER OF PUBLIC WORKS; ex officio, Commissioners; J. C. LULLEY, Secretary; A. FTELEY, Chief Engineer; E. A. WOLFF, Auditor.

BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address EDWARD P. BARKER, Stewart Building, Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

COMMON COUNCIL.**Office of Clerk of Common Council.**

No. 8 City Hall, 9 A. M. to 4 P. M.
GEORGE B. MCLELLAN, President Board of Aldermen.
MICHAEL F. BLAKE, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS

No. 31 Chambers street, 9 A. M. to 4 P. M.
MICHAEL T. DALY, Commissioner; MAURICE F. HOLAHAN, Deputy Commissioner (Room A).
ROBERT H. CLIFFORD, Chief Clerk (Room 6).
GEORGE W. BIRDSALL, Chief Engineer (Room 9); JOSEPH RILEY, Water Register (Rooms 2, 3 and 4); WM. M. DEAN, Superintendent of Street Improvements (Room 5); HORACE LOOMIS, Engineer in Charge of Sewers (Room 9); WILLIAM G. BERGEN, Superintendent of Repairs and Supplies (Room 15); MAURICE FEATHERSON, Water Purveyor (Room 11); STEPHEN MCCORMICK, Superintendent of Lamps and Gas (Room 11); JOHN L. FLORENCE, Superintendent of Streets and Roads (Room 12); MICHAEL F. CUMMINGS, Superintendent of Incumbrances (Room 16); NICHOLAS R. O'CONNOR, Superintendent of Street Openings (Room 14).

DEPARTMENT OF STREET IMPROVEMENTS**TWENTY-THIRD AND TWENTY-FOURTH WARDS.**

No. 2622 Third avenue, northeast corner of One Hundred and Forty-first street. Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.
LOUIS F. HAFEN, Commissioner; JACOB SEABOLD, Deputy Commissioner; JOSEPH P. HENNESSY, Secretary.

DEPARTMENT OF BUILDINGS.

No. 226 Fourth avenue, corner of Eighteenth street 9 A. M. to 4 P. M.
THOMAS J. BRADY, Superintendent.

FINANCE DEPARTMENT.**Comptroller's Office.**

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THEODORE W. MYERS, Comptroller; RICHARD A. STORRS, Deputy Comptroller; EDGAR J. LEVEY, Assistant Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
WILLIAM J. LYON, First Auditor.
JOHN F. GOULDSBURY, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.
Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
OSBORNE MACDANIEL, Collector of Assessments and Clerk of Arrears.
No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
JOHN A. SULLIVAN, Collector of the City Revenue and Superintendent of Markets.
No money received after 2 P. M.

Bureau for the Collection of Taxes.
No. 57 Chambers street and No. 35 Reade street Stewart Building, 9 A. M. to 4 P. M.
DAVID E. AUSTIN, Receiver of Taxes; JOHN J. McDONOUGH, Deputy Receiver of Taxes.
No money received after 2 P. M.

Bureau of the City Chamberlain.
Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
JOSEPH J. O'DONOHUE, City Chamberlain.

Office of the City Paymaster.
No. 33 Reade street, Stewart Building, 9 A. M. to 4 P. M.
JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.**Office of the Counsel to the Corporation.**

Starts Zeitung Building, third and fourth floors, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.
WILLIAM H. CLARK, Counsel to the Corporation.
ANDREW T. CAMPBELL, Chief Clerk.

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.
WILLIAM M. HOES, Public Administrator.

Office of the Corporation Attorney.
No. 49 Beekman street, 9 A. M. to 4 P. M.
LOUIS HANNEMAN, Corporation Attorney.

Office of Attorney for Collection of Arrears of Personal Taxes.

Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.
JOHN G. H. MEYERS, Attorney.
MICHAEL J. DOUGHERTY, Clerk.

POLICE DEPARTMENT**Central Office.**

No. 300 Mulberry street, 9 A. M. to 4 P. M.
JAMES J. MARTIN, President; CHARLES F. MACLEAN, JOHN McCLAVE and JOHN C. SHEEHAN, Commissioners; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of Elections.

HEALTH DEPARTMENT

No. 301 Mott street, 9 A. M. to 4 P. M.
CHARLES G. WILSON, President, and CYRUS EDSON, M. D., the PRESIDENT OF THE POLICE BOARD, ex officio and the HEALTH OFFICER OF THE PORT, ex officio Commissioners; EMMONS CLARK, Secretary.

DEPARTMENT OF CHARITIES AND CORRECTION.**Central Office.**

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
HENRY H. PORTER, President; CHAS. E. SIMMONS, M. D., and EDWARD C. SHEEHY, Commissioners; GEORGE F. BRITTON, Secretary.
Purchasing Agent, FREDERICK A. LUSHMAN. Office hours, 9 A. M. to 4 P. M. Saturdays, 12 M.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M. CHARLES BENN, General Bookkeeper
Out-Door Poor Department. Office hours, 8.30 A. M. to 4.30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M. Saturdays, to 12 M.

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
JOHN J. SCANNELL, President; ANTHONY EICKHOFF and HENRY WINTHROP GRAY, Commissioners; CARL JUSSEN, Secretary.
HUGH BONNER, Chief of Department; PETER SEERY, Inspector of Combustibles; JAMES MITCHELL, Fire Marshal; WM. L. FINDLEY, Attorney to Department; J. ELLIOT SMITH, Superintendent of Fire Alarm Telegraph.
Central Office open at all hours.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49 and 51 Chambers street, 9 A. M. to 4 P. M. Saturdays, 12 M.
ABRAHAM B. TAPPEN, President; PAUL DANA, NATHAN STRAUS and GEORGE C. CLAUSEN, Commissioners; CHARLES DE F. BURNS, Secretary.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:
List 4126, No. 1. Sewer and appurtenances in One Hundred and Thirty-second street, from Brook avenue to summit west of Trinity avenue, and branch in St. Ann's avenue, between One Hundred and Thirty-second street and Southern Boulevard.
List 4170, No. 2. Regulating, grading, curbing and flagging One Hundred and Sixtieth street, from Eleventh avenue to Kingsbridge road.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—
No. 1. Both sides of One Hundred and Thirtieth and Thirty-second street, from Trinity avenue to Gouverneur place; both sides of One Hundred and Thirty-second street, from Trinity to Brook avenue; both sides of Gouverneur place, from One Hundred and Thirtieth to One Hundred and Thirty-second street; both sides of St. Ann's avenue, from One Hundred and Thirty-second street to Southern Boulevard and both sides of Lewis place, from the Harlem River and Portchester Railroad to One Hundred and Thirty-second street.

No. 2. Both sides of One Hundred and Sixtieth street, from Eleventh avenue to Kingsbridge road.
All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.
The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 19th day of December, 1893.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHARLES E. WENDT,
EDWARD CAHILL,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, November 18, 1893.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
PROPERTY CLERK'S OFFICE, Room 9,
No. 300 MULBERRY STREET,
NEW YORK, November 16, 1893.

TWENTY-SIXTH AUCTION SALE OF UNCLAIMED PROPERTY.

VAN TASSELL & KEARNEY, AUCTIONEERS, will sell at Public Auction, at Police Headquarters, No. 300 Mulberry street, Monday, November 27, 1893, at 11 o'clock A. M., the following articles:
Male and Female Clothing, Shoes, Canned Goods, Chests of Tea, Sacks of Coffee, Hats and Caps, Boxes of Soap, Horse Blankets, Lap Robes, Harness, Rolls of Cloth and Matting, Hardware and Cutlery, Clocks, Sardines, Fur Capes, Sealskin Coat, Tools, Foot-balls, and a lot of Miscellaneous Articles.
For particulars see catalogue on day of sale.

JOHN F. HARRIOT,
Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1893.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc., also small amount of money taken from prisoners and found by patrolmen of this Department.
JOHN F. HARRIOT,
Property Clerk.

COMMISSIONERS OF APPRAISAL UNDER CHAPTER 537, LAWS OF 1893, RELATIVE TO CHANGE OF GRADE IN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS, NEW YORK CITY.

NOTICE IS HEREBY GIVEN THAT THE TIME to file claims for damages with the Comptroller and Counsel to the Corporation pursuant to the provisions of chapter 537 of the Laws of 1893, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, made pursuant to chapter 721 of the Laws of 1887, providing for the depression of railroad tracks in Twenty-third and Twenty-fourth Wards or otherwise" will expire on December 7, 1893.

Dated New York, November 17, 1893.
DANIEL LORD,
JAMES M. VARNUM,
DANIEL P. HAYS,
Commissioners.

LAMONT McLOUGHLIN, Clerk.

PURSUANT TO THE PROVISIONS OF CHAPTER 537 of the Laws of 1893, entitled "An Act providing for ascertaining and paying the amount of damages to lands and buildings, suffered by reason of changes of grade of streets or avenues, made pursuant to chapter seven hundred and twenty-one of the Laws of eighteen hundred and eighty-seven, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise," notice is hereby given, that public meetings of the Commissioners appointed under said act, will be held at Room No. 28 Schermerhorn Building, No. 95 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.

Dated New York, September 2, 1893.
DANIEL LORD,
JAMES M. VARNUM,
JAMES A. DEERING,
Commissioners.

LAMONT McLOUGHLIN, Clerk.

DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,
Nos. 49 AND 51 CHAMBERS STREET,
NEW YORK, November 17, 1893.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR THE following-mentioned work, with the title of the work and the name of the bidder indorsed thereon, will be received by the Department of Public Parks at its offices, Nos. 49 and 51 Chambers street, until 11 o'clock A. M., on Wednesday, November 29, 1893.

LINING WITH TILES THE INSIDE OF CONTINUOUS TANKS OF THE AQUARIUM IN CASTLE GARDEN BUILDING, IN BATTERY PARK.

Bidders are required to state, in writing, and also in figures, in their proposals, ONE PRICE OR SUM for which they will execute the ENTIRE WORK.

The time allowed for the completion of the whole work will be TWENTY CONSECUTIVE WORKING DAYS.

The damages to be paid by the contractor for each day that the contract, or any part thereof, may be unfulfilled after the time fixed for the completion thereof has expired, are fixed at TEN DOLLARS per day.

The amount of security required is ELEVEN HUNDRED DOLLARS.

Bidders will be required to complete the entire work to the satisfaction of the Department of Public Parks, and in substantial accordance with the specifications for the work and the plans therein referred to. No extra compensation beyond the amount payable for the several classes of work before enumerated which shall be actually performed, at the prices therefore, to be specified by the lowest bidder, shall be due or payable for the entire work.

The estimates received will be publicly opened by the head of the said Department at the place and hour last above mentioned and read.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the VERIFICATION be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must NOT be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within ten days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall ex-

ecute the contract within the time aforesaid, the amount of his deposit will be returned to him.

N. B.—The price must be written in the estimate and also stated in figures, and all estimates will be considered as informal which do not contain bids for all items for which bids are herein called, or which contain bids for items for which bids are not herewith called for. Permission will not be given for the withdrawal of any bid or estimate. No bid will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The Department of Public Parks reserves the right to reject any or all the bids received in response to this advertisement if it should deem it for the interest of the City so to do, and to readvertise until satisfactory bids or proposals shall be received. But the contract when awarded will be to the lowest bidder.

Blank forms for proposals and forms of the contract which the successful bidder will be required to execute, can be had at the office of the Secretary, and the plans can be seen and information relative to them can be had at the office of the Department, Nos. 49 and 51 Chambers street.

A. B. TAPPEN,
NATHAN STRAUS,
PAUL DANA,
GEORGE C. CLAUSEN,
Commissioners of Public Parks.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,
Nos. 157 and 159 EAST SIXTY-SEVENTH STREET,
NEW YORK, November 16, 1893.

NOTICE IS HEREBY GIVEN THAT FIVE (5) Horses (registered numbers 144, 148, 251, 437 and 685), will be sold at Public Auction to the highest bidder for cash, on Tuesday, November 21, 1893, at 12 o'clock M., by Van Tassel & Kearney, auctioneers, at Nos. 110 and 112 East Thirtieth street.
JOHN J. SCANNELL,
ANTHONY EICKHOFF,
H. W. GRAY,
Commissioners.

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Board of Education, corner of Grand and Elm streets, until Monday, December 4, 1893, at 4 P. M., for Printing required by the said Board for the year 1894, including rates for standing matter. Samples of the various documents, etc., required to be printed may be seen at the office of the Clerk of the Board, where blank forms of proposals may also be obtained. Each proposal must be addressed to the Committee on Supplies, and indorsed "Proposals for Printing." Two sureties, satisfactory to said Committee, will be required for the faithful performance of the contract. The Committee reserve the right to reject the whole or part of any bid if deemed for the public interest.

Any further information desired may be obtained from the Clerk of the Board of Education.
Dated New York, November 18, 1893.

THADDEUS MORIARTY,
EDWARD BELL,
EMILE BENEVILLE,
JAMES W. MCBARRON,
JOSEPH A. GOULDEN,
Committee on Supplies.

SEALED PROPOSALS WILL BE RECEIVED BY the School Trustees for the First Ward, at the Hall of the Board of Education, No. 146 Grand street, until 4 o'clock P. M., on Friday, December 1, 1893, for erecting Fire Escapes at Primary School No. 15, situated at No. 68 Pearl street.

GUSTAV PINGSTON, Chairman,
FREDERICK G. MERRILL, Secretary,
Board of School Trustees, First Ward.
Dated New York, November 17, 1893.

Sealed proposals will also be received at the same place, by the School Trustees of the Twenty-second Ward, until 4 o'clock P. M., on Thursday, November 23, 1893, for supplying the Heating and Ventilating Apparatus for the New School Building, situated on the south side of Forty-sixth street, between Sixth and Seventh avenues.

JAMES R. CUMING, Chairman,
RICHARD S. TREACY, Secretary,
Board of School Trustees, Twenty-second Ward.
Dated New York, November 10, 1893.

Plans and specifications may be seen, and blank proposals obtained, at the office of the Superintendent of School Buildings, No. 146 Grand street, third floor.

The Trustees reserve the right to reject any or all of the proposals submitted.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name and place of residence on said proposal.

Two responsible and approved sureties, residents of this city, are required in all cases.

No proposal will be considered from persons whose character and antecedent dealings with the Board of Education render their responsibility doubtful.

The party submitting a proposal must include in his proposal the names of all sub-contractors, and no change will be permitted to be made in the sub-contractors named without the consent of the School Trustees and Superintendent of School Buildings.

It is required as a condition precedent to the reception or consideration of any proposals, that a certified check upon, or a certificate of deposit of, one of the State or National banks, or Trust Companies of the City of New York, drawn to the order of the President of this Board, shall accompany the proposal to an amount of not less than three per cent. of such proposal, when said proposal is for, or exceeds ten thousand dollars, and to an amount not less than five per cent. of such proposal when said proposal is for an amount under ten thousand dollars; that on demand, within one day after the awarding of the contract by the proper Board of Trustees, the President of the Board will return all the deposits of checks and certificates of deposit made, to the persons making the same, except that made by the person or persons whose bid has been so accepted; and that if the person or persons whose bid has been so accepted shall refuse or neglect, within five days after due notice has been given that the contract is ready for execution, to execute the same, the amount of the deposit or of the check or certificate of deposit made by him or them shall be forfeited and retained by this Board, not as a penalty, but as liquidated damages for such neglect or refusal, and shall be paid into the City Treasury to the credit of the Sinking Fund of the City of New York; but if the said person or persons whose bid has been so accepted shall execute the contract within the time aforesaid, the amount of his or their deposit of check or certificate of deposit shall be returned to him or them.

BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THE Board of Street Opening and Improvement, deeming it for the public interest so to do, propose to alter the map or plan of the City of New York, so as to lay out a new street or avenue, to be known as Convent avenue, from One Hundred and Fiftieth street to Avenue St. Nicholas, in the Twelfth Ward of said city, more particularly described as follows:

Beginning at a point in the northerly line of One Hundred and Fiftieth street, distant 350 feet easterly

from the easterly line of Amsterdam avenue; thence northeasterly, distance 217 90-100 feet, to a point in the southerly line of One Hundred and Fifty-first street, distant 436 88-100 feet easterly from the easterly line of Amsterdam avenue; thence easterly along the southerly line of One Hundred and Fifty-first street, distance 81 78-100 feet; thence southwesterly, distance 217 90-100 feet to the northerly line of One Hundred and Fifty-first street; thence westerly along said line, distance 81 78-100 feet, to the point or place of beginning.

Also beginning at a point in the northerly line of One Hundred and Fifty-first street, distant 462 97-100 feet, easterly from the easterly line of Amsterdam avenue; thence northerly, distance 217 90-100 feet, to the southerly line of One Hundred and Fifty-second street at a point distant easterly 549 88-100 feet from the easterly line of Amsterdam avenue; thence easterly along the southerly line of One Hundred and Fifty-second street, distance 38 96-100 feet to the westerly line of Avenue St. Nicholas; thence southerly along said line, distance 67 48-100 feet; thence southwesterly, distance 146 14-100 feet to the northerly line of One Hundred and Fifty-first street; thence westerly along said line, distance 81 78-100 feet to the point or place of beginning.

Said extension of Convent avenue to be 75 feet wide between the northerly line of One Hundred and Fifty-second street and Avenue St. Nicholas, at One Hundred and Fifty-second street.

And that such proposed action of the said Board of Street Opening and Improvement has been duly laid before the Board of Aldermen.

Dated NEW YORK, November 15, 1893.

V. B. LIVINGSTON,
Secretary.

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING,
CITY OF NEW YORK, STEWART BUILDING,
NEW YORK, August 8, 1893.

TO THE OWNERS OF LICENSED TRUCKS OR OTHER LICENSED VEHICLES RESIDING IN THE CITY OF NEW YORK.

PUBLIC NOTICE IS HEREBY GIVEN THAT, pursuant to the provisions of chapter 269 of the Laws of 1892 (known as the Street Cleaning Law), the Commissioner of Street Cleaning will remove or cause to be removed all unlicensed trucks, carts, wagons and vehicles of any description found in any public street or place between the hours of seven o'clock in the morning and six o'clock in the evening on any day of the week except Sundays and legal holidays, and also all unlicensed trucks, carts, wagons and vehicles of any description found upon any public street or place between the hours of six o'clock in the evening and seven o'clock in the morning, or on Sundays and legal holidays, unless the owner of such truck, cart, wagon or other vehicle shall have obtained from the Mayor a permit for the occupancy of that portion of such street or place on which it shall be found, and shall have given notice of the issue of said permit to the Commissioner of Street Cleaning.

The necessary permits can be obtained free of charge, by applying to the Mayor's Marshal at his office in the City Hall.

Dated NEW YORK, August 8, 1893.

WILLIAM S. ANDREWS,
Commissioner of Street Cleaning,
New York City.

NOTICE.

PERSONS HAVING BULKHEADS TO FILL, IN the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, in the Stewart Building.

WILLIAM S. ANDREWS,
Commissioner of Street Cleaning.

FINANCE DEPARTMENT.

NOTICE OF ASSESSMENT FOR OPENING STREETS AND AVENUES.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," as amended, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court of the assessment for opening and acquiring title to

One Hundred and Seventieth street, from Prospect avenue to Bristow street. Confirmed November 3, 1893.

Assessments on Blocks 419, 420 and 433, Twenty-third Ward.

The above-entitled assessment was entered on the 17th day of November, 1893, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents." Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 917 of the "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The assessment is payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before January 11, 1894, will be exempt from interest as above provided, and after that date will be charged interest at the rate of seven per centum per annum from the above date of entry of the assessment in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, November 14, 1893.

NOTICE OF ASSESSMENT FOR OPENING STREETS AND AVENUES.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," as amended, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court of the assessments for opening and acquiring title to the following streets, to wit:

TWENTY-THIRD WARD.

Lowell street, from Third avenue to Rider avenue. Confirmed October 13, 1893.

Assessment on north half of Blocks 1737 and 1739, and south half of Blocks 1725 and 1727.

TWENTY-FOURTH WARD.

One Hundred and Seventy-eighth street, from Riverside avenue to Lalontaine avenue. Confirmed October 25, 1893.

Assessment on north half of Blocks 1116 to 1118½, 1120, 1121 and 1493, and on south half of Blocks 1110½, 1111, 1114, 1115, 1116, 1121 and 1458.

TWELFTH WARD.

One Hundred and Nineteenth street, between the Boulevard and Riverside avenue. Confirmed October 23, 1893.

Assessment on Blocks 1274, 1275, 1276 and 1277.

The above-entitled assessments were entered on the 31st day of October, 1893, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents." Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 917 of the "New York City Consolidation Act of 1882."

Section 917 of the said act provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon on or before January 2, 1894, will be exempt from interest as above provided, and after that date will be charged interest at the rate of seven per centum per annum from the above date of entry of the assessments in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, November 8, 1893.

FINANCE DEPARTMENT,
BUREAU FOR THE COLLECTION OF TAXES,
No. 57 CHAMBERS STREET (STEWART BUILDING),
NEW YORK, November 1, 1893.

NOTICE TO TAXPAYERS.

NOTICE IS HEREBY GIVEN BY THE RECEIVER OF TAXES OF THE CITY OF NEW YORK to all persons whose taxes for the year 1893 remain unpaid on the first day of November of said year that unless the same shall be paid to him at his office, on or before the first day of December of said year, he will charge, receive and collect upon such taxes so remaining unpaid on that day, in addition to the amount of such taxes, one per centum on the amount thereof, and charge, receive and collect upon such taxes so remaining unpaid on the first day of January thereafter interest upon the amount thereof at the rate of seven per centum per annum, to be calculated from October 2, 1893, the day on which the assessment rolls and warrants therefor were delivered to the said Receiver of Taxes to the date of payment, as provided by sections 813, 844 and 845 of the New York City Consolidation Act of 1882.

DAVID E. AUSTEN,
Receiver of Taxes.

COMMISSIONER OF STREET IMPROVEMENTS OF THE TWENTY-THIRD AND TWENTY-FOURTH WARDS.

OFFICE OF
COMMISSIONER OF STREET IMPROVEMENTS
OF THE TWENTY-THIRD AND TWENTY-FOURTH WARDS,
NEW YORK, November 14, 1893.

TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR EACH OF the following-mentioned works, with the title of the work and the name of the bidder indorsed thereon, also the number of the work, as in the advertisement, will be received by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, at his office, No. 262 Third avenue, corner of One Hundred and Forty-first street, until 3 o'clock P. M. on Tuesday, November 28, 1893, at which place and hour they will be publicly opened:

1. FOR REGULATING, GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS AND LAYING CROSSWALKS IN BREMER AVENUE, from Jerome avenue to Birch street.
2. FOR REGULATING AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND SIXTY-THIRD STREET, from Third avenue to Brook avenue.
3. FOR REGULATING AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND THIRTY-SIXTH STREET, from Lincoln avenue to Alexander avenue.
4. FOR LAYING CROSSWALKS IN AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND FIFTY-FIFTH STREET, from Third avenue to Elton avenue.
5. FOR REGULATING AND PAVING WITH TRAP-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND THIRTY-NINTH STREET, from Brook avenue to St. Ann's avenue.
6. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND SIXTY-FIRST STREET, from Morris avenue to Mott avenue.
7. FOR REGULATING, GRADING, SETTING CURB-STONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS IN CEDAR AVENUE, from Sedgwick avenue to Fordham Landing road.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested in the estimate or in the work to which it relates or in the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion, and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract.

per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

The Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards reserves the right to reject all bids received for any particular work if he deems it for the best interests of the City.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any other information desired, can be obtained at this office.

LOUIS F. HAFEN,
Commissioner of Street Improvements,
Twenty-third and Twenty-fourth Wards.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, November 9, 1893.

TO CONTRACTORS.

PROPOSALS FOR POULTRY, ETC.

SEALED BIDS OR ESTIMATES FOR FURNISHING
About 22,000 pounds of Poultry.
45 barrels prime Red or Yellow Onions, 150 pounds net per barrel.
71 barrels good quality and fair size Red Apples, each barrel to contain two and a-half bushels.
23 barrels prime quality "Family" Pork.

For use on Thanksgiving Day.
—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 10 o'clock A. M., of Tuesday, November 21, 1893. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Poultry, etc.," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the head of said Department and read.

The Department of Public Charities and Correction reserves the right to decline any and all bids or estimates if deemed to be for the public interest, and to accept any bid or estimate as a whole, or for any one or more articles included therein. No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The award of the contract will be made as soon as practicable after the opening of the bids.
Delivery will be required to be made of Poultry on Tuesday, November 28, 1893, before 7 o'clock A. M., all in accordance with specifications.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of fifty (50) per cent. of the ESTIMATED amount of the contract.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; also that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the supplies delivered by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

No bid or estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal, but if he shall execute the contract within the time aforesaid the amount of the deposit will be returned to him.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept, but do not execute, the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

Bidders will state the price for each article, by which the bids will be tested.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine. Bidders are informed that no deviation from the specifications will be allowed.

No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department.

HENRY H. PORTER, President,
CHARLES E. SIMMONS, M. D.,
EDWARD C. SHEEHY,

Commissioners, Department of Public Charities and Correction.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,
Room 30, COOPER UNION,
NEW YORK, November 16, 1893.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations for the positions below named will be held at this office on the dates specified:

November 22. FEMALE CLERK.
LEE PHILLIPS,
Secretary and Executive Officer.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
Room 6, No. 31 CHAMBERS STREET,
NEW YORK, November 14, 1893.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office on Monday, November 27, 1893, until 12 o'clock M., at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF SEVENTY-FIFTH STREET, from West End avenue to Riverside Drive.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE CARRIAGEWAY OF ONE HUNDRED AND FIFTEENTH STREET, from Lenox to St. Nicholas avenue.

No. 3. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND FIRST STREET, from Madison to Park avenue.

No. 4. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE CARRIAGEWAY OF ONE HUNDRED AND EIGHTH STREET, from Ninth to Tenth avenue.

No. 5. FOR FLAGGING FULL WIDTH, AND REFLAGGING, CURBING AND RECURBING THE SIDEWALKS ON FIFTY-SECOND STREET, from Eleventh to Twelfth avenue.

No. 6. FOR FLAGGING FULL WIDTH AND REFLAGGING, CURBING AND RECURBING THE SIDEWALKS ON FIFTY-THIRD STREET, from Tenth to Eleventh avenue.

No. 7. FOR FLAGGING FULL WIDTH, REFLAGGING AND RECURBING THE SIDEWALKS ON THE SOUTH SIDE OF SIXTY-THIRD STREET, from Tenth to Eleventh avenue.

No. 8. FOR FLAGGING FULL WIDTH AND REFLAGGING, CURBING AND RECURBING THE SIDEWALKS ON SEVENTY-SIXTH STREET, from Boulevard to Riverside Drive.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested, it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested in the estimate or in the work to which it relates or in the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obliged to pay to the person to whom the contract shall be awarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned must be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal, but if he shall execute the contract within the time aforesaid the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Rooms 1 and 5, No. 31 Chambers street.

MICHAEL T. DALY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK, November 11, 1893.

NOTICE OF SALE AT PUBLIC AUCTION.

ON FRIDAY, NOVEMBER 24, 1893, AT 10.30 A. M., the Department of Public Works will sell at Public Auction, by Peter F. Meyer, Auctioneer, under the supervision of the Chief Engineer, at the Pipe Yard foot of East Twenty-fourth street, the following, viz:

ABOUT 50 TONS CAST-IRON SCRAP.
ABOUT 3 TONS WROUGHT-IRON SCRAP.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the immediate removal by the purchaser of the articles purchased, otherwise purchaser will forfeit the same, together with all moneys paid therefor, and the Department will proceed to resell the iron.

MICHAEL T. DALY,
Commissioner of Public Works.

NOTICE OF SALE AT PUBLIC AUCTION.

TUESDAY, NOVEMBER 21, 1893,
AT 10 O'CLOCK A. M.

THE DEPARTMENT OF PUBLIC WORKS OF THE City of New York, under the direction of Frank Townsend, Auctioneer, will sell at Public Auction, on the premises, the following-described buildings, etc., now standing within the property taken at Carmel, Town of Carmel, Putnam County, New York, viz:

Gideon Lee.

Lot No. 1. 1 Leffel wind-mill, tower and fixtures, pump-house, 12.9 x 12.9.
Lot No. 2. House, 1-story and attic, 24.6 x 28; lean-to on west side, 16.10 x 13.

John Shields.

Lot No. 3. House, 2-story, 24.5 x 20.5.
Lot No. 4. House, 2-story, 24.6 x 14.5; wood-house, 20 x 13.2; chicken-house, 8.9 x 7.8; smoke-house, 6 x 6; privy, 5.8 x 4.8.
Lot No. 5. Old house used for hay barn, 20.5 x 14.4; lean-to on east end used for cow stable, 18.10 x 10.5; lean-to on south and west used for cow stable, 7 x 6.3.

M. Malone.

Lot No. 6. 2-story house, 20.3 x 16.3; pr vy, 5.6 x 4.9; summer kitchen, 9.9 x 6.6; smoke-house, 6 x 5.3; hog-pen, 9 x 6.
Lot No. 7. Barn, 13 x 12.3; lean-to on north end, 8.5 x 11; lean-to on north end, 11.7 x 9.8; lean-to on west end, 10 x 6; used as stable and chicken-house.

P. Malone.

Lot No. 8. 2-story house, 22.4 x 20.4.
Lot No. 9. 1 set Howe scales, platform, 15.6 x 9.4.
Estate of Thomas Logan.
Lot No. 10. 1-story and attic house, 24.5 x 16.3; chicken-house, 4 x 8.

John Smith.

Lot No. 11. 2-story house, 26.4 x 20.3; privy, 4.8 x 5.2.

Estate of G. C. Smith.

Lot No. 12. Boat-house, 25 x 14.

New York Milk and Cream Co.

Lot No. 13. Factory, 2-story and basement, 32 x 40.
Lot No. 14. Ice-house, 89.4 x 32.5, with extension on west side, 69.6 x 6; privy, 4.2 x 4.2.

Mrs. A. Merritt.

Lot No. 15. Store, 1-story, attic and basement, 32.5 x 20.8.
Lot No. 16. Coal-bins, owned by Bryant S. Palmer, 85.6 x 20.
Lot No. 17. 1 set Fairbanks' scales, platform, 16 x 8.8.
Lot No. 18. House, 2-story and basement, 26.6 x 18; privy, 4.2 x 3.2.

Mrs. Freeman Fisher.

Lot No. 19. 2-story, blacksmith shop, 22.3 x 34.5; privy, 4.2 x 4.2.

District School No. 10.

Lot No. 20. 1-story school-house, 62.5 x 28.4; extension on front, 14.5 x 4; two privies, each 8.2 x 8.2.

Joseph Smith.

Lot No. 21. Feed store and dwellings, 2-story and attic, 59.6 x 24.4.
Lot No. 22. West wing, used for feed store, 1-story, 46.2 x 34.9; south wing, used for horse barn and coal-bins, 1-story, 39.4 x 16; privy, 5.2 x 4.2.

H. F. Miller.

Lot No. 23. House, 2-story and attic, 31.8 x 23.3; extension on south side, 5.6 x 15; extension on north side, 8 x 20; west wing, 2-story, 17 x 16.7; lean-to on west end, west wing, 12.4 x 4.
Lot No. 24. Barn, 32.6 x 28.6; chicken-house, 6.10 x 8; wood and manure house, 10 x 10; privy, 4.10 x 5.6; lattice, 75 lineal feet, 8 feet high.

Mrs. Emily Miller.

Lot No. 25. House, 3-story and basement, 40.6 x 30.6; west wing, 1-story, 30.6 x 24.6.
Lot No. 26. Barn, 47 x 20.5; wing on east side, used as stable, etc., 36 x 12.5; wing on east wing, wing used as manure-shed, 17.9 x 10.2.
Lot No. 27. 1-story extension on west side main barn used as ice-house, carriage-house, privy, 33.9 x 15.9, 6.3 x 4.9.

Edward Borel.

Lot No. 28. House, 2-story, attic and basement, 32.6 x 25.6; 1-story extension on west, for kitchen and privy, 26 x 10.3; storm-door on west side house, 11 x 6.
Lot No. 29. Carriage-house, 22.6 x 17.3; wing on east side of carriage-house, used for stable, woodhouse and ice-house, 14.4 x 30.3.

C. C. Townsend.

Lot No. 30. House, 2-story and attic, 40.6 x 22.6; extension and bay window on south side, 9.8 x 16.5; extension and bay window on north side, 5 x 12.4; lean-to on west side, 1-story, 7.10 x 16.3.
Lot No. 31. Barn and stable, 26.5 x 20.4; manure-house, 7.9 x 4.6; privy, 5.2 x 4.2.

George B. Calhoun.

Lot No. 32. House, 2-story and basement, 24.6 x 28.8; bay window extension on east side, 7.8 x 3.8; storm door extension on west side, 5 x 5.2.
Lot No. 33. Wood-house and kitchen, 21 x 12.3; privy, 5.2 x 4.2; barn, 16.3 x 24.6; chicken-house, 5 x 5.

John Taylor.

Lot No. 34. 2-story house, 23.7 x 24.4.
Lot No. 35. Wood, coal-house and privy, 20.2 x 8.3; chicken-house, 5 x 4.8; rubber bucket, well-pump and platform.

Carmel Club.

Lot No. 36. House, 2-story, attic and basement, 32 x 32 wing on south side house, 1-story, 37 x 13.8; bay window on front of wing, 9.6 x 4; privy, 6.2 x 5.

Mrs. T. R. Ganong (Brick House).

Lot No. 37. House, 2-story, attic and basement; 39.4 x 31.4; 2 bay-windows on south side (wood), 2-story, 10 x 10; storm-door on first floor, rear, 6 x 5; storm-door on basement floor, 13.6 x 3.6.
Lot No. 38. Privy, 5.2 x 4.2; wood-shed, 18.6 x 4.3; carriage-house and shed, 17.8 x 15; stable and ice-house, 16.3 x 22.
Lot No. 39. House, 1-story and attic, 35 x 24.6; 1-story wing on west end, 14.4 x 10.10.
Lot No. 40. Barn and stable, 33 x 16.4; privy, 5 x 4; 1 rubber bucket, well-pump and platform.

Theo. Fisher.

Lot No. 41. Dwelling and store, 2-story and basement, 26.4 x 18.4; dwelling-house, 2-story, attic and basement, 15.9 x 34.5 (these houses are connected); wood-house, 10.3 x 8; privy, 4.1 x 3.8.

J. H. Merritt Estate.

Lot No. 42. House, 2-story and basement, 36.7 x 21; extension on west side, 1-story, 49 x 34.
Lot No. 43. Wood-house, 10.2 x 14; extension on wood-house for privy, 3 x 3; rubber bucket, well-pump.

Mrs. A. Merritt.

Lot No. 44. House, 2-story and basement, 32.5 x 24.6; bay window on south side, 3-story high, 6.2 x 5.4; bay window and extension on east side, 1-story, 13 x 7.2; west wing, 2-story and attic, 24.4 x 24.5; with wing on west kitchen, wood-house and privy, 14.3 x 11.3.
Lot No. 45. Barn, ice-house and stable, 41.5 x 16.5; wing on east end (stable and coal-house), 16.3 x 24.5.

N. P. Barnes.

Lot No. 46. House, 3-story and basement, 37 x 16.5; extension on south side, 3-story, 8.6 x 3.7; west wing, 2-story and attic, 34.4 x 24.4; with 1-story extension for kitchen, 24.4 x 24.4; privy, 6.8 x 13.1; lattice work, 20 lineal feet, 5 feet high.
Lot No. 47. Hardware store, 2-story and basement, 40.5 x 24.6; storm-door on west side, 10.2 x 8.7; one Douglas well-pump and platform.
Lot No. 48. Barn, 28.5 x 24.4.

David Lockwood.

Lot No. 49. Hotel building, 3-story, basement and attic, 84.3 x 34.3, with 1-story extension on west side, 84.3 x 16.3.
Lot No. 50. Barn, carriage-house and stable, 44.8 x 37.4; 1-story extension on west end, 16 x 16.4.

Lot No. 51. Wing on east end of barn, used as stable, carriage-house, shed and privy, 51 x 20.6.
Lot No. 52. Stable and ice-house, 1-story and loft, 24.9 x 42.4; privy, 10.3 x 7.2; chicken-house, 12.2 x 6.6; 1 rubber bucket, well-pump.
Lot No. 53. Summer house on dock at lake, 14.2 x 10; house, south side of drive, 2-story and basement, 37.4 x 22.4; extension on west for photograph gallery, with side and skylights, 16 x 12.

Lot No. 54. Wing on south of house, 1-story and attic, used for meat market, 30.6 x 16.6.
Bryant S. Palmer.
Lot No. 55. Store building, 3-story and basement, 60 x 50.6.
Lot No. 56. Dwelling-house, 2-story and basement, 24.6 x 18.3.

Lot No. 57. Wood-house, 4.8 x 5.2; wood-house, 19.3 x 9.7; privy, 5.3 x 8.2; ice-house, 17.3 x 25.2; one rubber bucket, well-pump.
Lot No. 58. 2-story furniture store, 50.6 x 19.2; 1-story wing on east side, 18.3 x 16.2.

Eliza Hasen.

Lot No. 59. Store building, 3-story and basement, 56.5 x 24.6, with extension on south side for hall and stairs, 2-story high, 56.5 x 5.10.
Lot No. 60. Dwelling and store house, 2-story and basement, 49 x 34.4.
Lot No. 61. Barn and stable, 30.4 x 20.6; privy, 8.2 x 4.8; pump in cistern.

Mrs. Hattie Merritt.

Lot No. 62. Store building, 2-story and basement, 47.4 x 50.5; extension on west side, privy, etc., 13 x 6.2; water tank on roof, 5.6 x 3 x 3, lined; iron sinks, waste-pipes well-pump, ropes, pulleys, etc., for elevator.

W. H. H. Sloat.

Lot No. 63. 2-story house, 30.6 x 19.10.
Lot No. 64. Store, bakery and dwelling, 2-story and basement, 25.4 x 50.6, with extension on second story, 3.6 x 50.6; privy, 4.8 x 5; privy, 6.1 x 4.9; 1 rubber bucket, pump.

Mrs. Susan Foshay.

Lot No. 65. House, 2-story, 24.3 x 16.4; wing on north side, 1-story, 24.3 x 10.2; wing on east side, 1-story, 12.6 x 18.5.
Lot No. 66. Kitchen, wash-house, etc., 12.8 x 14.7; barn, 14.7 x 13.6, with lean-to on west, wood-house and privy, 13.6 x 6.6.

Charles H. Minor.

Lot No. 67. House, 2-story and attic, 24.6 x 22.4; privy, 5.2 x 4.2.

Conrad Zickler.

Lot No. 68. 2-story house, 35 x 21.9; wing to west, 1-story, 24.1 x 22.5; lean-to on west wing, 15.7 x 6.9.
Lot No. 69. Blacksmith, wagon-maker shop and tenant-house, 2-story, 48.6 x 24.4; extension on west side for stairs, 23.3 x 3.7; chicken-house, 5.2 x 6.2; chicken-house, 12.1 x 6.2; privy, 4.7 x 5.7; 1 well-pump.

Estate of James Raymond.

Lot No. 70. House, 2-story, 22.8 x 34.6; wing on west, 1-story, 11 x 8.8.
Lot No. 71. 1-story house (old school building), 24.3 x 12.2; privy, 5.2 x 4.8.
Lot No. 72. House, 1-story attic and basement, 22.5 x 16.4; wood-house and shed, 22.2 x 7.4.
Lot No. 73. Boat-house (owned by G. R. Livingston), 28.4 x 18.3.
Lot No. 74. Carriage and hay barn, stable in basement, 38.3 x 24.4; shed south from barn, 25 x 15.4.
Lot No. 75. Carriage-house with lot, 25.9 x 26.6; shed, south of carriage-house, 26.6 x 44.2; well-pump and house.

Freeman Lewis.

Lot No. 76. Hay-barn and cow stable, 40.4 x 30.2.
Lot No. 77. Milk-house, 6 x 3.11; barley-house, 15.9 x 16; ice-house, 15.4 x 21.9.

Mrs. Chauncey R. Weeks.

Lot No. 78. House, 2-story attic and basement, 51.6 x 41.6; south wing, 2-story and basement, 20 x 23.3; extension on east side, south wing, 1-story, 20 x 6.8.
Lot No. 79. Servants' hall, 2-story, used as kitchen, laundry, wood-house, coal-house, etc., etc., 40.9 x 18.6; privy (brick), 10.7 x 10.7; covered passage of house to privy, brick wall on north side, lattice work on south side, wooden roof, 49 feet long.

S. F. Bush.

Lot No. 80. Ice-house, 16 x 16.

TERMS OF SALE.

The consideration that the Department of Public Works shall receive for the foregoing buildings will be First—The removal of every part of the building, excepting the stone foundation and fences, on or before the 2d day of January, 1894; and Second—The sum paid in money on the day of sale. If any part of any building is left on the property on and after the 3d of January, 1894, the purchaser shall forfeit all right and title to the building or part of building so left, and also the money part of the consideration paid at the time of the sale; and the Department of Public Works may, at any time on or after the 3d of January, 1894, cause said building, or part of building, to be removed and disposed of at the expense of the party to whom the above-conditioned sale, as described, may be made. The total amount of the bid must be paid at the time of the sale.

MICHAEL T. DALY,

Commissioner of Public Works
of the City of New York.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
NEW YORK.

TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

ATTENTION IS CALLED TO THE RECENT act of the Legislature (chapter 449, Laws of 1889), which provides that whenever any streets or avenues in the city, described in any grant of land under water, from the Mayor, Aldermen and Commonalty containing covenants requiring the grantees and their successors to pave, repave, keep in repair or maintain such streets, shall be in need of repairs, pavement or repavement, the Common Council may, by ordinance, require the same to be paved, repaved or repaired, and the expense thereof to be assessed on the property benefited; and whenever the owner of a lot so assessed shall have paid the assessment levied for such paving, repaving or repairing, such payment shall release and discharge such owner from any and every covenant and obligation as to paving, repaving and repairing, contained in the water grant under which the premises are held, and no further assessment shall be imposed on such lot for paving, repaving or repairing such street or avenue, unless it shall be petitioned for by a majority of the owners of the property (who shall also be the owners of a majority of the property in frontage) on the line of the proposed improvement.

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and thereupon the owner of such lot, his heirs and assigns shall thenceforth be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

The Commissioner of Public Works desires to give the following explanation of the operation of this act:

When notice, as above described, is given to the Commissioner of Public Works, the owner of the lot or lots therein described, and his heirs and assigns, are forever released from all obligation under the grant in respect to paving, repaving or repairing the street in front of or adjacent to said lot or lots, except one assessment for such paving, repaving or repairs, as the Common Council may, by ordinance, direct to be made thereafter.

No street or avenue within the limits of such grants can be paved, repaved or repaired until said work is authorized by ordinance of the Common Council, and when the owners of such lots desire their streets to be paved, repaved or repaired, they should state their desire and make their application to the Board of Aldermen and not to the Commissioner of Public Works, who has no authority in the matter until directed by ordinance of the Common Council to proceed with the pavement, repavement or repairs.

MICHAEL T. DALY,
Commissioner of Public Works

THE COLLEGE OF THE CITY OF NEW YORK.

A STATED MEETING OF THE BOARD OF Trustees of the College of the City of New York will be held at the Hall of the Board of Education, No. 146 Grand street, on Tuesday, November 21, 1893, at 4.30 o'clock P. M.

By order,

ADOLPH L. SANGER,
Chairman.

ARTHUR McMULLIN,
Secretary.

Dated NEW YORK, November 14, 1893.

THE NORMAL COLLEGE OF THE CITY OF NEW YORK.

A STATED MEETING OF THE BOARD OF Trustees of the Normal College of the City of New York will be held at the Hall of the Board of Education, No. 146 Grand street, on Tuesday, November 21, 1893, at 4 o'clock P. M.

By order,

ADOLPH L. SANGER,
Chairman.

ARTHUR McMULLIN,
Secretary.

Dated NEW YORK, November 14, 1893.

SUPREME COURT.

In the matter of the application of the Mayor, Aldermen and Commonalty of the City of New York, for the appointment of Commissioners of Appraisal, under chapter 114 of the Laws of 1892, passed March 9, 1892, entitled "An act to provide for settling and establishing permanently the location and boundaries of the avenue known as FORT WASHINGTON RIDGE ROAD, in the City of New York, and in relation to the improvement thereof."

TAKE NOTICE THAT, PURSUANT TO THE provisions of chapter 114, of the Laws of 1892, and all other statutes in such cases made and provided, an application will be made by the undersigned, Counsel to the Corporation of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, to the Supreme Court of the State of New York, at a Special Term of said Court, to be held in the First Judicial Department, at Chambers thereof in the County Court-house in the City of New York, on the fifth day of December, 1893, at the opening of the Court on that day, or as soon thereafter as counsel can be heard, for the appointment of a Commissioner of Appraisal in the above entitled matter in the place and stead of Charles Place, deceased.

Dated NEW YORK, November 15, 1893.

WILLIAM H. CLARK,

Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to CAULDWELL AVENUE (although not yet named by proper authority), extending from the Boston road to East One Hundred and Sixty-third street, and from Clifton street to Westchester avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house in the City of New York, on the 28th day of November, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated NEW YORK, November 15, 1893.

EDWARD JACOBS,

ELSWORTH L. STRIKER,
CHARLES D. BURRILL,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired), to BEACH AVENUE (although not yet named by proper authority), extending from the Southern Boulevard to Kelly street, in the Twenty-third Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental or amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 2 Tryon Row (fourth floor), in said city, on or before the 9th day of December, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 9th day of December, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock, P. M.

Second—That the abstract of our said supplemental or amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 8th day of December, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces, or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz: Northerly by the southeasterly side of Westchester avenue; easterly by the centre line of the blocks between Union avenue and Beach avenue, from Westchester avenue to Southern Boulevard; southerly by the northerly line of the Southern Boulevard and the northerly line of Crane street; westerly by centre line of the blocks between Wales avenue and Beach avenue, from Crane street to Westchester avenue; excepting from our said area all the streets, avenues and roads, or portions thereof shown upon our benefit map deposited as aforesaid.

Fourth—That our supplemental or amended report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 22d day of December, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated NEW YORK, November 11, 1893.

WILLIAM H. WILLIS, Chairman,

DAVID THOMSON,

JOHN C. MCCARTHY,

Commissioners.

JOHN P. DUNN, Clerk.

In

ments used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 21st day of December, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Beginning at a point in the southerly line of Featherbed lane, distant about 25 feet easterly from the southeast corner of Featherbed lane and Marcher avenue; running thence southerly along the centre line of the block between Marcher avenue and Macomb's road to the northerly side of a certain unnamed street or avenue; thence westerly along the northerly side of said unnamed street or avenue for a distance of about 150 feet; thence southerly and parallel with the easterly line of Marcher avenue and distant 97.5 feet easterly therefrom to the northerly line of High-bridge street; thence southerly along the centre line of the block, between Marcher avenue and Boswell avenue, to the easterly line of Jerome avenue; thence southerly along a line parallel with the easterly line of Cromwell avenue, and distant 100 feet westerly therefrom, to the intersection of said line with the prolongation easterly from Jerome avenue of the northerly line of a certain unnamed street or avenue, commencing at Anderson avenue, opposite Devos street, and running to Jerome avenue; thence westerly and at right angles, or nearly so, with the preceding course to a point in the northerly line of the last mentioned unnamed street or avenue, distant 125.86 feet westerly from the westerly line of Jerome avenue; thence northerly along the centre line of the block between Jerome avenue and Anderson avenue, to a point in the centre line of the block between Marcher avenue and Anderson avenue, distant 200 feet northerly of the northerly line of Union street; thence westerly and parallel with the northerly line of Union street for a distance of 213 feet; thence northerly and parallel with the easterly line of Bremer avenue for a distance of about 150 feet; thence westerly parallel with and distant 350 feet northerly from the northerly line of Union street for a distance of about 265 feet; thence northerly and parallel with the westerly line of Bremer avenue and distant 100 feet westerly therefrom to the northerly line of Birch street, thence northerly along the centre line of the blocks between Marcher avenue and Nelson avenue to the southerly line of Featherbed lane; thence northerly along the prolongation northerly from Featherbed lane of said centre line of the block, between Marcher avenue and Nelson avenue to a point distant 100 feet northerly of the northerly line of Featherbed lane; thence easterly and parallel with and distant 100 feet northerly from the northerly line of Featherbed lane for a distance of about 315 feet; thence southerly for a distance of about 185 feet to the point or place of beginning.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 9th day of January, 1894, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, November 10, 1893.

JAMES MITCHELL, Chairman,
HENRY WINTHROP GRAY,
SAMUEL W. MILBANK,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired to ONE HUNDRED AND SIXTY-EIGHTH STREET (although not yet named by proper authority), extending from Tenth avenue to Kingsbridge road, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 23d day of November, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, November 10, 1893.

JAMES J. NEALIS,
J. EDWARD ACKLEY,
THOMAS J. MILLER,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND FORTY-FOURTH STREET (although not yet named by proper authority), between Seventh avenue and the bulkhead-line, Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 23d day of November, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, November 10, 1893.

SAM'L J. FOLEY,
E. M. FRIEND,
WM. H. DOBBS,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to NAEGLE AVENUE, (although not yet named by proper authority), from Kingsbridge road to Tenth avenue, in the Twelfth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house in the City of New York, on Monday, the 20th day of November, 1893, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the open-

ing of a certain street or avenue, known as Naegle avenue, from Kingsbridge road to Tenth avenue, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the easterly line of Dyckman street, distant 1,490 58-10 feet southerly from the Kingsbridge road; thence easterly, distance 1,503 13-100 feet, to the westerly line of Tenth avenue; thence southerly along said line, distance 174 12-100 feet; thence westerly, distance 1,360 34-100 feet, to the easterly line of Dyckman street; thence northerly along said line, distance 100 feet, to the point or place of beginning.

Also, beginning at a point in the westerly line of Dyckman street, distant 1,482 62-100 feet southerly from the Kingsbridge road; thence westerly, distance 1,786 92-100 feet; thence curving to the right, radius 44 72-100 feet, distance 104 49-100 feet, to the easterly line of the Kingsbridge road; thence southerly along said line, distance 288 45-100 feet; thence easterly and in a curve line to the right, radius 165 48-100 feet, distance 122 feet; thence easterly and tangent, distance 1,752 20-100 feet; thence in a curve to the right, radius 11 68-100 feet, distance 29 55-100 feet, to the westerly line of Eleventh avenue; thence northerly along said line, distance 169 54-100 feet, to the westerly line of Dyckman street; thence northerly along said line, distance 24 feet, to the point or place of beginning.

Dated New York, November 6, 1893.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to NINTH AVENUE (although not yet named by proper authority), from Two Hundred and First street to Kingsbridge Road, in the Twelfth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by said Board.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Monday, the 20th day of November, 1893, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue, known as Ninth avenue, from Two Hundred and First street to Kingsbridge road, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the northerly line of Two Hundred and First street, distant 500 feet easterly from the line of Tenth avenue or Amsterdam avenue, extended northerly and said point being 12,212 53-100 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence northerly and parallel and distant 500 feet easterly from said Tenth or Amsterdam avenue extended, distance 4,958 11-100 feet; thence in a curved line to the left, radius 725 19-100 feet, distance 364 33-100 feet, to the easterly line of the Kingsbridge road at a point distant 17,355 68-100 feet northerly from the southerly line of One Hundred and Fifty-fifth street; thence northerly along said easterly line of the Kingsbridge road, distance 80 1-100 feet; thence in a curved line to the right, radius 805 19-100 feet, distance 432 53-100 feet, to a point distant 575 feet easterly from the easterly line of Tenth avenue extended; thence southerly and parallel with Tenth avenue, distance 4,995 45-100 feet, to the northerly line of proposed Two Hundred and First street; thence westerly along said line, distance 75 feet, to the point or place of beginning.

Said street, North Ninth avenue, to be 75 feet wide between the northerly line of Two Hundred and First street and points distant 65 85-100 feet and 95 20-100 feet northerly from Two Hundred and Twentieth street and from points mentioned above to the easterly line of Kingsbridge road to be 80 feet wide.

Dated New York, November 6, 1893.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of the new street to be known as CLAREMONT PLACE, between Claremont avenue and Riverside avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house in the City of New York, on the 25th day of November, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, November 13, 1893.

SIDNEY HARRIS,
EZEKIEL R. THOMPSON, JR.,
THOMAS J. MILLER,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to HAWTHORNE STREET (although not yet named by proper authority), between the lines of Seaman avenue and Tenth avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 3d day of July, 1893, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street or avenue, herein designated as Hawthorne street, as shown and delineated on certain maps entitled "Map or plan of streets, roads and avenues within that part of the Twelfth Ward of the City of New York lying northerly of the northerly line of Dyckman street (formerly known as Dyckman street and Inwood street), under authority of chapter 360, Laws of 1883, and chapter 185, Laws of 1885," made by the Board of Street Opening and Improvement of the City of New York, and filed by said Board, one in the office of the Department of Public Works, one in the office of the Counsel to the Corporation, one in the office of the Secretary of State of the State of New York, one in the office of the Department of Public Parks, and one in the office of the Register of the City and County of New York, on or about the 28th day of

January, 1889, and more particularly set forth in the petition of the Board of Street Opening and Improvement, filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 2 Tryon Row, fourth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (October 26, 1893).

And we, the said Commissioners, will be in attendance at our said office on Tuesday the 5th day of December, 1893, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, October 26, 1893.

JNO. CONNOLLY,
WM. P. TOLER,
ISAAC FROMME,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to TWO HUNDRED AND SEVENTH STREET (although not yet named by proper authority), between Tenth avenue and the United States Channel Line, Harlem river, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 21st day of April, 1893, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street or avenue, herein designated as Two Hundred and Seventh street, as shown and delineated on a certain map entitled "Map or plan of streets, roads and avenues within that part of the Twelfth Ward of the City of New York, lying northerly of the northerly line of Dyckman street, formerly known as Dyckman street and Inwood street, under authority of chapter 360, Laws of 1883, and chapter 185, Laws of 1885," made by the Board of Street Opening and Improvement of the City of New York and filed by said Board in the offices of the Department of Public Works, Counsel to the Corporation, Secretary of State of the State of New York, the Department of Public Parks and the Register of the City and County of New York, on or about the 28th day of January, 1889, and more particularly set forth in the petition of the Board of Street Opening and Improvement, filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 2 Tryon Row (fourth floor), in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (October 20, 1893).

And we, the said Commissioners, will be in attendance at our said office on Wednesday, the 22d day of November, 1893, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, October 20, 1893.

DAVID MITCHELL,
SAMUEL SANDERS,
BENJAMIN PATTERSON,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to ONE HUNDRED AND FIFTIETH STREET, between Bradhurst avenue and the bulkhead-line, Harlem river, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED, COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 2 Tryon Row, fourth floor, in said city, on or before the 2d day of December, 1893, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 2d day of December, 1893, and for that purpose will be in attendance at our said office on each of said ten days at 12 o'clock M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit

maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 1st day of December, 1893.

Third—That the limits of our assessment for benefit include all those lots, pieces, or parcels of land, situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by the centre line of the blocks between One Hundred and Fiftieth street and One Hundred and Fifty-first street, from Bradhurst avenue to Exterior street; easterly by the westerly line of Exterior street; southerly by the centre line of the blocks between One Hundred and Fiftieth street and One Hundred and Forty-fifth street, from Exterior street to Bradhurst avenue, and westerly by the easterly line of Bradhurst avenue; excepting from said area all the streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 12th day of December, 1893, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, October 20, 1893.

MICHAEL J. MULQUEEN, Chairman,
BENJAMIN PATTERSON,
MATTHEW CHALMERS,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to PELHAM AVENUE (although not yet named by proper authority), westerly to Webster avenue, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 24th day of November, 1893, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated New York, November 11, 1893.

MICHAEL J. LANGAN,
CHARLES F. WILDEY,
JOHN COTTER,
Commissioners.

JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND THIRTY-EIGHTH STREET, between Amsterdam avenue and the new avenue known as Convent avenue, in the Twelfth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 8th day of March 1893, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss, if any, over and above the benefit and advantage, or of the benefit and advantage, if any, over and above the loss and damage, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening a certain street or avenue herein designated as One Hundred and Thirty-eighth street, as shown and delineated on a certain map of the City of New York, made by the Commissioners of Streets and Roads of the City of New York, and filed in the office of the Street Commissioner of the City of New York, April 1, 1891; and as shown and delineated on a certain map made by the Board of Commissioners of the Central Park, by and under authority of chapter 697, of the Laws of 1867, and filed in the office of the Street Commissioner of the City of New York on March 7, 1868, and more particularly set forth in the petition of the Board of Street Opening and Improvement, filed in the office of the Clerk of the City and County of New York; and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue, so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying-out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An Act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, No. 2 Tryon Row, fourth floor, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within thirty days after the date of this notice (October 17, 1893).

And we, the said Commissioners, will be in attendance at our said office on Monday, the 20th day of November, 1893, at 1 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of the Mayor, Aldermen and Commonality of the City of New York.

Dated New York, October 17, 1893.

LOUIS COHEN,
OLIVER B. STOUT,
FRANCIS L. DONOHUE,
Commissioners.

JOHN P. DUNN, Clerk.

THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY, Sundays and legal holidays other than the general election day excepted, at No. 2 City Hall, New York City. Annual subscription \$5.00.

W. J. K. KENNY,
Supervisor.

THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XXI.—NUMBER 6,244.

NEW YORK, SATURDAY, NOVEMBER 18, 1893.

SUPPLEMENT.



DEPARTMENT OF DOCKS.

Twenty-third Annual Report, for the Year ending April 30, 1893.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER, BATTERY PLACE,
NEW YORK, September 23, 1893.

Hon. THOS. F. GILROY, Mayor, City of New York:

SIR—I transmit herewith the annual report of this Department for the fiscal year ending April 30, 1893.

Trusting the same will meet with your approval, I remain,

Yours, very respectfully,

J. SERGEANT CRAM, President.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, April 30, 1893.

To the Honorable THOMAS F. GILROY, Mayor of the City of New York:

SIR—The Department of Docks, in pursuance of section 719 of chapter 410, Laws of 1882, has the honor to present its annual report for the year commencing May 1, 1892, and ending April 30, 1893, containing: 1st. The name, occupation and compensation of all persons appointed and employed by said Department. 2d. A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3d. A list of the orders and rules made by said Board, and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof; and the leases made by said Department, for what term, at what rent, to whom and for what property."

Very respectfully,

J. SERGEANT CRAM,
EDWIN A. POST,
JAMES J. PHELAN, } Commissioners.

AUGUSTUS T. DOCHARTY, Secretary.

FIRST.

The following is a list of all persons appointed and employed by the Board, showing the name, occupation and compensation of each, respectively:

Commissioners' Office.

NAME.	POSITION.	RESIDENCE.	SALARY.
J. SERGEANT CRAM.....	Commissioner (President).....	5 East 38th street.....	\$5,000 00
EDWIN A. POST.....	".....	1 West 21st street.....	5,000 00
JAMES J. PHELAN.....	" (Treasurer).....	66 West 85th street.....	5,000 00
Augustus T. Docharty.....	Secretary.....	10 East 30th street.....	4,800 00
Charles J. Farley.....	Assistant Secretary.....	562 Park avenue.....	2,400 00
Francis E. Moon.....	Chief Clerk.....	144 West 129th street.....	2,700 00
James Weir.....	Apportionment Clerk.....	Staten Island.....	2,400 00
John M. Phelan.....	Clerk to Treasurer.....	451 East 119th street.....	2,400 00
Louis S. Kellogg.....	Clerk.....	109 West 38th street.....	2,000 00
Charles W. Balch.....	Stenographer and Type-writer.....	221 West 71st street.....	2,000 00
Edwin A. Gregory, Jr.....	Clerk.....	386 Manhattan avenue.....	1,500 00
William S. Hillman.....	Collector.....	219 West 25th street.....	1,800 00
Thomas E. Foran.....	Copyist from Manuscript.....	536 West 51st street.....	1,000 00
Henry A. Palmstine.....	Dock Master.....	231 East 123d street.....	2,100 00
Charles S. Coye.....	".....	155 East 48th street.....	2,100 00
James A. Monaghan.....	".....	221 Mulberry street.....	2,100 00
Maurice Stack.....	".....	18 West street.....	2,100 00
Joseph F. Meehan.....	".....	476 Cherry street.....	2,100 00
James W. Carson.....	".....	437 East 88th street.....	2,100 00
George A. Woods.....	".....	45 East 31st street.....	2,100 00
Edward Abeel.....	".....	United States Hotel.....	2,100 00
Bartholomew F. Kenney.....	".....	455 West 31st street.....	2,100 00
William B. Osborne.....	".....	446 West 25th street.....	2,100 00
James J. Fleming.....	".....	232 East 12th street.....	2,100 00
Thomas P. Walsh.....	".....	37 City Hall place.....	2,100 00
John J. Martin.....	".....	Kingsbridge.....	2,100 00
Mary Dowling.....	Cleaner.....	94 Jane street.....	Per mo., 45 00
Catharine Lyons.....	".....	4 Cliff street.....	" 45 00
Thomas C. Carroll.....	".....	131 East 50th street.....	" 75 00

Construction and Repairs.

G. S. Greene, Jr.....	Engineer-in-Chief.....	24 East 42d street.....	\$6,000 00
W. W. Maclay.....	First Assistant Engineer.....	124 West 120th street.....	4,000 00
Winfield S. Lasher.....	Assistant Engineer.....	103d street and Amsterdam avenue.....	2,700 00
A. McC. Parker.....	".....	East Side House, foot East 76th street.....	3,000 00
Godfrey P. Farley.....	".....	41 West 31st street.....	1,800 00
John A. Bensel.....	".....	34 East 79th street.....	2,400 00
Allen N. Spooner.....	".....	Jersey City, N. J.....	1,800 00
George A. Button.....	".....	351 West 125th street.....	1,800 00
S. W. Hoag, Jr.....	".....	1718 Madison avenue.....	2,400 00
John M. Stewart.....	".....	320 West 58th street.....	1,500 00
Edward Gottschal.....	Searcher of Water Grants.....	183 East 116th street.....	2,000 00
Henry C. Freeman.....	Clerk to Engineer-in-Chief.....	Brooklyn, N. Y.....	2,000 00
David H. Lane.....	Clerk of Floating Property.....	Williamsbridge.....	1,000 00
Berthold Sommer.....	Clerk.....	422 East 50th street.....	1,800 00
Joseph Thompson.....	".....	126 West 83d street.....	1,500 00

NAME.	POSITION.	RESIDENCE.	SALARY.
Lucius C. Higgins.....	Clerk.....	700 Boulevard.....	\$1,500 00
William McDonald.....	".....	Staten Island.....	960 00
John W. Ingalls.....	".....	254 West 59th street.....	1,000 00
Thomas P. T. Nash.....	Copyist from Manuscript.....	167 East 33d street.....	1,000 00
Effingham V. Smith.....	Timekeeper.....	70 Washington place.....	1,000 00
Frederick Lange.....	Stationery Custodian and Messenger.....	155 East 92d street.....	1,500 00
Robert M. Kid.....	Draughtsman.....	Newark, N. J.....	1,500 00
John A. Duntze.....	".....	Brooklyn, N. Y.....	1,500 00
William G. Johnson.....	".....	".....	1,200 00
Otto H. Klein.....	".....	".....	1,500 00
Nicholas J. Van der Weyde.....	".....	166 West 83d street.....	1,000 00
Alexander M. Goge.....	".....	936 Madison avenue.....	1,000 00
Patrick H. McCullough.....	Roundsman.....	420 West 44th street.....	1,200 00
Frederick P. Thompson.....	Surveyor.....	120 West 13th street.....	3,000 00
C. W. Staniford.....	Assistant Surveyor.....	Brooklyn, N. Y.....	2,100 00
J. Frank Johnson.....	Transitman.....	510 Manhattan avenue.....	1,500 00
William S. White.....	".....	Brooklyn, N. Y.....	1,500 00
Chandler Davis.....	".....	51 East 20th street.....	1,500 00
William Selmer.....	".....	819 Trinity avenue.....	1,500 00
John T. Hilton.....	".....	207 West 25th street.....	1,500 00
Eugene Lentilhon.....	".....	36 West 11th street.....	1,500 00
Bernard Rolf.....	".....	84 King street.....	1,500 00
Peter C. Spence.....	Leveler.....	70 West 71st street.....	1,200 00
J. W. Balet.....	".....	119 West 14th street.....	1,020 00
Gerald S. Griffin.....	".....	411 Pleasant avenue.....	1,200 00
Hiram C. Calkins.....	Hydrographer.....	Fordham, N. Y.....	1,500 00
George E. Rodgers.....	".....	Greenpoint, L. I.....	1,500 00
John T. L. Doughty.....	".....	Kingsbridge, N. Y.....	1,200 00
James J. White.....	".....	32 Scamell street.....	1,200 00
Charles Thompson.....	Boatman.....	137 Lewis street.....	Per wk., 15 00
John Moran.....	".....	16 Jackson street.....	" 15 00
James King.....	".....	326 Delancey street.....	" 15 00
John J. McGrane.....	".....	110 West 56th street.....	" 15 00
Daniel Sullivan.....	".....	89 Monroe street.....	" 15 00
Patrick Murray.....	".....	423 East 52d street.....	" 15 00
John Carey.....	".....	422 West 16th street.....	" 15 00
Thomas J. Sullivan.....	".....	301 Spring street.....	" 15 00
James C. Darby.....	Sounder.....	73 Goerck street.....	" 15 00
William J. F. Sullivan.....	".....	2096 Third avenue.....	" 15 00
William H. Carman.....	".....	268 West 11th street.....	" 15 00
Stephen Denton.....	".....	688 Washington street.....	" 15 00
William H. Reilly.....	".....	600 East 15th street.....	" 15 00
John Walsh (No. 1).....	".....	54 Horatio street.....	" 15 00
Iver Petersen.....	Scowman (Foreman).....	69 Fifty-fifth st., Brooklyn.....	" 20 00
Ole Olsen.....	".....	439 West 49th street.....	" 15 00
Charles E. Beck.....	".....	111 South 3d street, B'klyn.....	" 15 00
Jeremiah Collins.....	".....	463 Second avenue.....	" 15 00
James Van Houten.....	".....	974 Eighth avenue.....	" 15 00
Patrick Crowley.....	Rodman.....	243 Clinton street.....	" 18 00
William H. Cherry.....	".....	59 Gouverneur street.....	" 18 00
John F. Williams.....	".....	815 East 6th street.....	" 18 00
Francis O'Neill.....	".....	108 East 87th street.....	" 15 00
James W. Dikeman, Jr.....	Chairman.....	872 East 161st street.....	" 18 00
William J. Crowley.....	".....	62 Lewis street.....	" 15 00
Nicholas H. Voorhis.....	".....	Westwood, N. J.....	" 15 00
David F. McCarthy.....	Superintendent of Repairs.....	2323 Seventh avenue.....	3,000 00
Robert M. Sterritt.....	Foreman 57th Street Yard.....	Williamsbridge.....	1,200 00
Edward T. Du Bois.....	" 17th.....	415 East 80th street.....	Per hour, 40
Samuel Fitzpatrick.....	Office Keeper and Messenger.....	742 Eleventh avenue.....	Per wk., 15 00
Theodore F. Alling.....	Blacksmith.....	281 Avenue C.....	Per hour, 40
Charles McLean.....	".....	208 West 60th street.....	" 35
Lawrence F. Maxwell.....	".....	144th st. and Concord ave.....	" 35
James Brown.....	".....	339 West 54th street.....	" 35
John Ronnan.....	".....	338 East 83d street.....	" 35
Patrick Drummond.....	".....	448 West 53d street.....	" 35
William O'Connor.....	".....	116 East 107th street.....	" 35
Charles McSorley.....	".....	334 East 66th street.....	" 35
Richard McCarthy.....	Blacksmith's Helper.....	547 West 50th street.....	" 20
John H. Corley.....	Superintend't of Machinery.....	409 West 128th street.....	1,980 00
Charles Wilson.....	Captain of Tug.....	488 West 58th street.....	1,500 00
John C. Wood.....	Engineer.....	430 West 58th street.....	1,200 00
James Vandegrift.....	Fireman.....	73 Gansevoort street.....	Per wk., 15 00
Henry Head.....	".....	254 West 51st street.....	960 00
L. C. Sheldon.....	Deckhand.....	254 West 51st street.....	1,080 00
William Baker.....	Fireman.....	430 West 58th street.....	720 00
Mortimer C. Heyer.....	Deckhand.....	627 Columbus avenue.....	720 00
Thomas Niblo.....	".....	501 West 57th street.....	Per mo., 50 00
Luther C. Sheldon.....	".....	254 West 51st street.....	" 90 00
John Golden.....	".....	342 East 66th street.....	900 00
Thomas Conroy.....	Caulker.....	26 Rutgers street.....	Per hour, 39
Thomas Higgins.....	".....	22 Forsyth street.....	" 39
Benjamin Walker.....	".....	73 Jackson street.....	" 39
William Harrigan.....	".....	216 East 51st street.....	" 39
Thomas P. Doran.....	".....	558 Tenth avenue.....	" 39
Hugh Daly.....	Carpenter & Ship Carpenter.....	604 East 14th street.....	" 39
John R. Grant.....	".....	405 West 49th street.....	" 39
Daniel McLaughlin.....	".....	63 Avenue D.....	" 39
John McNamara.....	".....	446 Cherry street.....	" 39
George Sparks.....	".....	238 Monroe street.....	" 39
Matthew Drum.....	".....	208.....	" 39
Joseph Kyle.....	".....	546 West 46th street.....	" 39
Thomas Floyd.....	".....	422 West 55th street.....	" 39
Edward Cavanagh.....	".....	298 Rivington street.....	" 39
Gavin Rutherford.....	".....	518 West 44th street.....	" 39
Thomas Roberts.....	".....	142 East 28th street.....	" 39
John Williams.....	".....	142.....	" 39
Patrick McAnanly.....	".....	704 East 6th street.....	" 39
Bernard Sheridan.....	".....	519 West 49th street.....	" 39
Abram Van Blarcom.....	".....	204 West 60th street.....	" 39
Joseph McVey.....	".....	389 East 4th street.....	" 39
Thomas Ferguson.....	".....	44 Gouverneur street.....	" 39
John Earley.....	".....	350 East 58th street.....	" 39
Bartholomew Donohue.....	".....	147 East 118th street.....	" 39
Cornelius O'Connor.....	".....	432 East 58th street.....	" 39
John H. Kelly.....	".....	54 Lewis street.....	" 39
Andrew Livingston.....	".....	444 West 19th street.....	" 39
Peter J. Mitchell.....	".....	857 Ninth avenue.....	" 39
Charles Eagle.....	".....	621 West 51st street.....	" 39
James Donnelly.....	".....	109 East 53d street.....	" 39
Peter Conway.....	".....	733 East 9th street.....	" 39
William Whikehart.....	".....	60 Lewis street.....	" 39
James T. Ruggles.....	".....	410 East 81st street.....	" 39
Stephen J. O'Brien.....	".....	723 East 137th street.....	" 39

NAME.	POSITION.	RESIDENCE.	SALARY.
Peter Lange	Carpenter & Ship Carpenter	163 West 60th street.	Per hr., \$0 39
James O'Neill	"	527 West 51st street.	" 39
Jeremiah O'Connell	"	240 Henry street.	" 39
Jeremiah J. Crowley	"	2513 Eighth avenue.	" 39
Thomas F. Meagher	"	362 Madison street.	" 39
Dennis O'Brien	"	121 Ninth avenue.	" 39
Michael Leonard	"	447 East 19th street.	" 39
Samuel Barclay	"	354 Madison street.	" 39
Matthew Baldwin	"	769 Ninth avenue.	" 39
James H. Sheridan	"	393 Eighth street.	" 39
Michael Enright	"	334 East 36th street.	" 39
Daniel Berkley	"	273 Stanton street.	" 39
Michael Carroll	"	319 East 8th street.	" 39
Joseph Malloy	"	328 East 55th street.	" 39
Patrick Barrett	Foreman of Ship Carpenters	361 Spring street.	" 50
John J. Boyle	Carpenter	116 East 53d street.	\$1,200 00
Edward Atwell	Rigger	39 Montgomery street.	Per wk., 15 00
William Witte	"	340 West 39th street.	" 15 00
John McCarthy	"	218 Monroe street.	" 15 00
George N. Baker	Painter	408 East 58th street.	Per hour, 39
William H. Cunliffe	"	107 Leroy street.	" 39
William C. Rogers	"	141 Spring street.	" 39
Thomas Stuyvesant	Captain, derrick "City of New York"	154 St. Ann's avenue.	Per wk., 25 55
William Love	Captain of Pile Driver	123 Avenue D.	Per hour, 30
Richard Munster	Captain, 10-Ton Derrick	160 East 65th street.	Per wk., 18 05
Edward Rush	Saw Filer	428 West 49th street.	Per hour, 35
Henry Wenzel	"	208 East 32d street.	" 30
Patrick Donnelly	Watchman	401 Greenwich street.	Per wk., 18 00
Lawrence F. Broderick	"	424 Amsterdam avenue.	Per hour, 23
Montfort Clements	"	452 West 41st street.	" 16 3/4
John Gannon	"	620 Eleventh avenue.	" 16 3/4
Nicholas F. Kinnally	"	201 East 114th street.	Per mo., 75 00
John Murray	"	341 East 24th street.	Per hour, 16 3/4
Henry Manheimer	"	239 "	" 23
William Strowbridge	"	217 Varick street.	" 16 3/4
Edmund K. Stephens	"	227 West 28th street.	Per wk., 15 00
Frank Paul	Assistant Diver	545 East 141st street.	" 15 00
John Bundick	"	75 South street.	" 15 00
Robert S. Russell	"	346 East 77th street.	" 15 00
Peter Gilligan	"	173 East 117th street.	" 15 00
John Wright	"	12 Varick place.	" 15 00
John O'Brien	"	Brooklyn	Per hour, 1 00
Louis Timmons	"	308 West street.	Per day, 5 00
David Tullock	"	130 Madison street.	" 5 00
Bernard Troy	"	301 East 125th street.	" 5 00
E. T. Christiansen	"	507 Hicks street, B'klyn.	" 5 00
Frank Newman	"	2246 First avenue.	" 5 00
J. Wannenberg	"	200 East 75th street.	" 5 00
Patrick Griffin	Diver's Tender	110 Sullivan street.	Per hour, 35
John R. Leary	"	246 West 17th street.	" 35
George Roemer	"	39 Stanton street.	" 35
Martin Miller	Foreman of Dock Builders	431 East 114th street.	" 45
Thomas Hanly	"	201 Front street.	" 45
Daniel Darby	"	55 Bethune street.	" 40
Patrick Geoghegan	"	632 East 13th street.	" 35
James Denney	"	411 West 50th street.	" 35
John J. McEntee	"	524 West 44th street.	" 35
William H. Ellis	"	204 West 98th street.	" 30
Patrick Gately	"	446 West 48th street.	" 40
Patrick H. Murray	"	355 West 17th street.	" 35
John McInenly	"	770 Columbus avenue.	" 35
Charles McInenly	"	1683 Ninth avenue.	" 35
Edwin A. Gregory	Foreman of Laborers	386 Manhattan avenue.	" 35
John Jackson	"	482 Fulton street, Brooklyn	" 35
John S. Markham	"	174 Hudson street.	" 35
John McSorley	"	114 Tenth avenue.	" 35
Thomas F. McGivney	"	433 East 16th street.	" 35
Andrew Govan	"	125 West 28th street.	" 35
Gordon Hay	"	141 West 62d street.	" 35
Patrick McCann	"	140 West 31st street.	" 35
Patrick White	Foreman of Piling and Woodwork	304 East 37th street.	" 50
Stephen Mullins	Mason's Helper	244 Columbus avenue.	" 30
Dennis Caniff	"	50 East 13th street.	" 30
John Bruton	Stone-cutter and Mason	262 Avenue B.	" 50
John Carroll	"	217 West Houston street.	" 50
Francis Brock	"	235 East 74th street.	" 50
James McNamee	"	1174 Second avenue.	" 50
John Baldwin	"	24 Broome street.	" 50
James Gaffney	"	244 East 114th street.	" 50
Owen McCabe	"	326 East 33d street.	" 50
Andrew Foster	"	312 East 46th street.	" 50
Myles Cullen	"	334 East 76th street.	" 50
Edward D. Saunders	"	309 West 142d street.	" 50
George A. Roeth	"	530 West 46th street.	" 50
Michael McCourt	"	537 Ninth avenue.	" 50
Patrick Byrnes	"	2451 Third avenue.	" 50
Robert L. Humphreys	"	319 Tenth avenue.	" 50
Thomas P. Dunn	"	2037 Third avenue.	" 50
Patrick Devlin	"	244 East 106th street.	" 50
William H. Rose	Steam Engineer	227 West 143d street.	Per wk., 21 00
Robert Kyles	"	208 West 60th street.	Per hour, 45
William H. Burnham	"	3 Desbrosses street.	" 35
Dennis F. Eagen	"	402 West 13th street.	" 35
Edward S. Guitteraz	"	414 East 89th street.	" 30
W. J. Brennan	"	14 Carmine street.	" 35
George A. Shevlin	"	313 East 37th street.	" 35
William P. Baker	"	739 Eighth avenue.	" 35
John J. Givnan	"	314 East 52d street.	" 35
Alfred J. Mayer	"	3 West 135th street.	" 35
Tronson Kerr	"	49 East 107th street.	" 35
Montraville M. Smith	"	227 East 128th street.	" 35
Z. C. Smith	"	8 West 134th street.	" 30
I. B. Maslen	"	227 East 128th street.	" 35
Franklin Macklin	"	468 West 58th street.	" 35
John Canavan	"	392 East 10th street.	" 35
John O'Connell	"	334 East 117th street.	" 35
Frederick Yud	"	101 West 85th street.	" 35
William T. Hall	"	301 West 147th street.	" 35
George F. Lange	"	155 East 92d street.	" 35
James Hennessey	"	965 Park avenue.	" 35
James Anderson	Engineman	256 West 124th street.	" 30
George W. Carpenter	Inspector of Dredging	Astoria, L. I.	" 25
John McDonough	"	132 West Washington place	" 25
Mortimer W. Casper	Inspector of Pier Building	56 Suffolk street.	" 50
Frank E. Doughty	"	356 East 4th street.	" 50
Edward E. McCarey	"	1414 Fourth avenue.	" 50
John Hogan	"	615 Lexington avenue.	" 50
William White	"	4 Charlton street.	" 50
James Allen	Machinist	473 Ninth avenue.	" 35
George F. Lange	"	155 East 92d street.	" 35

Total number of Laborers..... 449
 Total number of Dock Builders..... 221
 Total number of Employees, exclusive of Laborers and Dock Builders..... 277

Total..... 938

N. B.—Persons employed by the hour are paid only for the time they are actually employed.

1892.

Appointments.

May 5.	Laborers—John Carlisle, Frederick Woelfel, John P. Fogarty, Edward Dorney, James McDonald, John R. Smith, James Langan, Charles Lyman, James Conway, Thomas Moore, John Whitback.
" 5.	Dock Builders—James McDonald, John Howell, Patrick Sullivan, Wilford O'Brien, James Harrigan.
" 5.	Stonecutter—Patrick Devlin.
" 12.	Laborers—Thomas McLaughlin, Peter Morris, Ambrose O'Neill, John J. McConnell, Casper Klein, John Finnery, Richard Lanigan, Samuel G. Orcutt, James Curtin, Abraham Snyder, John Solteldo, Peter Fox.
" 12.	Dock Builders—Elisha Leonard, Terence O'Brien, John Kelly, Allen Price.
" 12.	Stonecutters—Robert Dolan, Patrick Devlin.
" 19.	Laborers—Martin McGovern, William Leitmore, Patrick Tynan, William Sheehan, Dennis Cary, Patrick Magner, John Mallavy, Francis Martin, John Healey.
" 19.	Dock Builders—John Kelly, Philip H. Smith, William Burk.
" 19.	Foreman of Dock Builders—Thomas Sullivan.
" 26.	Laborers—John Costello, Martin G. McGowan, Michael Cloke, Fred. Schneidrum, Patrick McNesby, John Kiernan, Thomas Kelly, John Pitcairn.
" 26.	Dock Builders—Patrick Rigney, John Brown, James Higgins.
June 2.	Laborers—Patrick Kerwin, James Enright, Perry Thompson, Michael Kennelly, John Reilly, Thomas F. McCarthy, Thomas McGowan, Patrick Joyce.
" 2.	Dock Builders—John Reid, John Lynch, D. L. Morrison.
" 2.	Ship Carpenters—Dennis McAvoy, Thomas F. Meagher.
" 2.	Rigger—Michael Fennell.
" 2.	Captain of Derrick—William Porter.
" 9.	Laborers—Charles McColgan, James McIntee, William Doyle, Michael Mahoney, Peter McCool, James Griffin, George Ward, Thomas Caldwell.
" 9.	Dock Builder—James Struhan.
" 9.	Diver's Tender—George Roemer.
" 16.	Laborers—John Hegney, Charles Smith, John Murphy, James O'Rourke, John F. Early, James Duncan, John Woods.
" 16.	Dock Builder—John Lane.
" 16.	Ship Carpenter—Michael Leonard.
" 23.	Laborers—Edward O'Brien, George Farley.
" 23.	Dock Builders—James Carney, Edward Gaines, John E. Burnes.
" 30.	Laborers—Michael Reilly, James Mellen, Thomas Hickey, William McCormack, Peter Clarken, Charles H. Miller, William Smith, Thomas Bigrow.
" 30.	Dock Builders—Dennis Coleman, Patrick O'Brien.
July 7.	Laborers—Owen Lamb, Thomas Blaney, Alexander Messenger, Francis M. Donohue, Joseph Lyman, John Dolan.
" 7.	Dock Builders—Patrick Gibbys, Patrick Monahan.
" 7.	Stonecutters—William J. Scott, Michael Duncan, John McCarthy.
" 12.	Dock Builder—Charles Campbell.
" 14.	Dock Builder—James Hennessey.
" 21.	Laborers—William Neville, Peter Higgins.
" 21.	Carpenter—Joseph Malloy.
" 28.	Dock Builder—John White.
Aug. 4.	Dock Builder—George Siddell.
" 4.	Stone Cutter—George Roeth.
" 4.	Laborer—Patrick O'Brien.
" 11.	Laborer—Robert E. Reilly.
" 11.	Dock Builders—John Gagen, John Casey.
" 18.	Laborers—Edward Crawford, William Gun.
" 25.	Laborers—Michael Fitzgibbons, William Sheridan.
" 25.	Dock Builders—James Cullen, John Connors, Neil J. Barton.
Sept. 1.	Laborers—William Dooley, Peter Shaw, Martin Murphy, John Campbell, Robert Levy, Joseph Coyle, Thomas Flaherty, James Shea, John Flanagan, James Kenney, Eugene Garty, George Abrahams, Philip H. Smith, John Mitchell, Patrick Gibbons.
" 1.	Dock Builders—Edward Murphy, P. J. O'Brien, William Bock, Michael Monahan, Charles A. Bond.
" 8.	Fireman—Andrew Knott.
" 8.	Deckhand—Frank Mathews.
" 8.	Diver's Tender—George Roemer.
" 8.	Laborers—Edward Smith, James Kenney, James Gravin, James Holden, A. B. Connie, Ambrose K. Travers, Alexander Messenger.
" 22.	Dock Builders—Andrew Dunn, John Kennedy, Michael Madigan.
" 22.	Stone Cutters—Thomas P. Dunn, Maurice Roche.
" 22.	Deckhand—M. C. Heyer.
" 22.	Carpenter—Samuel Barclay.
" 22.	Laborers—Jefferson Davis, Anthony Brown, John Phelan, John Carroll, Martin McGowan, James McGuire, Philip Domidion, George Reilly, Francis McGuire.
" 29.	Laborers—George Edlar, William Williams, James Leonard, Peter Gillen, Simon S. Dunning, Bernard O'Toole, Henry Varian, Joseph Crowley, Andrew Andelman, George Emrein, Edward Smith, Thomas Burns, Edward Cash, James Keating.
" 29.	Dock Builders—James J. Sullivan, Charles Swanson, Thomas Moran.
Oct. 6.	Laborers—Daniel Corbett, William Bestick, James Reynolds, John F. Dowling, Dennis Sullivan, Peter Madden, Philip Meyer, Philip Lynch, Thomas McNulty.
" 6.	Dock Builders—John Moran, John Coleman.
" 13.	Laborers—John P. Hanley, Peter Newburger, John McDevitt, Thomas Brennan, Thomas Devine, Frank Moss, James Cash, John Boland, Patrick Andrews.
" 13.	Dock Builder—Arthur O'Brien.
" 13.	Stone Cutter—Patrick Devlin.
" 13.	Ship Carpenter—John Foley.
" 13.	Carpenter—Daniel Berkley.
" 20.	Laborers—Patrick Andress, William P. Poole, Cornelius Roche, Daniel O'Connor, John McDonald, William Sheehan, James Sutton, Michael Flynn, Thomas Brenson, William Stackpole, Philip O'Connor, Timothy Horgan, Frank McCauley.
" 20.	Dock Builder—Michael O'Connor.
" 27.	Laborers—James Reddy, Edward Dwyer, John Keegan, David Coleman, Joseph Doyle, Thomas Trainor, Frank Quinn, Bernard Kelly, Thomas Carroll, Albert A. Kramer.
" 27.	Dock Builders—Manuel Glass, Patrick McDonald, William Hart, Thomas W. Woods, Edward Reed, Patrick Gibbons, Thomas Purdy, Martin Burke.
" 27.	Ship Carpenter—Michael Carroll.
Nov. 3.	Laborers—Philip Lynch, James Griffin, Sr., John Mullady, Thomas H. Seinor, James Rice, James Fitzsimmons.
" 10.	Laborers—Henry Track, Michael Donohue, Thomas Redmond, Daniel Tucker, John C. Clark, Peter Cullen.
" 10.	Dock Builder—George I. Ellis.
" 10.	Assistant Diver—John Wright.
" 17.	Laborers—Thomas Norton, Patrick F. Sullivan, Michael Noonan, Jacob J. Cooper, Cornelius Hoey.
" 25.	Laborers—Daniel Barry, Patrick J. May, Michael Feeney, John J. Sheil, Charles Adler, John Conkling, Charles Burnes.
" 25.	Dock Builders—August Steure, Samuel Robinson, Patrick Fitzgerald, Daniel Darby, Jr.
Dec. 1.	Laborers—John Carrick, S. Chichester Reid, J. A. Dixon, Matthew Dwyer, Timothy Regan, Arthur Moons.
" 1.	Dock Builder—James E. Regan.
" 8.	Laborers—Robert Levy, William N. Healey, John Kenny, Mathew Lennon, G. A. Lyman.
" 8.	Ship Carpenters—James McBride, William Tullock.
" 8.	Dock Builders—John Link, Charles Campbell.
" 8.	Stone Cutter—Daniel Gallagher.
" 13.	Laborers—Robert Butler, Patrick Welsh, John Osborne, Thomas Lawler.
" 13.	Dock Builders—William Brannigan, William Beard.
" 15.	Assistant Divers—John O'Brien, Louis Timmons.
" 22.	Laborers—John J. Casey, M. A. Holahan.
" 22.	Dock Builder—William J. Rogers.
" 29.	Laborers—Owen Tierney, Michael Hurley, Jacob Driscoll, John Murphy.
1893.	
Jan. 5.	Laborers—James Ross, John W. Kennedy.
" 5.	Dock Builders—John Meager, Lawrence Tallon, John McShane, Frederick Storch, Thomas Shields.
" 12.	Laborers—Ogden Chapin, William H. Gray, James Coady.
" 12.	Dock Builders—William Molloy, Martin Murphy, William Young.
" 19.	Laborers—Patrick McGown, Charles Buddenhagen, Joseph Kunz.
" 19.	Dock Builders—John J. Rogers, Michael Fitzpatrick, John Donovan, Patrick J. Canty, John Desmond, Michael McBride, Peter Cullen.
" 26.	Laborers—Frederick Woelfel, Michael Skelly, John Meehan, David Marwick, Anthony Albert, Charles H. Pettit, Jacob Metzler.
" 26.	Dock Builders—John Hughes, Patrick Morrissey, James Mahon.

1893.

- Feb. 2. Laborer—Thomas O'Brien.
 " 2. Dock Builders—John Cassie, Matthew McDonald.
 " 9. Laborers—James J. Cronin, Crawford Mason, John Barrett, James Gaffney, John Kane, Joseph H. Walsh, George McNamara.
 " 9. Dock Builder—Martin Mannix.
 " 16. Laborers—John J. White, Michael Higgins, James Shea, James Griffin, Dennis Kehoe, William M. Healy, Richard Cohen, Bernard Tighe.
 " 16. Dock Builders—Peter Rutledge, William J. Kelly.
 Mar. 1. Laborers—Patrick McNulty, Bernard Reilly, Charles Savage, Charles Weber.
 " 9. Laborers—Jeremiah Bowen, Michael Dunn, Patrick F. Sullivan, William E. Quinn, James Wall, John Fitzgerald, Owen McManus.
 " 9. Deckhand—Thomas Niblo.
 " 16. Laborers—John Gurrin, Michael J. Skelly, James Garrity, John D. Post, Patrick O'Connor.
 " 16. Dock Builders—Thomas P. Shea, Abraham Sayles.
 " 16. Tool Sharpener—Charles McSorley.
 " 16. Ship Carpenters—Michael Leonard, Abraham Sales.
 " 23. Carpenter—Joseph Malloy.
 " 30. Laborers—Matthew Sheridan, Dennis Ryan.
 " 30. Dock Builders—Joseph De Temple, Jr., Thomas W. Woods, Ferdinand Wolfersdorfer, James D. Maloney, William Gibbons, William Whitehart, William Malloy, Edward J. Carroll, James Kerrigan, John Hawkes, Martin Moore, G. W. Jones, Bernard Sheridan, Marius Champlain, Francis Garrity, George W. Guider.
 " 30. Boatmen—Thomas King, Louis Sidgraff.
 Apr. 6. Laborers—Frederick Reynolds, Frank Quinn, Michael Cunningham, Michael Shea, James Bergin, John Naney, Thomas McCarthy, Thomas O'Connor, James J. Duffy, William Keisler.
 " 6. Dock Builders—Bernard Farley, Jr., William L. Newberger, Cornelius Ryan, Dominick Ross, Peter Burns, Joseph Hagan, Edward Lynch, Daniel McDougal, Daniel O'Brien, Joseph Doyle, Michael O'Rourke, James Bellew, Edward Flynn, Thomas Curry, John Ryan, Thomas Durnie.
 " 6. Dock Builders—William Hart, Robert Kennedy, Thomas Carty, John Fitzgerald, William Henry, Andrew Mahan, Daniel McLellan, James Waters, George Armstrong, Patrick Flynn, John Ford, Thomas McAvoy, George Banghart, Henry Doyle, Frank Clark, Charles Brown, James Cullen, John Gilligan, George Louis, Charles Manson, Michael Noonan, Stephen Chison, Joseph Whalen, Peter Howard, John Howland, Thomas Kiernan, John Wilson, Thomas Welch, James Kerrigan, Edward Barnes.
 " 13. Dock Builders—Patrick Skelly, Dennis Murray, James McArdle, John Heltrigel, Daniel Sheppard, Daniel E. McGill, Michael Flaherty, James Hollan, James Pelly, John Carr, Henry Dale, James Oslan, Ralph Waldt, Patrick F. Ryan, James Meade, Felix Hughes, Charles L. Casper.
 " 13. Laborers—Louis Weinheimer, John White.
 " 20. Laborers—Daniel O'Neil, George Tuohy, William E. Morgan, John Quirk, William O'Keefe, James M. Clancy, Patrick Heagney.
 " 20. Dock Builders—Charles H. Carr, Louis Metzger, William Falls, Joseph Snell, William Larkin, Patrick F. Gately, Leo Devlin, Patrick Skelly, John Brennan, John Dooling, Daniel Dougherty, Charles Healey, Horace Blodgett, Barnett Sanders, T. A. Antons, Henry Shultz, Jr., John Connors, Thomas Brady, Warren Miller, Charles J. Kean.
 " 29. Dock Builders—Charles Clark, John Mullady, Thomas Moran, Thomas Golden, Andrew O'Brien, Robert T. Cass, Thomas Leonard, Charles Norbic, Joseph Conklin, Thomas McKeon, Bernard Whalen, Daniel O'Connell, Patrick F. Sullivan.
 " 29. Laborers—Patrick Delaney, John McGuire, Alfred G. Emerson, John Bickman, Timothy Donohue.

1892.

Resigned and Discharged.

- May 5. Discharged—Peter McCarthy, Laborer.
 " 12. Discharged—John Woods, Laborer.
 " 19. Discharged—James Dempsey, George Spellman, George Liddelle, Laborers.
 " 19. Resigned—Thomas F. Burns, Steam Engineer.
 " 19. Resigned—John McConnell, Dock Builder.
 " 26. Discharged—Martin Dunn, Charles J. Keen, Patrick Devine, Martin Griffin, Laborers.
 June 2. Resigned—Frederick Boller, Assistant Engineer.
 " 9. Resigned—Peter A. Finnegan, Laborer.
 " 9. Discharged—Michael Reilly, Laborer.
 " 16. Resigned—James O'Reilly, Laborer.
 " 23. Discharged—Martin McGovern, Laborer.
 " 23. Discharged—Patrick Reardon, Patrick Sullivan, Terence O'Brien, Dock Builders.
 July 7. Resigned—John E. Land, Inspector of Pier Building.
 " 7. Discharged—John Bartow, G. T. Fuller, Dock Builders.
 " 7. Discharged—Charles Hegman, William Lattimer, Richard Hill, Michael Kennelly, Patrick McNesby, George Ward, Laborers.
 " 12. Discharged—William Keegan, Laborer.
 " 12. Discharged—Laurence Henry, Michael Neary, James Maume, Michael Dunn, William J. Scott, John McCarthy, Stone Cutters.
 " 21. Resigned—William McDermott, Laborer.
 " 21. Resigned—Michael Baldwin, Ship Carpenter.
 Aug. 4. Discharged—James Nolan, Laborer.
 " 11. Discharged—Frank Clendinning, Fireman.
 " 11. Discharged—Michael Griffin, Laborer.
 Sept. 1. Discharged—Simeon S. Denning, Martin McGowan, James McEntel, William Smith, Patrick J. Barrett, Bernard Carney, John Bavenden, Augustin J. Cheery, Mark Byrne, Henry Walsh, Michael Conroy, Marcus Cane, Amos H. Dickinson, Edward Davis, Peter Finnegan, John J. Gilligan, Casper Klein, William Keegan, William Keelson, Michael McAvoy, Patrick McGovern, John Mullavy, Frank Murphy, Thomas Moore, John O'Neil, William S. O'Brien, John Quinn, Patrick Ryan, Patrick Reilly, Jeremiah Redden, Charles Smith, Franz Sackman, John H. Wiseman, Thomas Walsh, Patrick Collins, Patrick Delaney, James Donovan, Nicholas Drummond, Michael Flynn, James P. Horan, William Kelly No. 2, Edward Kavanagh, Arthur McCormack, James McGowan, Patrick Melia, C. J. Malone, Joseph Mulholland, Charles W. Mickle, Timothy O'Connor, John Pitchair, Mortimer Quinn, James Rock, John Reilly, John Steinitz, Dennis Shea, James Tierney, Nicholas H. White, Michael Cloke, Patrick Cain, James Devine No. 1, James Duffy, James Gibson, John P. Hickley, Bernard Kelly, Joseph Lyman, James McGuire, Martin McGowan, Charles Merritt, John Murphy, Francis Moss No. 1, Samuel G. Orcutt, Daniel O'Connell, William Poole, Patrick Quinn, Daniel Rice, Frank Reilly, James A. Standish, Bernard J. Shandley, Frederick Wolfel, William Warren, Peter Clarkin, James Duncan, Peter Higgins, Frederick Kleing, Charles J. Keen, Owen Lamb, Charles McCollan, James Mullen, John Mitchel, William Sheridan, Jeremiah Donnelly, Martin Dunn, Michael Horan, William Leitmore, Charles Lyman, Thomas F. McCarthy, Alexander Messenger, D'Brien, Edward Tracy, Robert Dorok, Joseph F. Early, Wallace Johnson, Abraham Lyndecker, Peter McCool, Hugh McLaughlin, Patrick Madden, John Smith, John Wilson, Laborers.
 " 1. Discharged—Edward Brady, George Brucker, George I. Ellis, John Lynch, James McDonald, William O'Brien, Samuel Sargent, Thomas Bresnan, William Burke, Arthur Fink, James P. McKenna, Thomas Moore, George W. Rowe, John Brown, Joseph De Temple, Jr., John Kennedy, Martin McAvoy, Michael V. Monahan, William Stanton, Patrick Gibbons, Patrick Oniel, Philip H. Smith, John Coffey, James Hennessey, Patrick Sullivan, Charles Campbell, Terence O'Brien, James Strahan, James Duffey, Patrick Rierdon, Dock Builders.
 " 1. Discharged—George Archbold, James McKenna, William Sanderson, Michael Handy, William Maloney, James Lyman, William Scott, Patrick Devlin, Maurice Roche, Stone Cutters.
 " 1. Discharged—John O'Shea, James Reilly, Bernard Sweeney, Ship Carpenters.
 " 1. Discharged—Hugh Canning, Painter.
 " 1. Discharged—George Roemer, Diver's Tender.
 " 1. Discharged—James O'Reilly, Watchman.
 " 1. Discharged—James J. Hayden, Foreman Laborers.
 " 1. Discharged—Michael Fennell, Rigger.
 " 1. Discharged—Dennis Hale, Blacksmith.
 " 1. Discharged—John Leyden, Deckhand.
 " 1. Discharged—Thomas J. Sullivan, Foreman Dock Builders.
 " 8. Discharged—Luke Seery, Fireman.
 " 8. Discharged—George Abrams, Laborer.
 " 15. Discharged—George T. Cash, Dock Builder.
 " 15. Discharged—James Shea, Thomas Conlan, James Sheridan, George Horseman, William McCormack, Charles Brennan, Peter Carty, Jeremiah Crowley, Henry Paulson, James Woods, James Mackin, Bernard Connanty, Edward Dean, Walter A. Cuyck, James Casey, Michael Trayner, Laborers.

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- Sept. 15. Discharged—James McDonald No. 1, Patrick Lafferty, James Reagan, Dock Builders.
 " 15. Discharged—Bernard Sweeney, Ship Carpenter.
 " 15. Discharged—Joseph Sharkey, Stone Cutter.
 " 15. Resigned—Daniel Guilfoyle, Laborer.
 " 22. Discharged—Andrew Knott, Fireman.
 " 22. Resigned—Thomas Lancer, James Quigley, Laborers.
 " 29. Discharged—Frank T. McGlynn, Stenographer.
 " 29. Resigned—John S. Lonergan, Laborer.
 " 29. Discharged—Michael Magee, Laborer.
 Oct. 6. Resigned—Charles Parks, Dock Master.
 " 13. Discharged—Peter King, Thomas Lestrangle, Laborers.
 " 20. Discharged—Daniel Corbett, Laborer.
 " 27. Discharged—Bernard Sweeney, Ship Carpenter.
 " 27. Resigned—Thomas Kelly, Laborer.
 " 27. Discharged—Thomas Byrnes, Daniel Corbett, William Stackpole, Patrick Gibbons, Laborers.
 Nov. 10. Resigned—Thomas W. Gaynor, Steam Engineer.
 " 10. Resigned—William Shoveller, Laborer.
 " 10. Discharged—Edward Dorney, Laborer.
 " 17. Discharged—James Mahoney, Samuel Robinson, James Reagan, James McDonald No. 2, Charles Clark, Dock Builders.
 " 17. Discharged—John Shepard, Laborer.
 " 17. Resigned—Patrick O'Brien, Dock Builder.
 " 25. Discharged—John E. Murphy, John E. Relyea, Laborers.
 " 25. Resigned—Thomas W. Woods, John P. Fogarty, Laborers.
 Dec. 1. Discharged—Patrick McGrath, Laborer.
 " 1. Resigned—G. F. Ward, Laborer.
 " 1. Discharged—James Keeler, Patrick McDonald, Laborers.
 " 8. Discharged—Philip O'Connor, Thomas Murphy, Laborers.
 " 22. Discharged—Patrick Gibbons, Peter Johnson, John J. Casey, Dock Builders.
 " 29. Discharged—James Coady, John O'Halloran, Charles Mack, Laborers.
 1893.
 Jan. 5. Discharged—Adoniram Fairchild, Diver.
 " 5. Resigned—W. E. Horton, Leveler.
 " 5. Resigned—James Smith, Laborer.
 " 12. Discharged—William Tullock, John Foley, James McBride, Ship Carpenters.
 " 12. Discharged—Martin Burk, John Coleman, James Kelleher, Michael Maher, August Steure, John Willen, Charles Burnes, Thomas De Temple, Patrick McDonald, Michael O'Connor, George Ward, Dock Builders.
 " 12. Discharged—Thomas Lyons, William McCormack, Andrew Andelman, Thomas Brennan, Joseph Cole, James Cash, William Dooley, Thomas Devine, Edward Dwire, John Fitzgerald, Peter Gillon, John Keegan, James Leonard, Thomas McCauley, Frank McCauley, John Mitchell, Philip Myer, Bernard O'Toole, John Phelan, S. Casper Reid, James Readdy, William Stackpole, Philip Smith, Michael Traynor, John Barton, William Bestick, John Campbell, Patrick Walsh, A. B. Connie, Jacob J. Cooper, Edward Dean, Andrew Dunn, Michael Donohue, Patrick Gibbons, William N. Healey, Alfred A. Kramer, Thomas Lawler, John McDevitt, Martin Murphy, Arthur Moons, Patrick J. May, Henry Paulsen, Frank Quinn, James Reynolds, James Rice, James Sheridan, Ambrose K. Travers, Patrick Walsh, Patrick Kennedy, Laborers.
 " 12. Maurice Roache, Daniel Gallagher, James Sharkey, Robert Dolan, Stone-cutters.
 " 19. Discharged—William Burke, Thomas Brock, Thomas Coldwell, John Cassie, Stephen Chison, Andrew Dunn, John Gagan, John Howland, Thomas Kiernan, Patrick King, Elisha Leonard, Daniel Lyons, Matthew McDonald, Patrick McLaughlin, Edward Murphy, Allan Price, James E. Reagan, Thomas Reagan, Matthew Sheridan, Patrick F. Sullivan, Henry B. Tyson, William Walsh, Dock Builders.
 " 19. Discharged—Patrick Calahan, John Carrick, Joseph Carroll, Martin Carroll, John C. Clark, John C. Corcoran, Thomas Cox, William Curtis, Walter A. Cuyck, John Daly, William Doyle, Martin McGown, John Flannaghan, Michael Flynn, John P. Hanley, John Hegney, Cornelius Hoey, Edward Kelly, James Kenny, James Loughlin, Daniel Lynch, Joseph McCloskey, Jeremiah Mahoney, Francis Martin, Peter Newberger, Ambrose O'Neill, David Robinson, Thomas H. Senior, William Sheehan, John Spain, Henry Varian, George Ward, Louis Weinheimer, John Young, Jacob Mettsler, Laborers.
 " 19. Discharged—Joseph Malloy, Ship Carpenter.
 " 19. Discharged—Thomas Hanley, Foreman of Dock Builders.
 " 26. Discharged—William Neville, Frederick W. Hardler, John P. O'Keefe, Thomas Brenson, Joseph Kuetz, Charles Buddenhagen, Laborers.
 " 26. Resigned—James Ross, Thomas O'Brien, Laborers.
 Feb. 2. Resigned—August Braun, Steam Engineer.
 " 2. Discharged—William J. Rogers, Carpenter.
 " 2. Discharged—Joseph Meagher, Thomas Shields, Dock Builders.
 Mar. 1. Discharged—Henry R. Bennett, Laborer.
 " 1. Discharged—Neal J. Beaton, Thomas Hickey, Edward Gaines, William Hart, William Beard, Stephen Sullivan, Dennis Coleman, Martin Murphy, Manuel Glass, John Lane, Edward Reeder, Michael McBride, Dock Builders.
 " 1. Discharged—William Whitehart, Dennis McAvoy, Edward Fitzpatrick, Bernard Sheridan, Andrew Livingstone, Michael Leonard, Ship Carpenters.
 " 9. Discharged—John Shannon, James Smith No. 1, William Gibbons, James Shea, Laborers.
 " 9. Resigned—George W. Hines, Deckhand.
 " 16. Discharged—Thomas Mahan, Dennis Ryan, Laborers.
 " 16. Discharged—Michael Fitzpatrick, William Malloney, Dock Builders.
 " 23. Resigned—James Donnelly, Deckhand.
 " 30. Discharged—George W. Hines, Deckhand.
 " 30. Resigned—Patrick H. Murray, Boatman.
 " 30. Discharged—Charles Savage, Thomas Croker, Henry Cooney, John Bergin, William Keisler, Laborers.
 " 30. Resigned—Francis E. Moon, Chief Clerk.
 Apr. 6. Resigned—Matthew Carley, Laborer.
 " 6. Discharged—John F. Cherry, Laborer.
 " 29. Discharged—Patrick Magner, Laborer.

1892.

Compensation Fixed as Follows:

- May 5. Max Hahn, Laborer, \$15 per week.
 " 5. John Golden, Deckhand, \$60 per month.
 June 23. Edmond K. Stevens, Laborer, \$15 per week.
 " 23. James Allen, Machinist, 35 cents per hour.
 " 30. Lucis C. Higgins, Joseph Thompson, Clerks, \$125 per month.
 July 7. Thomas P. Nash, Thomas E. Foran, Copyists, \$75 per month.
 " 7. William J. Armstrong, Laborer, \$75 per month.
 " 7. Robert Heaton, Laborer, \$75 per month.
 " 7. Bernard P. Gibney, Laborer, \$65 per month.
 " 7. John Golden, Deckhand, \$75 per month.
 Aug. 11. Luke Seery, Fireman, \$60 per month.
 " 12. William T. Hall, Steam Engineer, 35 cents per hour.
 " 25. George F. Lang, Pile Driving Engineer, 35 cents per hour.
 Sept. 1. Charles J. Farley, Assistant Secretary, \$2,400 per year.
 " 1. Richard McCarthy, Blacksmith's Helper, 25 cents per hour.
 " 1. James Brown, Blacksmith, 25 cents per hour.
 Oct. 6. William B. Osborn, Dock Master, \$175 per month.
 " 20. Bernard Rolf, Transitman, \$125 per month.
 " 20. Thomas W. Gaynor, Steam Engineer, 50 cents per hour.
 " 20. Luther P. Sheldon, Deckhand, \$90 per month.
 " 20. Henry Head, Fireman, \$80 per month.
 " 20. Martin C. Heyer, Deckhand, \$60 per month.
 Nov. 10. Alfred Dutton, Laborer, \$50 per month.
 Dec. 29. James Anderson, Engineer, 30 cents per hour.
 1893.
 Jan. 5. August Brand, Pile Driving Engineer, 35 cents per hour.
 " 12. John T. Lane, Pile Driving Engineer, 35 cents per hour.
 Feb. 9. Nicholas J. Vander Weyde, Draughtsman, \$1,100 per annum.
 " 16. James Hennessey, Pile Driving Engineer, \$35 per month.
 " 16. Thomas Barry, Laborer, 23 cents per hour.
 Mar. 1. Nicholas J. Vander Weyde, Draughtsman, \$1,200 per annum.
 " 1. Alexander M. George, Draughtsman, \$1,200 per annum.
 " 1. Thomas P. Nash, Thomas E. Foran, Copyists, \$1,000 per annum.
 " 9. Daniel D. Barry, Laborer, \$65 per month.
 " 9. Robert E. Reilly, Laborer, \$65 per month.
 Apr. 29. Alger C. Gildersleeve, Transitman, \$80 per month.
 " 29. Francis E. Moon, Chief Clerk to Collector, \$150 per month.
 " 29. E. A. Gragory, Jr., Clerk to Acting Treasurer's Clerk, \$150 per month.

1893.	Official Designation.
July 7.	Thomas Caldwell, Laborer to Dock Builder.
Aug. 11.	Edward Fitzpatrick, Albert Lyons, Dock Builders.
" 11.	Michael Griffin, Laborer to Carpenter.
" 11.	George Hackell, Laborer to Dockbuilder.
" 25.	John J. McGrane, Laborer to Boatman.
Sept. 1.	P. J. O'Brien, Laborer to Dock Builder.
" 1.	Robert L. Humphreys, Stone Cutter to Mason.
" 22.	Frank Matthews, Deckhand to Cook.
" 22.	Thomas P. Doran, Laborer to Calker.
" 22.	William Baker, Deckhand to Fireman.
" 29.	Edward Fitzpatrick, Carpenter to Ship Carpenter.
Oct. 13.	Andrew Dunn, Dock Builder to Laborer.
Nov. 3.	Joseph Malloy, Carpenter to Ship Carpenter.
Mar. 9.	Frank Cullen, Laborer to Dock Builder.
" 9.	Frank Galvin, Calker to Laborer.
" 30.	Morris O'Connell, James Carren, Laborers to Dock Builders.
Apr. 6.	Cornelius McLaughlin, Laborer to Dock Builders.
" 29.	John M. Phelan, Treasurer's Clerk to Chief Clerk.

SECOND.—GENERAL DUTIES.

It is the duty of the Department to manage and supervise the entire water-front of the city, private as well as public, to see that it is kept in suitable condition and repair for general use, and that the slips and basins are properly dredged.

To adopt such rules and regulations as may be necessary concerning the use of the water-front, and to set aside such portions thereof for special kinds of commerce as may be deemed best calculated to promote the business interests and commercial welfare of the city.

To grant permits for sheds, structures and superstructures of every kind along the water-front.

To protect and promote the commercial prosperity of the city by adopting practical plans for the improvement of its water-front and to carry out a reconstruction on the New Plan; subject, however, to the approval of the Commissioners of the Sinking Fund, in whom authority is vested to review the action of the Board.

THIRD.—ORDERS AND RULES ADOPTED BY THE BOARD.

March 23, 1893, the following rule was adopted:

RULE 18. No unharnessed truck, cart, wagon or vehicle of any description shall be placed or left at any time on any marginal street, wharf or place, or on any bulkhead, pier or reclaimed land under the charge and control of the Department of Docks, under a penalty of \$5, to be recovered from the owner of said unharnessed truck, cart, wagon or vehicle of any description. Any such truck, cart, wagon or vehicle of any description placed or left on any marginal street, wharf or place, or on any bulkhead, pier or reclaimed land under the charge and control of the Department of Docks shall be removed by the Dock Master of the district to a place to be designated by the Board, and a charge of not less than fifty cents per day for storage on same shall be and become a lien thereon, and such unharnessed truck, cart, wagon or vehicle of any description will not be delivered to the owner until said fine and storage charge have been paid.

REVENUE AND EXPENDITURE.

During the year ending April 30, 1893, the total gross revenue of the Department from leased wharves and wharfage aggregated \$1,765,783.65, not including the sum of \$357,122.92 collected by the Finance Department for the rent of ferries, etc., which amount properly constitutes a portion of the revenue derived by the City for the use of its water-front.

The total audited expenditures during the same period were \$2,762,566. Of this amount \$1,422,713.26 was expended for the work of construction and \$1,079,653.12 was paid for wharf property acquired by purchase or under judgments; the sum of \$198,224.29 was spent in repairs, while the general expenses of the Department amounted to \$61,975.33.

The following is a statement showing the revenues and expenditures of the Department from the time of its organization in May, 1870, to April 30, 1893:

FOR YEAR ENDING—	TOTAL GROSS REVENUE FROM LEASED PROPERTY AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES.
1871.....	\$315,524 54	\$485,449 12
1872.....	412,859 93	1,075,605 61
1873.....	447,328 01	612,878 03
1874.....	479,361 51	912,710 32
1875.....	589,361 06	1,536,204 33
1876.....	650,781 88	692,603 96
1877.....	706,607 78	433,089 90
1878.....	853,816 92	486,934 69
1879.....	762,122 37	373,425 68
1880.....	810,465 41	599,768 63

FOR YEAR ENDING—	TOTAL GROSS REVENUE FROM LEASED PROPERTY AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES.
1881.....	\$865,071 89	\$640,481 57
1882.....	1,062,162 54	1,180,097 44
1883.....	1,162,893 96	953,007 85
1884.....	1,246,858 19	760,106 80
1885.....	1,187,217 14	1,020,207 51
1886.....	1,228,151 80	376,789 72
1887.....	1,260,036 58	389,169 82
1888.....	1,320,684 81	1,069,538 62
1889.....	1,418,440 62	1,218,483 76
1890.....	1,487,930 71	1,316,370 65
1891.....	1,508,554 93	1,971,844 84
1892.....	1,662,437 70	1,882,823 63
1893.....	1,765,783 65	2,762,566 00
Total.....	\$23,204,453 93	\$22,781,158 48

WHARF PROPERTY ACQUIRED, ETC.

The wharf property acquired during the year was as follows:	
From the Welch estate—75 feet north of Harrison street.....	\$45,000 00
Under the Langdon judgment—150 feet between King and West Houston streets; 150 feet between Houston and Clarkson streets; 125 feet between Clarkson and Leroy streets.....	520,709 49
Under judgment Protestant Episcopal Church Missionary Society for Seamen, etc.—25 feet between King and West Houston streets.....	16,807 50
From the Moore estate—200 feet between Twenty-third and Twenty-fourth streets, North river.....	101,250 00
Under the Kettleman and Hurlbut judgment—27½ feet between Hubert and Laight streets.....	29,354 12
Under Kingsland judgment—104 2-12 feet between Spring and Charlton streets..	77,967 41
From James W. Smith—Pier 62 East river and 120 feet of bulkhead south.....	70,000 00
From Edward A. Smith—North half of the block between Twenty-fifth and Twenty-sixth streets, North river.....	\$5,500 00
From Candee & Smith—Between Twenty-fifth and Twenty-sixth streets, East river, easterly of Avenue A, 200 feet of bulkhead.....	70,000 00
Under judgment Louisa D. Kane and New York Life Insurance and Trust Company—50½ feet between West Houston and Clarkson streets.....	57,235 06
The costs expenses, etc., connected with the above proceedings amounted to.....	5,829 54
Total.....	\$1,079,653 12

OPERATIONS ON THE WATER FRONT.

The total length of bulkhead or river-wall completed April 30, 1893, is about 2 6-10 miles, of which 1,561 linear feet was built during the past year, as follows:

992 linear feet on the North river,
311 linear feet on the East river, and
258 linear feet on the Harlem river.
Six new piers were built as follows:
Pier, new 15, North river, foot of Vesey street.
Pier at West Twentieth street.
Pier 22, East river, near the foot of Fulton street.
Pier at East third street.
Pier at East Thirty-third street.
Pier at East Ninety-fourth street.
Six piers were extended out to the pier-head line of 1890, as follows:
Pier, new 24, at the foot of Franklin street.
Pier, new 34, at the foot of Canal street.
Pier, new 40, at the foot of Clarkson street.
Pier foot of West Eleventh street.
Pier foot of Bethune street.
Pier foot of West Twenty-second street.

The total amount of new wharfage room made during the year aggregated 5,823 linear feet, being a net increase of 1,909 linear feet; the net increase in superficial area of piers is 147,535 square feet.

LEASES AND PERMITS GRANTED BY THE BOARD.

A description of the leases and permits granted during the year, including wharf property and land under water, is contained in the rent-roll accompanying this report, together with the name of the lessee or occupant, a description of the property, the term of tenancy and the amount of rental.

DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
416	Repairing crib-bulkhead between West Tenth and Charles streets, N. R., and paving a portion of West street in rear of said bulkhead.....	Barth S. Cronin.....	\$7,740 00	July 28, 1892	Aug. 5, 1892	November 5, 1892.
417	Dredging at Pier, new 45, at bulkhead between Piers, old 58 and 59, at Pier, old 59, at West Thirtieth street Pier, at West Fifteenth Street Pier, at West Nineteenth Street Pier and West Twentieth Street Pier, N. R.; also at Pier foot of East Third street, E. R.	Charles Du Bois.....	19¾ cents per cubic yard.....	May 5, 1892	May 6, 1892	August 1, 1892.
418	Preparing for and building a new dumping-board on Pier foot of West Thirtieth street, N. R., and for repairing said pier.....	Barth S. Cronin.....	Class 1: \$2,800; Class 2: \$3,170.....	May 19, 1892	May 23, 1892	September 15, 1892.
419	Preparing for and extending and widening the Pier at foot of Bethune street, N. R.....	Robert P. Staats.....	\$10,773 00	June 9, 1892	June 24, 1892	September 20, 1892.
420	Removing the existing pier and portions of the crib-bulkhead at foot of East Thirty-third street, E. R., and preparing for and building a new wooden pier thereat.....	Fearon & Jenks.....	Class 1 A: \$1.10 per cubic yard; Class 1 B: 22 cents per cubic yard; Class 2: \$1.260; Class 3: \$11.632.....	June 30, 1892	July 9, 1892	October 15, 1892.
421	Removing dumping-board superstructure and portion of substructure of old pier, and repairing the Pier dumping-board and portion of the crib-bulkhead at foot of East Forty-sixth street, E. R.....	John W. Flaherty.....	\$5,285 00	July 7, 1892	July 9, 1892	September 18, 1892.
422	Preparing for and building new dumping-board on Pier 61, near foot of Rivington street, E. R.....	Henry L. Spearin.....	3,785 00	July 21, 1892	July 28, 1892	September 17, 1892.
423	Dredging from Pier, new 57, to Pier, new 63, and from West Seventy-fifth street to West Seventy-ninth street, N. R., and slips between Piers, old 18, and old 19, E. R.....	Atlantic Dredging Co.....	18½ cents per cubic yard.....	July 21, 1892	Aug. 3, 1892	October 21, 1892
424	Dredging at dumping-board at West Twelfth, West Nineteenth and West Forty-seventh streets, N. R., and at dumping-board at East Seventeenth and Thirty-eighth streets, E. R.; also at West Fourth Street and West Fifty-seventh Street Piers, N. R., and at East Eighteenth Street Pier, E. R.....	Atlantic Dredging Co.....	20 cents per cubic yard.....	Sept. 15, 1892	Sept. 23, 1892	November 15, 1892.
425	Dredging at Pier foot of West Thirty-fifth street, N. R.....	Morris & Cumings Dredging Co.....	18¾ cents per cubic yard.....	Sept. 15, 1892	Sept. 26, 1892	October 29, 1892.
426	Repairing pier and approach at the foot of West Thirty-seventh street, N. R.....	Robert P. Staats.....	\$3,700 00	Nov. 17, 1892	Nov. 21, 1892	December 31, 1892.
427	Preparing for and building a crib-bulkhead, with appurtenances, from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth street, N. R., and for dredging thereat.....	P. Sanford Ross.....	Class 1: 35 cents per cubic yard; Class 2: \$8,400.....	Nov. 25, 1892	Dec. 14, 1892	May 18, 1893.
428	Furnishing sawed yellow pine timber.....	Theodore F. Booth.....	\$21.88 per thousand feet.....	Nov. 3, 1892	Nov. 22, 1892	May 1, 1893
429	Preparing for and laying pavement on the bulkhead between Piers, old 58 and 59, and on the approach to Piers, old 57, 58 and 59, N. R.....	Thomas Smith.....	\$3,950 00	Nov. 3, 1892	Dec. 1, 1892	April 10, 1893.
430	Preparing for and building a new wooden pier, with appurtenances, at foot of East Ninety-fourth street, E. R.....	Robert P. Staats.....	Class 1: \$8,983; Class 2: 45 cents per cubic yard.....	Nov. 17, 1892	Nov. 21, 1892	April 14, 1893.
431	Repairing Pier, new 59, near the foot of West Twenty-ninth street, N. R.....	Mathew A. Ryan.....	\$4,550 00	Nov. 25, 1892	Dec. 21, 1892	December 31, 1892.
432	Dredging at piers foot of Fifty-fifth, Fifty-sixth, Fifty-seventh and Fifty-eighth streets, N. R.....	Atlantic Dredging Co.....	20 cents per cubic yard.....	Dec. 29, 1892	Jan. 9, 1893	March 5, 1893.
433	Removal of Pier, old 42, the structure thereon, and dredging over site of same, N. R.....	Morris & Cumings Dredging Co.....	Class 1: \$250; Class 2: 19¾ cents per cubic yard; Class 3: 87 cents per cubic yard; Class 4: 40 cents per cubic yard. \$33,472 00	Jan. 19, 1893	Feb. 2, 1893	Feb. 25, 1893.
434	Preparing for and building a new wooden pier with appurtenances, including two wooden sewers, near foot of Canal street, N. R.....	John W. Flaherty.....	19 cents per cubic yard.....	Feb. 2, 1893	Feb. 14, 1893	July 15, 1893.
435	Dredging at Piers, new 38 and 42, pier foot of Bethune street, Pier, new 63 and pier foot of West Thirty-fourth street, N. R.....	P. Sanford Ross.....	\$1.21 per cubic foot.....	Mar. 9, 1893	Mar. 15, 1893	May 15, 1893.
436	Furnishing granite stones for bulkhead or river-wall.....	Henry S. Lampher.....	\$2,950 00	Mar. 30, 1893	Apr. 25, 1893	June 15, 1893.
437	Preparing for and building an iron awning shed on pier at West Thirty-fourth street, N. R.....	Sheridan & Byrne.....	20 cents per cubic yard.....	Apr. 14, 1893	May 5, 1893	June 30, 1893.
438	Dredging from Pier, old 5, to Pier, new 7, E.....	Charles Du Bois.....	Class 1: \$500; Class 2: 20 cents per cubic yard; Class 3: \$100 per cubic yard; Class 4: 40 cents per cubic yard.....	Apr. 14, 1893	Apr. 25, 1893	June 15, 1893.
439	Removal of Pier, old 62, and dredging over site of same and in the half slips adjoining, E. R.....	Morris & Cumings Dredging Co.....		Apr. 26, 1893	Apr. 26, 1893	June 15, 1893.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1893.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1893.

DOCK AND SLIP RENT.

I.—REVENUE:

1. Amount of accrued rents uncollected April 30, 1892	\$7,234 82
Amount of rents accruing and wharfage collected during the year ending April 30, 1893, to wit:	
2. To lessees of corporation wharf property and occupants of land under water, the property of the Corporation, covered by wharf improvements erected by permission of the Department	\$1,637,798 22
3. Amount of wharfage collected within the year from unleased corporation wharf property	127,985 43
	1,765,783 65
	\$1,773,018 47

II.—DISTRIBUTION:

Cash—

Amount of moneys deposited with the Chamberlain prior to May 1, 1892, being in payment, in advance, of rents accruing therefor	\$15,300 00
Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund for the Redemption of the City Debt	1,753,927 33
	\$1,769,227 33
Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit:	
Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1893, or subsequently, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or in default to become forfeited	\$1,487 50
Proceeds of sales of old material	24 75
	1,512 25
Leaving this amount deposited during the year as rents and wharfage from corporation wharf property (except from premises in use under ferry leases made with the Comptroller)	\$1,767,715 08
Sundry unpaid rents	5,303 39
	\$1,773,018 47

DOCK BONDS.

Total amount of "Dock Bonds of the City of New York," issued by direction of the Commissioners of the Sinking Fund, for the uses and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 30, 1893

DOCK FUND.

I.—RECEIPTS:

1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1892, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1892	\$2,039,376 96
2. Amount of proceeds of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund	3,300,000 00
3. Amount of moneys received in and during the year, and deposited with the Chamberlain for the uses and purposes of the Department; being reimbursements for the costs of repairs to wharf properties not owned by the Corporation, and for the use of the Department appliances and dumping-grounds, furnishing maps, tracings, etc.	10,485 43
	\$5,349,862 39

II.—EXPENDITURE:

Amount of bills and claims audited in and during the year ending April 30, 1893, and transmitted to the Finance Department for payment, being for materials and supplies furnished, and for services rendered to this Department, to wit:

1. For Construction—

For bills and claims audited as per Schedule B	\$806,315 57
As per Schedule C:	
Salaries of the Commissioners	15,000 00
Salaries of the Construction force	89,961 71
Pay-rolls of Surveyor's force—Captains, Engineers, crews and Watchmen on floating property, Dock-builders, Laborers, Blacksmiths, Carpenters and Masons, etc., on Construction force	511,435 98
	\$1,422,713 26

2. For General Repairs—

For bills and claims audited as per Schedule D	\$157,453 40
As per Schedule E:	
Pay-rolls of Dock-builders, Watchmen, Carpenters, Inspectors and Engineers on General Repairs force	40,770 89
	198,224 29

3. For Annual Expense—

For bills and claims audited as per Schedule F	\$5,996 07
As per Schedule G:	
Salaries of officers and appointees	55,979 26
	61,975 33

4. For Acquired Property—

For property acquired as per Schedule H	1,079,653 12
	2,762,566 00

III.—BALANCE:

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1893, for use of this Department

NEW YORK, April 30, 1893.

Respectfully submitted to the Board,

JOHN M. PHELAN, Acting Chief Clerk.

Approved and adopted.

J. SERGEANT CRAM, } Commissioners composing
EDWIN A. POST, } the
JAMES J. PHELAN, } Board of Docks.

The Mayor, Aldermen and Commonalty of the City of New York, in account with the Board of the Department of Docks for and during the Year Ending April 30, 1893.

DR.	CR.
To deposits of money with the Chamberlain	By balance, April 30, 1892, as per the report for the year ending that date
\$1,764,412 76	\$3,733,639 98
To bills and claims audited for materials and supplies furnished and for services rendered, to wit:	By Dock and Slip Rent
	1,765,783 65
On Construction account	By requisition for Dock Bonds
1,422,713 26	3,300,000 00
On General Repairs account	By reimbursements for repairs to private wharves, and for use of Department plant
198,224 29	3,769 93
On Annual Expense account	By rent advances
61,975 33	1,487 50
Balance carried forward	By sale of maps, etc.
5,425,331 10	65 50
	By sale of dump tickets
	6,650 00
	By moneys credited to Dock Fund
	10,485 43
	By sale of old material
	24 75
	By increased value of floating plant
	50,750 00
\$8,872,656 74	\$8,872,656 74

By balance, April 30, 1893

J. SERGEANT CRAM, } Commissioners composing
EDWIN A. POST, } the
JAMES J. PHELAN, } Department of Docks.

DR.

Balance Sheet, April 30, 1893.

CR.

Contingent Fund	\$1,000 00	The Mayor, Aldermen and Commonalty of the City of New York	\$5,423,843 60
Judgments (as per Schedule K)	121,857 46	Rents paid in advance of May 1, 1893	1,487 50
Sundry debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule J)	79,776 54		
Dock Fund	2,587,296 39		
Floating plant (as per Schedule L)	312,145 00		
Acquired real property	2,317,052 32		
Sundry unpaid rents	5,303 39		
	\$5,425,331 10		\$5,425,331 10

SCHEDULE "A."

LEDGER BALANCES, APRIL 30, 1893.

DR.	FOLIO.	CR.
\$2,317,952 32	1	Acquired property
61,975 33	3	Annual expense
1,422,713 26	7	Construction account
198,224 29	11	General repairs
2,576,810 96	15	Dock fund
	19	Dock and slip rent
	23	The Mayor, Aldermen and Commonalty of the City of New York
1,764,412 76	27	T. C. T. Crain, City Chamberlain
1,000 00	31	Contingent fund
312,145 00	33	Floating plant
	35	Dump tickets
	37	Repairs for private owners
	39	Sale of maps
	41	Sale of old material
121,857 46	45	Judgments recovered
79,776 54	47	(Unpaid rents in hands of Counsel to the Corporation for collection)
	47	Rent advances
1,030 31	185	Decker & Co.
350 00	205	J. L. Eccles
2,000 00	253	Hudson Tunnel Railway Company
250 00	319	McDermott & Co.
66 42	329	Maine Steamship Company
41 66	335	H. D. Mould
240 00	425	Orrin D. Person
37 50	435	James Rogers
225 00	443	Riverside and Fort Lee Ferry Company
100 00	445	Schmitt & Koehne
925 00	461	Sheridan & Byrne
37 50	487	Yellow Pine Company
\$8,862,171 31		\$8,862,171 31

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Contracts for Building Piers, Furnishing Lumber, Piles, Granite, Dredging, Cement, Broken Stone, Rip-rap, and General Expenses.

B. S. Cronin	\$14,497 16
James D. Leary	24,275 81
John S. Gillies	24,101 42
William J. Clark	24,071 17
James Brand	34,268 61
Stackpole & Bro.	40 00
Abendroth Root Manufacturing Company	51 11
E. & R. Poillon	232 50
Hewitt Boice	937 59
Brown & Fleming	25,646 69
Manning, Maxwell & Moore	334 50
Alexander Pollock	17,645 40
H. A. Rogers	18,085 22
F. W. Devoe & Co.	500 37
McNab & Harlin Manufacturing Company	953 53
Joseph Moore	100 00
Mathew Baird	7,042 80
James J. Phelan, Treasurer	2,684 66
Morris & Cummings' Dredging Company	113,746 23
Fearon & Jenks	26,100 46
James Baird	10,556 26
William McDonagh & Co.	28 00
James W. Flaherty	23,729 15
Graves & Steers	65,664 56
Metropolitan Telephone and Telegraph Company	1,540 49
Charles DuBois	8,902 07
H. B. Newhall & Co.	1,971 11
John A. Bouker	13,825 99
Adolph Starke	260 00
William J. Sloane	5 04
Michael Hart	484 75
Alfred J. Murray	35,037 92
Theodore Smith & Bro.	706 62
P. D. Fischer	43 00
Francis Tocher	359 23
The Cyclostyle Company	41 60
M. Moran	1,725 81
Vierow Towing Company	1,667 50
Atlantic Dredging Company	40,960 88
Joseph W. Duryee	24,228 04
Draper Manufacturing Company	10 30
The Cowles Engineering Company	790 25
Sperry & Popham Coal Company	1,312 50
Bell Bros.	6,943 68
Hirt & Haugdon	25 00
Consolidated Gas Company	17 13
William E. Lucas	17 00

International Grain Elevating Company.....	\$85 00
John Loyd.....	1,773 79
Goodyear Rubber Company.....	384 00
East River Mill and Lumber Company.....	564 00
Wall, Kelly & Co.....	245 00
Baetjer & Meyerstein.....	8,420 02
H. P. Sheridan.....	8,744 89
J. S. Howell.....	3,193 78
M. Corwin.....	56 50
Hodgman Rubber Company.....	1,736 53
Meeker & Co.....	8,342 20
William Horre & Co.....	2,820 25
Gas Engine and Power Company.....	200 90
Commonwealth Ice Company.....	29 14
Corn Exchange Bag Company.....	820 00
George Karr & Co.....	550 02
Pierson & Co.....	554 29
Robert Deeley & Co.....	3,429 00
J. C. Burke.....	8 00
Thomas Martin.....	18 00
John Pierce.....	26,390 20
H. W. Johns Manufacturing Company.....	454 16
John T. Walsh.....	48 00
Kurtz Bag Company.....	722 50
John H. Roebling's Sons Company.....	218 42
M. Engle.....	24,842 00
Thomas Smith.....	4,864 78
William H. C. Chandler.....	35 00
Fernoline Chemical Company.....	124 63
Peter Timmes' Son.....	3,141 91
Thomas Kelly.....	472 50
Murray & Co.....	3,491 80
Cavanagh & Thompson.....	3,761 48
Isaac Hall's Son.....	121 00
James S. Barron & Co.....	1,395 69
William Lynch.....	149 50
M. J. Saulpaugh's Sons.....	236 73
G. L. Schuyler & Co.....	605 98
William B. Ferguson & Son.....	1,403 90
Beard & Kimpland.....	7,381 77
Richard Dudgeon.....	287 85
Terrell & Vroom.....	85 00
Ernest Goldbacher.....	4 75
William A. Crook Bros. Company.....	2,846 00
A. Schrader & Son.....	85 00
Pennsylvania and Delaware Oil Company.....	405 56
R. P. Staats.....	19,656 79
Akron Iron Company.....	179 15
William Harrison & Son.....	251 50
W. C. Duncan.....	40 00
Martin B. Brown.....	2,410 44
Mors & Co.....	5,748 75
Greenlie Wyatt & Co.....	674 50
David Clark.....	300 00
Rand Drill Company.....	2,157 51
Rendrock Powder Company.....	227 94
Henry L. Spearing.....	3,785 00
William J. Donaldson & Co.....	3,067 35
Chalmers, Spence & Co.....	550 00
Woodruff, Conklin & Bayer.....	75 10
M. Sullivan.....	303 66
Joseph Edwards & Co.....	125 00
Gutta Percha Rubber Company.....	100 00
Peter Schilling.....	40 40
E. R. Lowe.....	3,760 00
William Cook.....	1,900 00
James J. Carey.....	52 85
N. W. Godfrey.....	142 50
Mannattan Brush and Broom Company.....	107 06
R. Merrill's Sons.....	32 80
David Duncan & Sons.....	1,656 87
William E. Spencer.....	25 00
Wyckoff, Seamans & Benedict.....	112 50
James Cunion & Son.....	65 00
F. W. Devoe & C. T. Reynolds Company.....	421 55
P. W. Valley.....	75 50
Cullen & Cary.....	58 75
Thomas C. Dunham.....	340 11
George Leary.....	255 00
Fairbanks & Co.....	345 75
Hudson River Stone Supply Company.....	7,392 42
Holbrook Bros.....	26 00
Annin & Co.....	27 50
Daniel J. Leary.....	440 00
C. H. Pepper.....	169 50
Screw Dock Company.....	90 00
G. L. Schuyler & Co.....	53 02
Boston and Lockport Block Company.....	201 80
Eppinger & Russell.....	1,079 35
Columbian Foundry.....	58 78
Henry R. Worthington.....	193 00
Revere Rubber Company.....	50 00
Lidgewood Manufacturing Company.....	327 00
C. W. Hunt & Co.....	138 56
C. F. Harris, agent.....	698 75
Ward Phillips.....	925 00
J. Henry Haggerty.....	194 06
Goodyear Rubber Company.....	192 00
X. Stoutenborough.....	182 00
Moses S. Byers.....	295 00
William H. B. Totten & Co.....	2,039 54
New York Staats Zeitung.....	115 35
New York Sun.....	241 20
Charles N. Kimpland.....	4,048 23
The J. L. Mott Iron Works.....	32 06
National Sheet Metal Roofing Company.....	235 00
Central Ice Company.....	38 93
The Eckford Iron Company.....	210 20
Peter Murray.....	245 00
The Ingersoll Sergeant Drill Company.....	1,188 80
Stewart Ceramic Company.....	50 05
Osborne & Broderick.....	239 21
Fiske Brothers.....	528 95
DeGrauw Aymer & Co.....	661 89
William Turner.....	546 84
William D. Wines.....	355 26
Brown & Miller.....	341 00
William Gaskil & Son.....	156 92
John Early & Co.....	375 00
James R. Floyd & Sons.....	291 96
John T. Muller.....	269 38
Abraham Steers.....	722 27
Johnson Brothers.....	1,004 81
William B. Leddy.....	67 84
P. H. McArdle.....	405 00
Dennis J. Trolan.....	115 50
W. S. Williams.....	61 40
Wallace & Sons.....	126 59
George H. Toop.....	50 00
Therodore F. Booth.....	22,059 20
James Blackhurst.....	15 00

Patterson Brothers.....	\$6 38
American Forcite Powder Manufacturing Company.....	133 80
P. Sanford Ross.....	5,549 81
\$806,315 57	

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.	
J. Sergeant Cram.....	\$5,000 00
James J. Phelan.....	5,000 00
Edwin A. Post.....	5,000 00
\$15,000 00	
Construction Force.	
G. S. Greene, Jr.....	\$6,000 00
William W. Maclay.....	3,999 96
Andrew McC. Parker.....	3,000 00
David F. McCarthy.....	3,000 00
Frederick P. Thompson.....	3,000 00
Winfield S. Lasher.....	2,700 00
John A. Bensel.....	2,400 00
S. W. Hoag.....	2,400 00
C. W. Staniford.....	2,100 00
Henry C. Freeman.....	2,000 00
Edward Gottschall.....	2,000 00
John H. Corley.....	1,980 00
George A. Button.....	1,800 00
Allen N. Spooner.....	1,800 00
Godfrey P. Farley.....	1,800 00
Barthold Sommer.....	1,800 00
J. Frank Johnson.....	1,500 00
William S. White.....	1,500 00
Eugene Lentilhon.....	1,500 00
William Selmer.....	1,500 00
Hiram C. Calkins.....	1,500 00
George E. Rodgers.....	1,500 00
John M. Stewart.....	1,500 00
Frederick Lange.....	1,500 00
John T. Hilton.....	1,500 00
Robert M. Kid.....	1,500 00
John A. Duntze.....	1,500 00
Otto H. Klein.....	1,500 00
Joseph Thompson.....	1,450 00
Lucius C. Higgins.....	1,450 00
Charles Wilson.....	1,375 00
Bernard Rolf.....	1,350 00
Peter C. Spence.....	1,200 00
Robert M. Sterritt.....	1,200 00
John T. L. Doughty.....	1,200 00
William G. Johnson.....	1,200 00
James J. White.....	1,200 00
Gerald S. Griffin.....	1,200 00
John J. Boyle.....	1,200 00
Patrick H. McCullough.....	1,156 66
John C. Woods.....	1,100 00
Nicholas J. Van der Wyde.....	1,033 30
J. W. Balet.....	1,020 00
Alexander M. Goge.....	1,016 62
John W. Ingalls.....	1,000 00
Effingham V. Smith.....	999 96
David H. Lane.....	999 96
Chandler Davis.....	967 74
William McDonald.....	960 00
Luther C. Sheldon.....	900 00
Henry Head.....	760 00
Thomas P. T. Nash.....	752 14
John Golden.....	688 19
William Baker.....	612 33
Wilbur E. Horton.....	583 87
George W. Haines.....	473 09
Mortimer C. Heyer.....	330 05
Frank Matthews.....	330 00
F. J. Bolter.....	250 00
Frank Clendenning.....	181 74
Luke Seery.....	27 10
Andrew Knott.....	14 00
89,961 71	

Surveying Force, Captains, Engineers, Crews and Watchmen on Floating Property,
Dock Builders, Laborers, etc., on Construction Force.

Weekly pay-rolls from May 1, 1892, to May 1, 1893.....	511,435 98
\$601,397 69	

SCHEDULE D.

BILLS AND CLAIMS ON GENERAL REPAIRS ACCOUNT.

Contract for Repairing Piers, Dredging and General Expenses.

Frank Phillips.....	\$82 50
John Beck.....	12 00
Bell Bros.....	11,760 24
Charles Du Bois.....	5,126 36
E. S. Greeley & Co.....	10 20
H. & H. Murray.....	52 50
J. L. Mott Iron Works.....	421 55
Graves and Steers.....	1,801 27
Morris & Cumings Dredging Company.....	26,798 49
New York Coal Tar Chemical Company.....	940 20
William Lynch.....	55 00
Michael Hart.....	154 00
Greenlie Wyatt & Co.....	254 65
Edward Hoiden.....	63 00
Thomas Smith.....	5,834 40
Ward Phillips.....	1,319 99
Fairbanks & Co.....	107 75
Isaac Hall's Sons.....	188 94
Atlantic Dredging Company.....	64,960 80
Thomas Kelly.....	630 00
J. W. Flaherty.....	2,784 60
Patterson Gas Governor Company.....	90 00
Architectural Metal Works.....	39 00
Alexander Pollock.....	131 10
Zimdas & Hunt.....	8 00
J. T. Hildebrandt.....	396 00
John I. Goodrich.....	810 24
James Hogan.....	420 00
James J. Phelan, Treasurer.....	326 05
B. S. Cronin.....	7,640 00
Martin B. Brown.....	945 50
C. Rudman.....	12 00
James R. Floyd & Sons.....	17 52
New York News Publishing Company.....	51 00
New York "Zeitung".....	96 00
New York "Sun".....	352 00
W. C. Duncan.....	70 00
M. P. Ryan.....	4,550 00
R. P. Staats.....	3,700 00

P. Sanford Ross.....	\$14,272 34
D. C. Newell Sons.....	26 46
A. J. Murray.....	141 75
	<u>\$157,453 40</u>

SCHEDULE E.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

Dock Builders, Laborers, Watchmen, Carpenters, Inspectors and Engineers of General Repairs Force.

Weekly pay-rolls, from May 1, 1892, to May 1, 1893.....	\$40,770 89
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SCHEDULE F.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Stationery, Printing and Annual Expense Account.

Clark & Wilkins.....	\$60 00
Consolidated Gas Company.....	246 37
James B. Lyon.....	30 00
James J. Phelan, Treasurer.....	944 48
Martin B. Brown.....	4,014 20
P. W. Valley.....	107 50
Commonwealth Ice Company.....	58 39
John Early & Company.....	248 23
Stern Brothers.....	20 40
Annin & Company.....	100 00
New York News Publishing Company.....	24 00
"New York Zeitung".....	30 00
"New York Sun".....	42 50
Wyckoff, Seamans & Benedict.....	70 00
	<u>\$5,996 07</u>

SCHEDULE G.

Salaries Audited on Annual Expense Account.

Augustus T. Docharty.....	\$4,800 00
Francis E. Moon.....	2,700 00
James Weir.....	2,400 00
John M. Phelan.....	2,400 00
Charles J. Farley.....	2,200 00
Louis S. Kellogg.....	2,000 00
Charles W. Balch.....	1,881 72
William S. Hillman.....	1,800 00
Edwin A. Gregory, Jr.....	1,500 00
Frank T. McGlynn.....	500 00
Maurice Stack.....	2,100 00
Edward Abeel.....	2,100 00
James A. Monaghan.....	2,100 00
John J. Martin.....	2,100 00
James J. Fleming.....	2,100 00
Charles S. Coye.....	2,100 00
George A. Woods.....	2,100 00
Bartholomew F. Kenney.....	2,100 00
James W. Carson.....	2,100 00
Joseph F. Meehan.....	2,100 00
Thomas P. Walsh.....	2,100 00
Henry A. Palmstine.....	2,100 00
Charles Parks.....	959 68
William B. Osborne.....	1,140 32
Thomas C. Carroll.....	900 00
William Shoveller.....	442 50
Thomas E. Foran.....	752 14
William J. Armstrong.....	735 48
Robert Heaton.....	735 48
Bernard P. Gibney.....	637 42
John F. Cherry.....	840 00
Alfred G. Dutton.....	177 42
Daniel D. Barry.....	98 55
Robert E. Reilly.....	98 55
Mary Dowling.....	540 00
Catherine Lyons.....	540 00
	<u>\$55,979 26</u>

SCHEDULE H.

BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

Claims for wharf property purchased during the year:

Charles Coudert.....	\$1,000 00
Lemuel H. Arnold.....	1,000 00
John Connolly.....	1,000 00
Robert L. Wensley.....	500 00
Ernest C. Kieb.....	248 40
S. Charles Welsh.....	15,000 00
William Burrell, trustee.....	15,000 00
S. Charles Welsh, trustee.....	15,000 00
Theodore W. Myers.....	520,709 49
The Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York.....	16,807 50
Clement C. Moore or L. Godkin, attorney.....	50,625 00
Casimide R. Moore or A. B. Boardman, attorney.....	50,625 00
Mary E. Kittleman, administratrix or Wyatt & Tremble, attorney.....	10,066 25
Anna A. F. Hurlburt or F. A. Irish, attorney.....	19,287 87
William M. Kingsland, trustee.....	77,967 41
James W. Smith.....	30,000 00
Equitable Life Insurance Company.....	40,000 00
Robert L. Wensley.....	1,500 00
William H. Clark, Counsel to the Corporation.....	557 14
Edward A. Smith or Stephen A. Walker, attorney.....	85,500 00
James W. Donaldson.....	24 00
Julius A. Candee, John M. Candee or George Moore Smith.....	70,000 00
The New York Life Insurance and Trust Company, as substituted trustees of Louisa Kane.....	28,617 53
Louisa D. Kane.....	28,617 53
	<u>\$1,079,653 12</u>

SCHEDULE I.

WHARFAGE COLLECTED DURING THE YEAR ENDING APRIL 30, 1893.

North River.

Bulkhead at Castle Garden.....	\$2,979 68
Pier, new 14.....	8,187 30
Bulkhead between Piers, new 14 and 15.....	409 78
Pier, new 15.....	3,670 29
Bulkhead between Piers, new 21 and 22.....	158 00
" " 23 and 24.....	280 00
" " 24 and 25.....	1,000 20
" " 28 and 29.....	388 00
" " old 41 and 42.....	72 50
Pier, old 42.....	708 78
Bulkhead between Piers, new 34 and 35.....	750 00

Bulkhead between Piers, new 35 and 36.....	\$381 86
" " 36 and 37.....	798 00
" " 37 and 38.....	319 24
" " 38 and 39.....	829 61
" " 39 and 40.....	565 42
" " 41 and 42.....	359 91
" " 42 and 43.....	407 41
Pier, old 54.....	2,045 32
Bulkhead north of West Tenth street.....	5,352 07
North half of pier and east half of bulkhead south side of West Eleventh street.....	559 35
Pier and bulkhead at Bogart street.....	2,210 75
Bulkhead and pier at Bloomfield street.....	2,859 75
" " Little West Twelfth street.....	605 24
Pier at West Thirteenth street.....	2,055 50
" " West Fifteenth street.....	1,002 41
" " West Nineteenth street.....	1,493 70
" " West Twentieth street.....	3,153 28
Bulkhead at West Twenty-fourth street.....	109 37
" " between Piers, new 54 and 55.....	1,225 00
" " 55 and 56.....	29 91
" " 56 and 57.....	7 82
" " 57 and 58.....	158 11
Pier, new 58.....	108 66
Bulkhead between Piers, new 58 and 59.....	55 69
Pier, new 59.....	1,096 40
Bulkhead between Piers, new 59 and 60.....	215 44
Pier, new 60.....	372 15
Pier at West Thirty-fourth street.....	2,132 77
" " West Thirty-fifth street.....	130 00
" " West Forty-seventh street.....	987 14
" " West Forty-eighth street.....	2,187 16
" " West Forty-ninth street.....	50
Bulkhead at West Fiftieth street.....	3,709 99
" " West Fifty-first street.....	50
Pier at West Fifty-second street.....	1,220 18
" " West Fifty-fifth street.....	1,414 19
" " West Fifty-sixth street.....	1,583 82
Bulkhead between West Seventy-fifth and West Seventy-sixth streets.....	255 49
Bulkhead between West Seventy-sixth and West Seventy-seventh streets.....	244 50
Bulkhead between West Seventy-seventh and West Seventy-eighth streets.....	344 11
Bulkhead between West Seventy-eighth and West Seventy-ninth streets.....	604 50
Pier at West Seventy-ninth street.....	242 10
Bulkhead between West Seventy-ninth and West Eightieth streets.....	264 00
Bulkhead at West Eighty-first street.....	352 50
Bulkhead between West Eighty-first and West Eighty-second streets.....	67 00
Bulkhead between West Eighty-second and West Eighty-third streets.....	24 00
Bulkhead between West Eighty-third and West Eighty-fourth streets.....	5 00
Bulkhead between West Eighty-fourth and West Eighty-fifth streets.....	158 00
Bulkhead between West Eighty-fifth and West Eighty-sixth streets.....	37 50
Bulkhead at West Ninety-second street.....	125 00
Bulkhead at West Ninety-fourth street.....	41 69
Bulkhead at West Ninety-sixth street.....	601 75
Land under water between West One Hundred and Seventh and West One Hundred and Eighth streets.....	20 00
Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets.....	135 60
Pier at West One Hundred and Thirty-first street.....	137 96
Bulkhead between West One Hundred and Thirty-first and West One Hundred and Thirty-second streets.....	337 90
Pier at West One Hundred and Thirty-second street.....	321 85
Bulkhead between West One Hundred and Thirty-second and West One Hundred and Thirty-third streets.....	325 83
Pier at West One Hundred and Thirty-third street.....	112 72
Pier at West One Hundred and Thirty-fourth street.....	88 59
Bulkhead at West One Hundred and Forty-seventh street.....	50 00
Pier at West One Hundred and Fifty-second street.....	17 00
Bulkhead at West One Hundred and Fifty-fourth street.....	65 00
Bulkhead at West One Hundred and Fifty-fifth street.....	141 72
Bulkhead at West One Hundred and Fifty-seventh street.....	2 00
Pier at West One Hundred and Fifty-eighth street.....	61 50

\$65,532 96

On East River.

Pier, new 6.....	\$4,847 10
" " 12.....	1,667 02
Bulkhead between Piers 16 and 17.....	1,525 00
Pier 19.....	5,005 66
Bulkhead at Pier 20.....	365 00
Pier, new 29.....	4,519 90
" " 32.....	6,552 99
Bulkhead at Pier 40.....	441 05
Pier 43.....	1,291 68
" " 44.....	921 94
" " 48.....	6,424 37
Bulkhead at Corlears street.....	20 50
Pier 55.....	187 01
" " 56.....	886 71
" " 57.....	779 26
" " 58 and bulkhead.....	1,050 50
" " 60 " north side.....	112 71
" " 61.....	3,311 34
" " 62.....	32 17
" " at East Third street.....	119 64
Bulkhead at East Eighth street.....	98 80
" " Fourteenth street.....	4 00
" " Sixteenth street.....	240 35
Pier at East Eighteenth street.....	2,839 49
Bulkhead at East Twenty-fourth street.....	15 00
Pier at East Twenty-fifth street.....	154 94
" " Twenty-sixth street.....	79 60
" " Twenty-eighth street.....	1,591 76
Bulkhead at East Twenty-ninth street.....	112 50
" " East Thirtieth street.....	94 34
Pier at East Thirtieth street.....	177 53
" " Thirty-fifth street.....	428 25
" " Thirty-eighth street.....	640 76
Bulkhead at East Forty-second street.....	254 24
" " Forty-fifth street.....	120 00
" " Forty-sixth street.....	672 00
" " Forty-eighth street.....	136 58
" " Fiftieth street.....	182 50
" " Fifty-third street.....	623 81
" " Fifty-fourth street.....	380 50
" " Fifty-sixth street.....	131 26
Bulkhead between East Fifty-ninth and East Sixtieth streets.....	425 00
" " Sixtieth and East Sixty-first streets.....	919 06
" " Sixty-first and East Sixty-second street.....	721 48
Bulkhead at Sixty-second street.....	467 25
Land under water for platform in front of south half of bulkhead between East Sixty-second and East Sixty-third streets.....	407 00
Bulkhead at East Seventy-first street.....	297 20
" " Seventy-fifth street.....	297 92
" " Seventy-sixth street.....	381 96
Bulkhead between East Seventy-eighth and East Seventy-ninth streets.....	2,042 64
Bulkhead at East Seventy-ninth street.....	385 38
" " Eighty-sixth street.....	782 63
Pier at East Ninety-fifth street.....	1,778 40

57,952 28

Harlem River.

Slip between East Ninety-ninth and One Hundredth streets	\$63 00
Bulkhead at East One Hundred and Second street	13 00
" East One Hundred and Fourth street	596 29
" East One Hundred and Seventh street	139 22
Bulkhead between East One Hundred and Seventh and One Hundred and Ninth streets	752 50
Pier at East One Hundred and Tenth street	600 27
Bulkhead at East One Hundred and Twelfth street	6 50
Bulkhead at East One Hundred and Sixteenth street	97 14
Pier at East One Hundred and Nineteenth street	35 70
Bulkhead at East One Hundred and Twenty-fifth street	69 38
" East One Hundred and Twenty-ninth street	182 02
" Lincoln avenue	518 00
" Lexington avenue	290 00
" East One Hundred and Thirty-eighth street, east side	350 88
" East One Hundred and Thirty-eighth street, north side	61 00
Bulkhead between East One Hundred and Thirty-eighth and One Hundred and Fortieth streets	27 66
Pier at East One Hundred and Thirty-ninth street, east side	170 50
Bulkhead at East One Hundred and Thirty-ninth street, north side	30 79
" East One Hundred and Thirty-ninth street, south side	36 85
Pier at East One Hundred and Fortieth street	319 17
Bulkhead at East One Hundred and Forty-ninth street	44 25
Bulkhead at East One Hundred and Fifty-third street	96 00
	\$4,500 12

Wharfage Collection for the Year ending April 30, 1893.

On North river	\$65,532 96
On East river	57,952 28
On Harlem river	4,500 12
	\$127,985 36
Overpaid to Treasurer	07
Total wharfage collection	\$127,985 43

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1893.

Against John Darrow	Nov. 1, 1870	\$1,200 00
William Bradley	July 1, 1874	8,750 00
Oyster Bay and Huntington Steamboat Company	Dec. 17, 1874	125 00
Henry Smith	Feb. 1, 1875	9,750 00
Benjamin Terwilliger	May 1, 1875	900 00
David Tracy	May 1, 1878	2,017 50
Alexander Mason and Robert Foster	May 1, 1878	4,227 50
Morrisania Steamboat Company	May 1, 1879	250 00
John G. Dale	Sept. 23, 1879	322 78
Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department		28,038 45
Thomas C. Burke	July 12, 1880	852 90
Thomas Fitzpatrick	Sept. 15, 1880	1,237 50
Steam Yacht "Yosemite"	June 1, 1882	935 93
Joseph Cooper	Feb. 1, 1883	1,375 00
John H. Baxter	Feb. 1, 1883	175 00
Joseph Cooper	May 1, 1883, to May 1, 1884	2,750 00
William H. Wood	May 1, 1883, to May 1, 1884	1,562 50
Peter H. Walsh	Aug. 1, 1883, to May 1, 1886	3,843 75
Booth & Edgar	Dec. 5, 1883	250 00
Alexander Mason	Mar. 5, 1884	1,750 00
Morris Wazel	Aug. 1, 1884, to May 1, 1885	900 00
Patrick Murray	Nov. 1, 1884, to Feb. 11, 1885	28 01
Dennis Devine	For wharfage May 1, 1885	58 90
Thomas Dore	For wharfage May 1, 1885	235 50
James L. Miller	21 mos. and 16 days' rent to May 1, 1887	538 15
Daniel T. Robinson		177 08
F. W. Wright	12 mos. rent to May 1, 1890	4,000 00
Thomas Patten		200 00
Ridgewood Ice Co.		3,325 00
		\$79,776 54

SCHEDULE K.

Judgments Recovered by the Counsel to the Corporation for Claims for Unpaid Wharf Rents.

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy	Apr. 14, 1880	\$504 75	\$3,479 75
David Tracy	Dec. 14, 1880	1,319 80	5,919 80
"	Dec. 29, 1880	3,133 56	14,213 96
"	Mar. 9, 1881	4,063 67	\$17,687 42
" Less received	Apr. 25, 1883		780 00
"	Mar. 20, 1891		1,395 00
			15,512 42
"	Mar. 10, 1881	2,436 34	10,430 46
"	Mar. 15, 1881	377 18	1,839 68
"	Apr. 26, 1881	637 85	3,105 56
"	July 29, 1881	1,366 67	6,240 53
James H. Graham	June 4, 1880	99 60	540 35
H. A. Tidemann	Mar. 30, 1881	871 53	4,721 53
"	Oct. 6, 1881	611 10	2,604 43
Thomas Gaynor	Apr. 9, 1881	439 22	2,531 72
Thomas C. Burke	Jan. 15, 1881	2,389 60	13,139 60
"	Oct. 20, 1881	739 05	6,114 05
James Savage	Mar. 16, 1881	16 70	141 70
Herman Hastorf	May 17, 1880	439 63	2,214 63
"	Apr. 30, 1881	1,806 36	7,426 36
John E. Hoagland	Nov. 26, 1881	292 13	942 13
Jesse Ryder	Nov. 26, 1881	193 86	658 86
Empire City Ice Company	Jan. 27, 1882	43 15	193 15
William H. Brown	Feb. 16, 1882	636 31	2,011 31
John Burns	Apr. 29, 1882	7 35	57 35
John Brennan and others, composing West India Fruit Dealers' Association	July 6, 1882	2,405 55	11,780 55
Daniel Dailey	Sept. 14, 1882	3 05	140 55
"	Oct. 13, 1882	1 45	138 95
Frederick Schecker	Oct. 12, 1882	46 47	883 97
Collateral judgment against estate of Thomas Tone, surety for David Tracy	Oct. 23, 1882		231 67
John D. Tracy			991 19
Dillon Ransom			1,300 00
Patrick Grace			251 25
Adolph L. Herker	Oct. 9, 1882		2,100 00
			\$121,857 46

SCHEDULE L.

Statement of Valuation of Floating Plant, April 30, 1892.

100-ton derrick	\$90,000 00
12-ton " No. " 1 "	12,000 00
12-ton " No. " 2 "	19,800 00
12-ton " No. " 3 "	18,700 00
10-ton "	3,000 00
Tug " Manhattan "	15,000 00
Tug " Pier "	41,800 00
Pile-driver No. " 1 "	1,000 00
" " 2 "	1,200 00
" " 3 "	1,000 00
" " 4 "	6,200 00
" " 5 "	6,200 00
" " 6 "	1,000 00
" " 7 "	1,000 00
" " 8 "	1,000 00
" " 9 "	4,000 00
" " 10 "	3,000 00
" " 11 "	3,000 00
" " 12 "	6,000 00
" " 13 "	9,000 00
" " 14 "	9,000 00
Deck Scow " B "	700 00
" " C "	700 00
" " D "	700 00
" " E "	1,500 00
" " F "	300 00
" " H "	5,000 00
" " I "	5,000 00
" " K "	5,000 00
" " L "	5,300 00
" " M "	6,000 00
" " N "	5,300 00
" " O "	5,300 00
" " P "	6,000 00
" " R "	700 00
" " S "	1,800 00
Boring machine " Woodcock "	2,000 00
Diver's Scow " A "	800 00
" " G "	400 00
" " N "	800 00
" " S "	800 00
Naphtha engine launch	500 00
Small boats (29 yawl boats, 2 skiffs, 5 sounding-boats, 2 batteaux and 1 row-boat)	1,600 00
Steam launch " Inspector "	3,045 00
Total value of floating plant	\$312,145 00

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1893.

FOR YEARS ENDING APRIL 30.	TOTAL GROSS REVENUE FROM LEASED WHARVES AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES AUDITED.	SALARIES OF COMMISSIONERS.	SALARIES OF SECRETARY, CLERKS, DOCK MASTERS, ETC.	STATIONERY AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER-IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	ACQUIRED PROPERTY.
For year ending—									
1871	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 56	\$34,258 68	\$40,015 20	\$313,992 68		
1872	412,859 93	1,075,605 61	48,252 65	59,544 40	20,702 69	69,473 94	877,631 93		
1873	447,328 01	622,878 03	50,000 00	54,787 41	28,754 09	60,791 45	428,545 08		
1874	479,361 51	932,710 32	14,574 73	48,738 55	20,913 32	32,383 62	816,100 10		
1875	589,361 06	1,536,204 33	12,443 52	52,788 12	24,029 20	37,674 30	1,409,269 19		
1876	650,781 88	692,603 96	12,500 00	31,973 61	15,844 34	28,560 33	603,725 68		
1877	706,607 78	433,089 90	12,500 00	24,664 53	10,999 82	29,965 95	354,959 60		
1878	853,816 92	486,934 69	11,850 81	21,817 40	9,957 41	31,505 72	388,234 93	\$23,568 42	
1879	762,122 37	373,425 68	11,281 18	20,859 62	13,021 17	28,449 84	249,068 36	50,745 51	
1880	810,465 41	599,768 63	6,000 00	19,706 94	12,786 96	28,450 00	284,808 89	44,185 84	\$203,530 00
1881	865,071 89	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	515,044 45	57,492 83	

THE CITY RECORD.

SUPPLEMENT.

FOR YEARS ENDING APRIL 30.	TOTAL GROSS REVENUE FROM LEASED WHARVES AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES AUDITED.	SALARIES OF COMMISSIONERS.	SALARIES OF SECRETARY, CLERKS, DOCK MASTERS, ETC.	STATIONERY AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER-IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	ACQUIRED PROPERTY.
For year ending—									
1882.....	\$1,062,162 54	\$1,180,097 44	\$9,000 00	\$22,503 41	\$12,391 48	\$32,869 91	\$829,050 27	\$274,282 37	.....
1883.....	1,162,893 96	953,007 85	9,000 00	25,999 07	13,756 80	33,084 00	715,641 01	155,526 97	.....
1884.....	1,246,858 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,080 87	94,725 96	.....
1885.....	1,187,217 14	1,020,207 51	9,000 00	31,416 67	11,379 73	45,703 41	416,151 29	178,493 66	\$328,062 75
1886.....	1,228,151 80	376,789 72	9,000 00	43,192 19	13,140 00	41,159 25	199,258 44	70,918 19	121 63
1887.....	1,260,036 58	389,169 82	9,000 00	46,693 71	6,472 12	44,960 89	162,121 52	119,421 58	.....
1888.....	1,320,684 81	1,069,538 62	9,000 00	41,469 87	6,315 92	53,070 07	653,434 14	230,635 17	75,613 45
1889.....	1,418,440 62	1,218,463 76	8,614 52	39,247 76	8,064 44	58,758 73	941,878 01	155,620 30	6,300 00
1890.....	1,487,930 71	1,316,370 65	9,000 00	37,804 69	1,454 44	67,727 67	850,422 54	169,923 78	180,037 53
1891.....	1,508,554 93	1,971,844 84	10,999 98	43,824 24	6,105 71	78,337 98	1,265,698 26	130,093 78	436,784 89
1892.....	1,662,437 70	1,882,823 63	15,000 00	51,926 82	11,140 63	86,763 78	1,507,537 59	202,605 88	7,848 93
1893.....	1,765,783 65	2,762,366 00	15,000 00	55,979 26	5,996 07	89,961 71	1,317,751 55	198,224 29	1,079,653 12
Total.....	\$23,204,453 93	\$22,781,158 48	\$38,186 74	\$873,609 36	\$310,475 05	\$1,088,264 10	\$15,675,906 38	\$2,156,764 53	\$2,317,952 32

RENT-ROLL. Showing the Occupancy on May 1, 1893, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, including all Leases sold within the Year by Public Sale, and of all Leases and Permits terminated during the Year then ended.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
<i>North River.</i>					
Pier, new 1.....	Iron Steamboat Co.....	May 1, 1891, to May 1, 1901	\$30,100 per ann.	By public sale, Mar. 22, 1881..	\$35,100 00
Bulkhead between Pier, new 1 and Pier, old 1.....	William J. Murray, assignee.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, Apr. 14, 1891..	1,000 00
Reclaimed land south of Pier, old 1.....	Pennsylvania R. R. Co.....	At pleasure of the Board...	1,000 "	By resolution, Aug. 16, 1882..	1,000 00
Land under water for platform between Piers 2 and 3, 2,210 square feet.....	Lehigh Valley Railroad Co.....	Pleasure of the Board.....	550 "	By resolution, Aug. 25, 1886..	550 00
Land under water for extension to bulkhead, between Piers 3 and 6 and widening Piers 4 and 5.....	Pennsylvania R. R. Co.....	May 1, 1883, to May 1, 1893	18,000 "	By resolution, Aug. 8, 1883..	18,000 00
Land under water for extension to bulkhead between Piers 3 and 6, and widening Piers 4 and 5.....	Pennsylvania R. R. Co.....	May 1, 1893, to May 1, 1903	20,000 "	By resolution, Apr. 20, 1893..	.....
Land under water for platforms at bulkheads between Piers 6 and 8.....	N. Y. & Baltimore Transportation Line.....	At pleasure of the Board...	400 "	By resolution, Apr. 30, 1884..	400 00
Land under water for platform, south side Pier 8, 4,290 square feet.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board...	1,500 "	By resolution, Jan. 5, 1881..	1,500 00
Land under water for platform between Piers 8 and 9.....	Clark & Seaman.....	At pleasure of the Board...	1,500 "	By resolution, Apr. 30, 1884..	1,500 00
Land under water for extension to Pier 9, 4,455 square feet.....	William Cruikshank, agent.....	At pleasure of the Board...	800 "	By resolution, Apr. 30, 1884..	800 00
Land under water for platform at bulkhead, north side Pier 10, and widening north side of pier, about 4,150 square feet.....	Metropolitan Steamship Co.....	At pleasure of the Board...	750 "	By resolution, July 26, 1882..	750 00
Land under water for extension to Pier, old 11.....	Metropolitan Steamship Co.....	At pleasure of the Board...	800 "	By resolution, Feb. 13, 1890..	2,400 00
North half Pier 12 and bulkhead between Piers 12 and 13.....	Central R. R. Co. of New Jersey.....	May 1, 1890, to May 1, 1895	11,000 "	By public sale, Apr. 17, 1890..	11,000 00
Pier 13.....	Central R. R. Co. of New Jersey.....	May 1, 1890, to May 1, 1895	24,000 "	By public sale, Apr. 17, 1890..	24,000 00
Land under water for platform between Piers 12 and 13 and 13 and 14 about 10,672 square feet.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board...	1,600 "	By resolution, Aug. 5, 1879..	1,600 00
South half Pier 14 and bulkhead adjoining.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board...	17,250 "	By resolution, Apr. 21, 1892..	15,812 50
Land under water for platform south of Pier 16, and extension west, 7,695 square feet.....	Pennsylvania R. R. Co.....	At pleasure of the Board...	1,000 "	By resolution, Apr. 30, 1884..	1,000 00
South half Pier 18 and 23 feet bulkhead southerly.....	Associates of the Jersey Co.....	May 1, 1886, to May 1, 1891 (holding over).....	8,000 "	By public sale, Apr. 15, 1885..	8,000 00
Land under water for platform between Piers 18 and 19, etc., 9,741 square feet..	Delaware, Lackawanna and Western R. R. Co.....	3 month's notice.....	1,500 "	By resolution, Apr. 30, 1884..	1,125 00
Land under water for platforms between Piers 18 and old 20, 10,000 square feet..	John H. Starin.....	At pleasure of the Board...	1,200 "	By resolution, May 15, 1873, and December 15, 1875.....	1,200 00
Washington Pier (lessee not yet in possession).....	International Navigation Co.....	May 1, 1892, to May 1, 1902	42,500 "	By resolution, Jan. 28, 1892..	.....
Land under water for widening same.....	International Navigation Co.....	Ten years from date of completion.....	.....	By resolution, Mar. 31, 1892..	.....
Bulkhead north and south of Washington Pier.....	International Navigation Co.....	Ten years from date of completion of pier.....	4,500 "	By resolution, Feb. 16, 1893..	.....
Pier, new 15 (excepting space for bell-tower), and bulkhead southerly.....	International Navigation Co.....	Ten years from date of completion of Washington Pier.....	25,000 "	By resolution, Mar. 9, 1893..	.....
Space for bell-tower at outer end of Pier, new 15.....	Hoboken Ferry Co.....	At pleasure of the Board...	100 "	By resolution, July 12, 1892..	50 00
Land under water for widening of slip foot of Barclay street.....	Hoboken Ferry Co.....	At pleasure of the Board...	4,000 "	By resolution, Nov. 25, 1891..	3,208 22
Land under water for ferry structure south of Barclay street, 34,417 square feet.	Hoboken Land & Improvement Co.....	Feb. 1, 1888, at pleasure of the Board.....	8,604 25 "	By resolution, May 14, 1887..	8,604 24
Land under water for extension to Pier, old 25, and Pier, old 27.....	N. Y. Central & Hudson R. R. Co.....	At pleasure of the Board...	4,000 "	By resolution, July 30, 1891..	3,222 22
Land under water for platforms between Piers, old 25 and 26, and 26 and 27.....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1876, at pleasure of the Board.....	3,150 "	By resolution, May 10, 1876..	3,150 00
Land under water for platform between Piers, old 27 and old 28, 8,598 square feet.	N. Y. Central & Hudson R. R. Co.....	Jan. 1, 1888, at pleasure of the Board.....	2,149 50 "	By resolution, January 5, 1888	2,149 50
Land under water for platform on southerly side of Pier, old 28, 504 square feet.	Old Colony Steamboat Co.....	Oct. 27, 1887, at pleasure of the Board.....	125 "	By resolution, Feb. 17, 1888..	126 00
Land under water for extension of Pier, old 28, 16,275 square feet.....	Old Colony Steamboat Co.....	At pleasure of the Board...	4,068 75 "	By resolution, June 9, 1892..	.....
Land under water for platform north of Pier, old 28, 10,836 square feet.....	Old Colony Steamboat Co.....	At pleasure of the Board...	2,709 "	By resolution, Oct. 27, 1887..	2,709 00
Land under water for platform on southerly side of Pier, old 29.....	Providence & Stonington S. S. Co.....	Mar. 21, 1887, to termination of lease of Pier 29, North river.....	160 "	By resolution, Feb. 25, 1887..	160 00
Pier, old 29 (except use of water on north side).....	Providence & Stonington S. S. Co.....	May 1, 1891, at pleasure of the Board.....	27,500 "	By resolution Apr. 2, 1891..	27,500 00
Land under water for ferry-racks at northerly side of Pier, new 19.....	N. Y., Lake Erie & Western R. R. Co.....	From date of completion of Pier, new 19.....	4,000 "	By resolution July 28, 1892.. (See minutes, Aug. 18, 1892.)	.....
Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier, old 29.....	N. Y., Lake Erie & Western R. R. Co.....	Aug. 1, 1891, to Aug. 1, 1901	100,000 "	By resolutions July 14, 1875, and August 12, 1881.....	100,000 00
Pier, new 22, and bulkheads north and south of same.....	Baltimore and Ohio R. R. Co.....	Ten years from completion of pier.....	47,000 "	By resolution, Mar. 1, 1893..	.....
Pier, new 23, and bulkheads north and south of same.....	West Shore R. R. Co.....	Oct. 1, 1891, to Oct. 1, 1901..	42,000 "	By resolution, Sept. 17, 1891..	42,000 00
Pier, new 24.....	Homer Ramsdell.....	Feb. 1, 1889, to Feb. 1, 1899	28,686 19 "	By resolutions Nov. 27, 1878, Feb. 6, 1889, and Apr. 14 and May 12, 1892..... (See minutes, Sept. 29, 1892.)	28,128 63
Pier, new 25.....	Morgan's Louisiana & Texas R. R. and S. S. Co.....	To February 1, 1899.....	33,388 11 "	By resolutions, Nov. 27, 1878, Jan. 11, 1889, and Oct. 23, 1890.....	33,388 12
Pier, new 26.....	Old Dominion S. S. Co.....	May 1, 1891, to May 1, 1901	34,039 07 "	By resolutions, Aug. 14, 1878, and Jan. 8, 1891.....	34,039 08
Bulkhead from a point 125 feet south of Pier, new 26, northerly to the southerly side of Pier, new 27.....	Old Dominion S. S. Co.....	May 1, 1891, to May 1, 1901	10,100 "	By resolution, Jan. 13, 1888..	10,100 00
Piers, new 27 and new 28, and bulkhead between.....	Pennsylvania R. R. Co.....	Sept. 1, 1884, to Sept. 1, 1894	55,000 "	By resolution, May 25, 1832..	55,000 00
Pier, new 29.....	Pennsylvania R. R. Co. and others, assignees.....	Mar. 1, 1891, to Mar. 1, 1901	30,000 "	By resolution, Nov. 27, 1878. (See minutes, Jan. 15, and Apr. 23, 1891.)	30,000 00
Land under water for platform, north side of Vestry street and south side of Watts street.....	New Jersey R. R. & Transportation Co.....	At pleasure of the Board...	1,000 "	By resolution, Nov. 2, 1871..	1,000 00
Pier old 40.....	N. J. Steamboat Co.....	At pleasure of the Board...	20,000 "	By resolution, Apr. 20, 1893..	.....
Pier, old 40, and bulkhead northerly.....	Harvey P. Farrington.....	May 1, 1883, to May 1, 1893	20,000 "	By resolution, Apr. 25, 1883..	20,000 00
Pier, new 34, and 75 feet bulkhead each side.....	Pacific Mail S. S. Co.....	Sept. 1, 1889, to Sept. 1, 1899	60,422 94 "	By resolutions, Apr. 2, 1889, Nov. 12, 1891, and June 2, 1892.....	60,422 96

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Bulkhead southerly of Pier, new 35, 72 feet.....	Ocean S. S. Co. of Savannah, Ga.....	At pleasure of the Board...	\$900 per ann.	By resolutions, Sept. 12 and 19, 1889.....	\$750 00
Pier, new 35.....	Ocean S. S. Co. of Savannah, Ga.....	May 1, 1883, to May 1, 1893	38,940.04 "	By resolutions, June 6, 1883, and May 28, 1891.....	38,940 04
Pier, new 35.....	Ocean S. S. Co. of Savannah, Ga.....	May 1, 1883, to May 1, 1903	40,690.04 "	By resolutions, May 28, 1891, and Mar. 1, 1892.....	.....
Pier, new 36.....	Providence & Stonington S. S. Co.....	June 1, 1891, to June 1, 1901	30,500 "	Renewal lease, Resolution, Nov. 20, 1879.....	30,500 02
Bulkhead north and south of same.....	Providence & Stonington S. S. Co.....	To April 1, 1901.....	4,500 "	Resolution, Mar. 23, 1893.....	.....
Widening of Pier, new 36, and extension of said pier.....	Providence & Stonington S. S. Co.....	To April 1, 1901.....	.....	Resolution, Mar. 23, 1893.....	.....
Pier, new 37.....	C. P. Huntington.....	May 1, 1883, to May 1, 1893	70,000 per ann.	By public sale, Apr. 27, 1883, and resolution, Oct. 23, 1890.....	70,000 00
Extension to Pier, new 37.....	C. P. Huntington.....	Sept. 17, 1891, to termination of lease.....	4,507.48 "	By resolution, Oct. 23, 1890.....	3,964 12
Half bulkhead southerly and half bulkhead northerly of Pier, new 37.....	C. P. Huntington (with covenant for 10 years' renewal).....	To May 1, 1893.....	3,500 "	By resolution, June 24, 1886.....	3,500 00
Pier, new 37.....	Southern Pacific Co.....	May 1, 1893, to May 1, 1903	50,000 "	By resolution, Feb. 16, 1893.....	.....
Bulkhead north and south of Pier, new 37.....	Southern Pacific Co.....	May 1, 1893, to May 1, 1903	5,000 "	By resolution, Feb. 16, 1893.....	.....
Pier, new 38, and bulkhead north and south of same.....	Oceanic Steam Navigation Co.....	Apr. 1, 1893, to Apr. 1, 1903	40,000 "	By resolution, Mar. 9, 1893.....	7,375 00
Extension of Pier, new 38.....	Oceanic Steam Navigation Co.....	To April 1, 1903.....	4,250 "	By resolution, Mar. 9, 1893.....	.....
Bulkhead south of Pier, new 39, 95 feet.....	L. E. Muller.....	At pleasure of the Board...	125 per mo.	Minutes, Apr. 29, 1893.....	.....
Pier, new 39, extended.....	Francis W. J. Hurst (National S. S. Co., Limited).....	May 1, 1891, to May 1, 1901	33,400 per ann.	By resolution, Apr. 23, 1891.....	33,400 00
Pier, new 40, including water rights at northerly side of said pier.....	Cunard S. S. Co. (Limited).....	May 1, 1889, to May 1, 1899	30,500 "	Renewal lease.....	30,500 00
Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co. (assignee).....	Sept. 1, 1891, to Sept. 1, 1901	30,500 "	Renewal lease.....	30,500 00
Bulkhead about 94 feet each side of Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co.....	Sept. 1, 1891, to Sept. 1, 1901	5,300 "	See minutes, Sept. 10, 1891.....	.....
Reclaimed land south of Pier, new 42.....	Hudson Tunnel Railway Co.....	Nov. 1, 1887, at pleasure of the Board.....	2,000 "	Renewal lease.....	5,300 00
Pier, new 42.....	Compagnie Générale Transatlantique.....	Nov. 1, 1891, to Nov. 1, 1901	46,500 "	By resolution, Dec. 23, 1890.....	46,500 00
Pier, new 43.....	International Navigation Co.....	June 15, 1888, to May 1, 1893	24,000 "	By resolution, June 1 and 21, 1888, and Oct. 5, 1888.....	24,000 00
Pier, new 43.....	International Navigation Co.....	May 1, 1893, to May 1, 1898	25,000 "	By resolution, Oct. 5, 1888.....	.....
Piers, new 44 and new 45, including extensions, and bulkhead between and one-half bulkhead north of Pier, new 45.....	Oceanic Steam Navigation Co.....	July 1, 1889, to July 1, 1899	64,903.76 "	By resolutions, Feb. 14, 1889, Aug. 1, 1890 and Aug. 27, 1891.....	64,903 76
Pier, new 46, including extension.....	The Citizens' Steamboat Co. of Troy.....	May 1, 1889, to May 1, 1899	33,517 41 "	By resolutions, Jan. 11, 1889, and Oct. 9, 1890.....	33,517 40
Pier, new 47, and bulkhead southerly.....	Quebec Steamship Co.....	May 1, 1891, to May 1, 1901	20,000 "	By resolution, Oct. 2, 1890.....	20,000 00
Bulkhead along easterly side of approach to Pier, new 46, and Pier, new 47.....	Quebec Steamship Co.....	At pleasure of the Board...	83.33 per mo.	By resolution, Oct. 2, 1890.....	916 63
Two hundred feet in length of bulkhead on southerly side of West Eleventh street, beginning at a point on the said bulkhead 25 feet westerly of a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending 200 feet east from said point.....	E. M. Van Tassel Elevating Co. (assignees).....	Nov. 1, 1888, to Nov. 1, 1898	1,850 per ann.	By public sale, Oct. 23, 1888, and resolution, Jan. 5, 1893.....	1,850 00
Southerly side of pier at foot of West Eleventh street, and a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending westerly along said bulkhead and the southerly side of said pier 225 feet, etc.....	Joseph Cornell.....	Nov. 1, 1888, to Nov. 1, 1898	1,900 "	By public sale, Oct. 23, 1888.....	1,900 00
Pier at West Eleventh street. The outer 100 feet on the southerly side, the end and the whole of the northerly side of said pier outside and westerly of Thirteenth avenue.....	Catskill and New York Steamboat Co.....	May 1, 1892, to Nov. 1, 1898	3,500 "	By public sale, Apr. 5, 1892.....	3,500 00
Bulkhead at Bank street.....	Knickerbocker Ice Co.....	May 1, 1891, to May 1, 1896	850 "	By public sale, Apr. 14, 1891.....	850 00
Pier at Bethune street, including extension.....	A. T. Decker & Co.....	May 1, 1890, to May 1, 1895	4,121.25 "	By public sale, Apr. 17, 1890, and resolution Nov. 12, 1891.....	1,942 44
Northerly half and outer end of pier foot of West Twelfth street, with privilege of placing dumping-board thereon.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	2,100 "	By public sale, Apr. 17, 1890.....	2,100 00
Pier at Jane street, including extension.....	Joseph Cornell.....	May 1, 1891, to May 1, 1896	3,479.18 "	By public sale, Apr. 14, 1891, and resolutions, Aug. 20, and Sept. 3, 1891.....	3,479 20
Pier at Horatio street, except reservation, etc.....	Consumers' Ice Co.....	May 1, 1891, to May 1, 1896	1,500 "	By public sale, Apr. 11, 1891.....	1,500 00
Pier, old 36 (with reservation to cancel), if required, for new public market.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1888, to May 1, 1891 holding over.....	3,500 "	By public sale, Apr. 11, 1888.....	3,500 00
Permit for platform scales, etc., southerly of Pier at Little West Twelfth street.....	Cedar Hill Ice Co.....	At pleasure of the Board...	125 per mo.	Minutes of February 23 and March 1, 1893.....	41 67
Pier at Little West Twelfth street.....	John L. Eccles.....	May 1, 1892, to May 1, 1897	1,400 per ann.	By public sale, Apr. 5, 1892.....	1,050 00
Pier at West Sixteenth street.....	Bernard Campbell.....	Feb. 1, 1890, to Feb. 1, 1895	1,000 "	By public sale, Jan. 22, 1890.....	1,000 00
Pier at West Seventeenth street.....	Baltimore & Ohio R. R. Co.....	May 1, 1891, to May 1, 1896	4,500 "	By public sale, Apr. 14, 1891.....	4,500 00
Pier at West Eighteenth street.....	Robert S. Briggs.....	Sept. 1, 1892, to May 1, 1897	2,200 "	By public sale, Apr. 5, 1892.....	2,200 00
Pier at West Twenty-first street.....	H. & A. Allan.....	Feb. 1, 1892, to Feb. 1, 1902	25,000 "	By resolution, May 28, 1891.....	25,000 00
Pier at West Twenty-second street, including extension.....	C. T. Van Santvoord.....	May 1, 1891, to May 1, 1896	12,519.26 "	By public sale, Apr. 14, 1891, and resolution, Feb. 18, 1892 { By resolution, Oct. 20, 1886, and Jan. 7, 1887.....	12,493 46
Land under water for platform and ferry racks, between West Twenty-second and West Twenty-third streets, 6,846 square feet.....	N. Y. Lake Erie & Western R. R. Co.....	March 18, 1887, at pleasure of the Board.....	1,711.50 "	Renewal lease, resolution June 4, 1891.....	1,711 48
Pier, new 54.....	Sanderson & Son, assignees.....	Jan. 1, 1892, to Jan. 1, 1902	25,000 "	Renewal lease, minutes Mar. 3, 1892.....	25,000 00
Pier, new 55.....	Pim, Forwood & Co., agents.....	May 1, 1892, to May 1, 1902	25,000 "	Renewal lease, minutes Mar. 3, 1892.....	25,000 00
Bulkhead between Piers, new 55 and 56.....	I. T. Williams & Sons.....	Ten years from date of completion.....	2,250 "	By resolution, Nov. 3, 1892.....	.....
Pier, new 56.....	Simpson, Spence & Young, agents.....	July 1, 1892, to July 1, 1902	30,000 "	Renewal lease.....	30,000 00
Bulkhead between Piers, new 56 and new 57.....	J. B. & J. M. Cornell.....	Oct. 1, 1890, to Oct. 1, 1900	2,500 "	By resolution, May 29, 1890, see minutes Aug. 27, 1891.....	3,125 00
Pier, new 57.....	W. W. Rossiter.....	Feb. 15, 1891, to Feb. 15, 1901	25,000 "	By public sale, Jan. 30, 1891.....	25,000 00
Pier, new 58.....	John H. Starin.....	May 1, 1892, to May 1, 1902	12,500 "	By resolution, April 14, 1892.....	12,500 00
Pier, new 59.....	Occident Dock Co., assignees.....	Nov. 1, 1892, to Nov. 1, 1902	12,500 "	By resolution, May 5, 1892, see minutes Sept. 29, 1892, and Feb. 16, 1893.....	3,535 96
Piers, new 61, 62 and 63, and bulkhead between Piers, new 60 and 63; also, 55 feet of bulkhead northerly of Pier, new 63, including land under water in front of same.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1901	56,000 "	By resolution, Jan. 28, 1887, and Nov. 13 and 20, 1890.....	56,000 00
Pier at West Thirty-fifth street, with reservation for bath.....	Michael Mitchell.....	June 1, 1892, to June 1, 1902	5,000 "	By public sale, May 9, 1892.....	5,416 66
Pier at West Thirty-sixth street.....	N. Y. Central & Hudson R. R. Co., lessee.....	Dec. 5, 1886, to Oct. 8, 1894	15,000 "	By resolution, Oct. 8, 1884.....	15,000 00
Pier at West Thirty-seventh street.....	Pennsylvania R. R. Co.....	July 1, 1891, to July 1, 1901	10,000 "	By resolution, Jan. 30, 1891.....	4,722 22
Pier at West Thirty-eighth street.....	Pennsylvania R. R. Co.....	Feb. 15, 1891, to Feb. 15, 1901	10,000 "	By resolution, Jan. 30, 1891.....	10,000 00
Land under water for platform southerly about 66 feet from West Fortieth street, 924 square feet.....	John R. McPherson.....	May 15, 1887, at pleasure of the Board.....	231 "	By resolution, Feb. 4, 1887.....	231 00
Pier and temporary approach at West Fortieth street.....	Western Stock Yard Co.....	May 1, 1892, to May 1, 1897	7,700 "	By public sale, Apr. 5, 1892.....	7,700 00
Land under water for widening and extension to Pier at West Forty-third street.....	Knickerbocker Ice Co.....	At pleasure of the Board...	100 "	By resolutions, Sept. 25 and Nov. 21, 1873.....	100 00
Pier at West Forty-fifth street.....	New York Horse Manure Co.....	May 1, 1892, to May 1, 1897	3,500 "	By resolution, Dec. 3, 1891.....	3,500 00
Pier at the foot of bulkhead at the foot of West Sixtieth street, with privilege of dumping-board on outer end of pier.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	3,000 "	By public sale, Apr. 17, 1890.....	3,000 00
Pier and approach at West Forty-ninth street.....	N. Y. Lake Erie & Western R. R. Co.....	Nov. 1, 1891, to Nov. 1, 1901	10,000 "	By resolution, Oct. 29, 1891.....	10,000 00
The northerly 83 feet of bulkhead, between West Forty-ninth and West Fiftieth streets.....	James Gillies & Sons.....	May 1, 1890, to May 1, 1895	350 "	By public sale, Apr. 17, 1890.....	350 00
Pier at West Fifty-first street.....	Geo. W. Plunkitt & Thos. Smith.....	May 1, 1890, to May 1, 1895	3,900 "	By public sale, Apr. 17, 1890.....	3,900 00
Pier at foot of West Fifty-eighth street northerly side, end and surface. Southerly side reserved for Department of Docks.....	Union Stock Yard & Market Co.....	May 1, 1891, to May 1, 1896	3,000 "	By public sale, Apr. 14, 1891.....	3,000 00
Land under water for site for Pier at West Fifty-ninth street.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1892, to Nov. 1, 1902	2,800 "	By resolution, May 23, 1890.....	2,800 00
Southerly half of bulkhead at the foot of West Sixtieth street.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1890, to May 1, 1895	60 "	By public sale, Apr. 17, 1890.....	60 00
Land under water between West Sixtieth and West Sixty-fifth streets (for erection of two piers).....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1884, to Aug. 1, 1894	6,000 "	By resolution, Apr. 23, 1884.....	6,000 00
Land under water between south line of West Sixty-fifth and south line of West Seventy-second streets, westerly, to established pier line of 1868.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1890, to May 1, 1900	21,000 "	By resolution, Apr. 28, 1880.....	21,000 00
Bulkhead southerly of Eightieth street, about 125 feet.....	Thomas Ward.....	At pleasure of the Board...	83.33 per mo.	Minutes, Apr. 7, 1892.....	916 67
Bulkhead at foot of West Ninety-seventh street, about 60 feet.....	Thomas J. Brooks.....	May 1, 1893, to May 1, 1896	500 per ann.	By public sale, Apr. 12, 1893.....	125 00

THE CITY RECORD.

SUPPLEMENT

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Land under water for pipes, etc., foot of West Ninety-seventh street.....	National Transit Co.....	At pleasure of the Board...	\$100 per ann.	By resolutions, Nov. 21, 1888, and October 1, 1891.....	\$100 00
Land under water for platform north of West One Hundred and Eighth street.	Bernheimer & Schmid	June 10, 1888, at pleasure of the Board.....	601.50 "	By resolution, May 4, 1888...	601 48
Pier at West One Hundred and Twenty-ninth street, except southerly side, used for dump of Street Cleaning Department.....	McDermott & Co.....	May 1, 1892, to May 1, 1897	1,000 "	By public sale, Apr. 5, 1892..	750 00
Bulkhead at foot of West One Hundred and Thirtieth street, and 50 feet northerly, and platform in front of same.....	Riverside and Fort Lee Ferry Co.	May 1, 1891, to May 1, 1896	400 "	By public sale, Apr. 14, 1891..	400 00
Bulkhead southerly of West One Hundred and Thirty-first street, and Pier at West One Hundred and Thirty-first street, southerly side.....	Riverside and Fort Lee Ferry Co.	May 1, 1891, to May 1, 1896	500 "	By public sale, Apr. 14, 1891..	500 00
Pier at West One Hundred and Thirty-third street.....	Ramsdell Transportation Co.....	May 1, 1892, to May 1, 1897	1,200 "	By public sale, Apr. 5, 1892..	1,200 00
Bulkhead at the southerly half of West One Hundred and Thirty-fifth street.	Orin D. Person.....	May 1, 1890, to May 1, 1893	120 "	By public sale, Apr. 17, 1890..	.....
Pier at West One Hundred and Thirty-eighth street.....	James Rogers.....	May 1, 1891, to May 1, 1894	150 "	By public sale, Apr. 14, 1891..	112 50
<i>East River.</i>					
Berth for bath at Battery Wall.....	William A. Hall.....	At pleasure of the Board...	250 per mo	Minutes of April 14, 1892.....	891 66
Temporary platform at Battery Wall.....	American Committee Statue of Liberty.....	At pleasure of the Board...	100 per ann.	By resolution of May 9, 1890..	225 80
Easterly half of Pier 4.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	4,400 "	By public sale, Apr. 14, 1891..	4,400 00
Bulkhead and platform between Piers 4 and 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	1,100 "	By public sale, Apr. 14, 1891..	1,100 00
Pier 5.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	16,500 "	By public sale, Apr. 14, 1891..	16,500 00
Bulkhead between Piers 5 and 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	1,100 "	By public sale, Apr. 14, 1891..	1,100 00
Pier, old 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1891, to May 1, 1896	8,800 "	By public sale, Apr. 14, 1891..	8,800 00
West half of Pier, new 7.....	N. Y. Lake Erie & Western R. R. Co.....	May 1, 1888, to May 1, 1898	10,000 "	By public sale, Apr. 11, 1888..	10,000 00
Land under water for widening Pier, new 7.....	N. Y. Lake Erie & Western R. R. Co.....	Aug. 1, 1889, to May 1, 1898	1,500 "	By resolution, Mar. 7, 1889...	1,500 00
Land under water to widen Pier 10.....	J. M. Ceballos.....	From Dec. 1, 1891.....	500 "	By resolution, May 14, 1891, and minutes, Dec. 17, 1891.	500 00
Land under water for platform between Pier 16 and Pier 17.....	James E. Ward & Co.....	At pleasure of the Board...	1,774.25 "	By resolution, Apr. 23, 1891..	295 72
Easterly half of Pier 18.....	New York & Cuba Mail Steamship Co.....	May 1, 1892, to May 1, 1897	9,500 "	By public sale, Apr. 5, 1892...	9,500 00
East half of Pier 20.....	N. Y. & Texas Steamship Co.....	May 1, 1891, to May 1, 1896	7,700 "	By public sale, Apr. 14, 1891..	7,700 00
Westerly half of Pier 21, including whole surface of pier.....	N. Y. & Texas Steamship Co.....	May 1, 1891, to May 1, 1896	6,600 "	By public sale, Apr. 14, 1891..	6,600 00
East half of Pier 24 and half the bulkhead adjoining.....	Hartford & N. Y. Transportation Co.....	May 1, 1891, to May 1, 1896	6,500 "	By public sale, Apr. 14, 1891..	6,500 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.....	New Haven Steamboat Co.....	May 1, 1891, to May 1, 1896	9,000 "	By public sale, Apr. 14, 1891..	9,000 00
West half of Pier 26 and half bulkhead adjoining.....	New Haven Steamboat Co.....	May 1, 1891, to May 1, 1896	3,000 "	By public sale, Apr. 14, 1891..	3,000 00
Land under water for platform, easterly and westerly of Pier 27, 4,300 square feet.....	Baltimore & Ohio R. R. Co.....	No. 1, 1886, at pleasure of the Board.....	1,075 "	By resolution, Sept. 15, 1886..	1,075 00
Land under water for platform, between Piers 32 and 33, etc.....	Long Island R. R. Co.....	At pleasure of the Board...	2,000 "	By resolution, Dec. 24, 1884..	2,000 00
East half of Pier 33, west half of Pier 34, and bulkhead platform between.....	B. F. Clyde.....	May 1, 1892, to May 1, 1897	8,000 "	By public sale, Apr. 5, 1892...	8,000 00
Wharf structures at Pier 35.....	Bridgeport Steamship Co.....	May 1, 1889, to May 1, 1894	1,500 "	By public sale, Apr. 18, 1889..	1,500 00
Land under water for widening east side and extension to Pier 36.....	George H. Penniman.....	May 1, 1889, to May 1, 1899	3,000 "	By public sale, Mar. 20, 1889..	3,000 00
Land under water for temporary platform adjoining westerly side of Pier 38.....	Maine Steamship Co.....	Aug. 1, 1888, at pleasure of the Board.....	398.50 "	By resolution, Nov. 10, 1887..	332 10
Pier 38 and bulkhead westerly.....	Maine Steamship Co.....	June 1, 1892, to June 1, 1897	12,000 "	By public sale, May 9, 1892...	13,000 00
Land under water for platform between Piers 38 and 39, 2,175 square feet.....	Peter Charles.....	At pleasure of the Board...	400 "	By resolution, June 16, 1875...	400 00
Pier 40.....	New York City & Northern Railway Co.....	May 1, 1892, until to removal for new pier.....	12,500 "	By resolution, Dec. 17, 1891...	12,499 92
Undivided ninth part of Pier, old 42.....	J. A. McCarthy.....	May 1, 1890, to May 1, 1895	50 "	By public sale, Apr. 17, 1890...	50 00
Land under water for platform between Piers 42 and 43.....	William J. Clark.....	At pleasure of the Board...	16.30 per mo.	By resolution, Dec. 8, 1892...	65 20
Land under water for widening Pier, old 45.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	June 1, 1890, to June 1, 1900	714 per ann.	By resolution, Aug. 10, 1888.. (By resolution, Aug. 10, 1888, and minutes, June 26, 1890, and Mar. 9, 1893.....)	3,034 50
Land under water for platform between Piers, old 45 and new 36.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	June 1, 1890, to June 1, 1900	1,602.75 "	By resolution, Nov. 9, 1888, and minutes, Mar. 9, 1893.. (By resolution, May 12, 1892, and minutes, July 21, 1892..)	1,602 74
Pier, new 36.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	Dec. 31, 1888, to Dec. 31, 1898	15,000 "	By resolution, Nov. 22, 1880, and July 21, 1886.....	15,000 00
Land under water for widening Pier 49.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board...	159.25 "	By resolution, May 12, 1892, and minutes, July 21, 1892..	127 08
Land under water for platform between Piers 49 and 50.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	January 1, 1881, at pleasure of the Board.....	1,000 "	By resolution, Nov. 22, 1880, and July 21, 1886.....	1,000 00
Land under water for platform at bulkhead south of Pier 50, 18,958 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board...	4,000 "	By resolution, May 26, 1880... (By resolution, May 7, 1874, and Nov. 6, 1879.....)	4,000 00
Land under water for platform between Piers 50 and 51.....	Harlem River & Port Chester R. R. Co.....	At pleasure of the Board...	1,500 "	By public sale, Sept. 20, 1887.. (By resolution, Sept. 11, 1890, and minutes, Aug. 4, 1892..)	1,500 00
East half of Pier 51, west half of Pier 52, and bulkhead, etc., between.....	N. Y., New Haven & Hartford R. R. Co.....	May 1, 1888, to May 1, 1898	8,000 "	By resolution, Sept. 11, 1890, and minutes, Aug. 4, 1892.. (By resolutions, Feb. 26 and Apr. 2, 1891.....)	2,094 48
Land under water for platform, between Piers 51 and 52, including shed.....	N. Y., New Haven & Hartford R. R. Co.....	Dec. 30, 1890, to pleasure of the Board.....	2,194.50 "	By resolution, Feb. 26 and Apr. 2, 1891.....	83 34
Land under water for platform, west side of Pier 53.....	H. D. Mould.....	May 1, 1891, pleasure of the Board.....	125 "	By public sale, Apr. 5, 1892...	1,500 00
Pier 60 and bulkhead at the northerly side of Rivington street, and bulkhead on Tompkins street, between Piers 60 and 61, East river.....	John A. McCarthy.....	May 1, 1892, to May 1, 1897	1,500 "	By public sale, Apr. 5, 1892...	1,500 00
Berth for dry dock at southerly side of Pier 62.....	James Shewan.....	At pleasure of the Board...	208.33 per mo	By resolution, Mar. 16, 1893...	624 99
Bulkhead, etc., at and south of Houston street.....	Nassau Ferry Co.....	Nov. 1, 1878, to May 1, 1894	2,500 per ann.	By public sale, Dec. 16, 1878..	2,500 00
Land under water for Pier, 130 feet south of Houston street.....	Nassau Ferry Co.....	May 1, 1879, to May 1, 1894	300 "	By resolution, Jan. 8, 1879...	300 00
Bulkhead at East Fourth street.....	Hencken & Co.....	May 1, 1891, to pleasure of the Board.....	150 "	By resolution, July 9, 1891...	150 00
Pier at Fifth street.....	Sheridan & Byrne.....	May 1, 1891, to May 1, 1896	3,700 "	By public sale, Apr. 14, 1891..	2,775 00
Northerly half of pier foot of Tenth street and southerly half of pier foot of Eleventh street.....	Estate of George Law.....	At pleasure of the Board...	1,500 "	By resolution, Mar. 8, 1892...	1,500 00
Bulkhead foot of East Fourteenth street.....	Murray & Co.....	May 1, 1892, to May 1, 1897	525 "	By public sale, Apr. 5, 1892...	525 00
Bulkhead at the foot of East Fifteenth street.....	Consolidated Gas Co.....	May 1, 1891, to May 1, 1894	275 "	By public sale, Apr. 14, 1891..	275 00
Bulkhead at East Twentieth street.....	H. L. Herbert.....	Feb. 1, 1890, to Feb. 1, 1895	500 "	By public sale, Jan. 23, 1890...	500 00
Bulkhead foot of East Twenty-second street.....	Brooklyn & N. Y. Ferry Co.....	Feb. 15, 1891, to Feb. 15, 1901	150 "	By public sale, Jan. 30, 1891...	150 00
Land under water for ferry structure between East Twenty-second and East Twenty-third streets.....	Brooklyn & N. Y. Ferry Co.....	Nov. 1, 1890, to May 1, 1894	6,917.50 "	By resolution, Oct. 16, 1890 (See minutes, Oct. 27, 1892)	3,714 25
Bulkhead south of East Twenty-fourth street, north of ferry premises.....	Greenpoint Ferry Co.....	June 1, 1881, to June 1, 1891 (holding over).....	4,100 "	By public sale, Mar. 22, 1881...	4,100 00
Pier at foot of East Thirty-first street.....	Joseph V. Brown.....	May 1, 1892, to May 1, 1897	2,750 "	By public sale, Apr. 5, 1892...	2,750 00
Pier at foot of East Thirty-second street.....	J. H. Starin.....	May 1, 1892, to May 1, 1897	1,400 "	By public sale, Apr. 5, 1892...	1,400 00
Southerly side of pier at East Thirty-third street.....	Knickerbocker Ice Co.....	At pleasure of the Board...	1,500 "	Minutes, Dec. 13, 1892, and Jan. 5, 1893.....	125 00
Bulkhead at foot of East Thirty-sixth street.....	Popham & Co.....	May 1, 1890, to May 1, 1895	260 "	By public sale, Apr. 17, 1890...	260 00
Pier at East Thirty-seventh street (with reservation for Public Bath).....	Baltimore & Ohio R. R. Co.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, Apr. 14, 1891..	1,000 00
Bulkhead and dump at East Thirty-ninth street.....	Long Island Land Fertilizing Co.....	May 1, 1891, at pleasure of the Board.....	2,000 "	By resolution, Apr. 30, 1891...	2,000 00
Bulkhead at foot of East Fortieth street.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	150 "	By public sale, Apr. 17, 1890...	150 00
Bulkhead at foot of East Forty-first street.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	110 "	By public sale, Apr. 17, 1890...	110 00
Bulkhead at foot of East Forty-third street.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1890, to May 1, 1895	300 "	By public sale, Apr. 17, 1890...	300 00
Bulkhead at foot of East Forty-fourth street.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1890, to May 1, 1895	25 "	By public sale, Apr. 17, 1890...	25 00
Bulkhead at East Forty-seventh street.....	Owens & Co.....	May 1, 1891, to May 1, 1896	550 "	By public sale, Apr. 14, 1891..	550 00
Bulkhead at East Forty-ninth street.....	Brown & Fleming.....	May 1, 1892, to May 1, 1897	525 "	By public sale, Apr. 5, 1892... (Minutes, May 5 and June 16, 1892.....)	525 00
Land and land under water in front of southerly half of bulkhead between East Fifty-fourth and East Fifty-fifth streets.....	Consumers' Brewing Co.....	At pleasure of the Board...	150 "	.....	112 50
Land under water in front of northerly half of bulkhead between East Fifty-fourth and East Fifty-fifth streets.....	Isaac Untermeyer.....	At pleasure of the Board...	150 "	.....	112 50
Land under water for coal-hoist near the bulkhead on northerly side of East Fifty-sixth street.....	G. D. Curtis.....	Sept. 1, 1887, at pleasure of the Board.....	250 "	By resolution, Sept. 1, 1887...	250 00
Site for bulkhead between East Fifty-sixth and East Fifty-seventh streets.....	Schmidt & Koehne.....	At pleasure of the Board...	100 "	By resolution, Apr. 30, 1884...	.....
Filled in land easterly of original high-water mark in front of southerly half of block between Sixty-second and Sixty-third streets.....	Farmers Feed Company of New York and New Jersey.....	Feb. 1, 1892, to Feb. 1, 1895	100 "	By resolution, Jan. 28, 1892...	75 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Filled in land between East Sixty-second and East Sixty-third streets, East river.....	Ehrenreich Bros.....	Nov. 1, 1891, to Nov. 1, 1894	\$100 per ann.	{ By resolutions, Oct. 1, 1891, and Nov. 5, 1891.....	\$100 00
Land under water for platform, etc., south of East Sixty-third street, 1,300 square feet.....	Ehrenreich Bros.....	At pleasure of the Board...	100 "	By resolution, Dec. 24, 1891..	100 00
Bulkhead at foot of East Sixty-third street.....	Adam Neidlinger, assignee.....	May 1, 1890, to May 1, 1895	480 "	By public sale, Apr. 17, 1890, and minutes, Feb. 23, 1893..	480 00
Bulkhead between East Sixty-third and East Sixty-fourth streets.....	Adam Neidlinger, assignee.....	June 1, 1892, to June 1, 1902	700 "	By public sale, May 9, 1892, and minutes, Feb. 23, 1893..	762 50
Bulkhead at foot of East Seventy-third street.....	John A. Bouker.....	May 1, 1890, to May 1, 1895	800 "	By public sale, Apr. 17, 1890..	800 00
Land under water for bulkhead northerly of East Seventy-fourth street.....	Thomas Patten.....	At pleasure of the Board...	100 "	By resolution, Nov. 21, 1877..	.....
Bulkhead platform between East Seventy-eighth and East Seventy-ninth streets, about 190 feet.....	Ridgewood Ice Co.....	At pleasure of the Board...	1,900 "	{ Minutes May 8 and July 10, 1890, and Jan. 26, 1893.....	316 66
Bulkhead platform between East Seventy-eighth and East Seventy-ninth streets, about 190 feet.....	Charles W. Morse.....	May 1, 1893, to May 1, 1896	1,800 "	By public sale, Apr. 12, 1893..	450 00
Bulkhead at East Ninety-third street.....	Knickerbocker Ice Co.....	May 1, 1891, to May 1, 1896	1,320 "	By public sale, Apr. 14, 1891..	1,320 00
Northerly side of pier at foot of East Ninety-fourth street.....	Hencken & Co.....	May 1, 1893, to May 1, 1903	{ \$2,250 per ann. to May 1, 1898, and \$2,500 per ann. to May 1, 1903.....	By resolution, Apr. 13, 1893..	562 50
Bulkhead at East Ninety-ninth street.....	William J. Murray, assignee.....	May 1, 1890, to May 1, 1895	\$1,500 per ann.	By public sale, Apr. 17, 1890..	1,500 00
<i>Harlem River.</i>					
Bulkhead at East One Hundred and Fifth street.....	Kane & Wright.....	May 1, 1890, to May 1, 1893	410 "	By public sale, Apr. 17, 1890..	410 00
Bulkhead at foot of East One Hundred and Sixth street.....	Nathaniel Wise.....	May 1, 1890, to May 1, 1893	600 "	By public sale, Apr. 17, 1890..	600 00
Northerly half of bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets.....	Standard Gas-light Co.....	May 1, 1890, to May 1, 1893	250 "	By public sale, Apr. 17, 1890..	250 00
Northerly half of bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets.....	Standard Gas-light Co.....	May 1, 1893, to May 1, 1896	600 "	By public sale, Apr. 12, 1893..	150 00
Pier at East One Hundred and Seventeenth street.....	John H. McCarthy, assignee.....	Feb. 1, 1890, to Feb. 1, 1895	725 "	By public sale, Jan. 22, 1890, and resolution, June 20, 1890..	725 00
Pier at East One Hundred and Nineteenth street.....	William M. Montgomery.....	May 1, 1893, to May 1, 1896	800 "	By public sale, Apr. 12, 1893..	200 00
Land under water for timber basin in front of northerly half of bulkhead between East One Hundred and Twenty-fifth and East One Hundred and Twenty-sixth streets.....	Yellow Pine Co.....	{ Jan. 1, 1892, at pleasure of the Board.....	150 "	Minutes, Oct. 20, 1892.....	150 00
Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue.....	Suburban Rapid Transit Co.....	At pleasure of the Board...	500 "	{ By resolution, Apr. 4 and June 20, 1883.....	500 00
Bulkhead at East One Hundred and Thirty-seventh street.....	Bernard Campbell.....	Feb. 1, 1890, to Feb. 1, 1895	200 "	By public sale, Jan. 22, 1890..	200 00
Land under water north of West One Hundred and Fifty-ninth street, Harlem river, extending northerly about 500 feet from the estate of William Lynch and about 350 feet in width from the established bulkhead line westerly.....	Manhattan Railway Co.....	{ Dec. 29, 1887, to Dec. 29, 1897. (Ten years, with privilege of two renewals at ten years each).....	5,000 1st term 6,500 2d " 8,000 3d "	{ By resolution, Dec. 12, 1887..	5,000 00

PERMITS Granted by the Board for which Rental is Collected by the Dock Masters and Reported as Wharfage in Schedule "I."

PROPERTY.	OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.
<i>North River.</i>				
Pier, new 15.....	New York Steam Co.....	At pleasure of the Board.....	\$10 00 per day.....	Minutes, February 11, 1892.
Berth between Piers, new 28 and 29.....	C. McMonagle.....	".....	1 00 "	" March 17 and 24, 1892.
Portion of dumping-board north of Pier, old 42.....	Brown & Fleming.....	".....	4 00 "	" June 2, 1892.
Ice bridge between Piers, new 36 and 37.....	Consumers' Ice Co.....	".....	18 00 per week.....	" Oct. 15, 1891.
Berth for oyster boat, north of West Tenth street.....	W. Stringham.....	".....	2 00 per day.....	" May 12, 1892.
".....	Thomas H. Dorsey.....	".....	2 00 "	" " 12, "
".....	Morgan Brothers.....	".....	1 80 "	" " 12, "
".....	J. J. Housman.....	".....	1 90 "	" " 12, "
".....	J. V. Decker.....	".....	1 80 "	" " 12, "
".....	C. C. Jones.....	".....	1 80 "	" " 12, "
".....	P. Ellsworth.....	".....	2 00 "	" " 12, "
".....	J. I. Merrill.....	".....	1 80 "	" " 12, "
".....	Van Name & Co.....	".....	1 80 "	" " 12, "
".....	Bedell & Merrill.....	".....	1 80 "	" " 12, "
".....	J. P. Kempton.....	".....	1 80 "	" " 12, "
".....	W. Simonson.....	".....	1 60 "	" " 12, "
".....	J. & J. N. Ellsworth.....	".....	1 50 "	" " 12, "
".....	Tim Shea Co.....	".....	2 20 "	" " 12, "
".....	Still & Pattison.....	".....	1 40 "	" " 12, "
Platform, etc., southerly side of West Eleventh street.....	Commonwealth Ice Co.....	".....	10 50 per week.....	
Berth at Pier foot of Bogart street.....	Steamer W. V. Wilson.....	".....	5 00 per day.....	" March 1, 1893.
Berth at Pier foot of Thirteenth street.....	Fort Lee Park Steamboat Co.....	".....	5 00 "	Minutes, February 25 and March 3, 1892.
Portion of dumping-board south side of pier at Nineteenth street.....	Brown & Fleming.....	".....	4 00 "	Minutes, March 16, 1893.
Ice bridge between Piers, new 34 and 55.....	James Tilley.....	".....	3 50 "	" July 21, 1892.
Float landing at Pier, new 55.....	James Garty.....	".....	".....	" March 5, 1892.
Coal pockets at bulkhead between Piers, new 59 and 60.....	Charles L. Whitman.....	".....	3 00 per day.....	" Dec. 13, 1892.
Boat landing at outer end of Pier at Thirty-fourth street.....	Fort Lee Park Steamboat Co.....	".....	2 00 "	" June 9, 1892.
Float landing north side of pier at Thirty-fourth street.....	Joseph May.....	".....	21 65 per month.....	" May 26, 1892.
Dumping-board at Forty-seventh street.....	John Chester.....	".....	50 per day.....	" April 28, 1891.
Berth at pier foot of Forty-eighth street.....	Al. Foster Steamboat Co.....	".....	5 00 "	" " 20, 1893.
".....	Steamer "Angler".....	".....	1 50 "	" " 13, 1892.
Berth for steamers at pier foot of Forty-eighth street.....	Knickerbocker Steamboat Co.....	".....	5 00 "	" March 16, 1893.
Berth at pier foot of Fiftieth street.....	U. S. Steamship "Minnesota".....	".....	6 00 "	
Cable box at foot of Seventy-ninth street.....	Postal-Telegraph Co.....	".....	2 00 per month.....	" April 6, 1893.
Berth for bath-house between Eighty-second and Eighty-third streets.....	Mrs. James Mahon.....	".....	2 00 "	Minutes, April 11 and September 22, 1892.
Land under water for buildings south of Eighty-third street.....	George B. Mitchell.....	".....	2 00 "	Minutes, June 16, 1892.
Berth for bath, etc., between Eighty-third and Eighty-fourth streets.....	John Dorschell.....	".....	10 00 "	" May 5 and June 2, 1892.
Land under water for boat-house foot of Eighty-sixth street.....	Columbia Yacht Club.....	".....	12 50 "	" August 4, 1892.
Land under water for boat-house foot of Ninety-second street.....	Hudson River Yacht Club.....	".....	12 50 "	" " 4, 1892.
Berth for float and crib-work at Ninety-fifth street.....	Garritt May.....	".....	4 16 "	" September 10, 1891.
Boat-house and float south of One Hundred and Second street.....	Bloomington Boat Club.....	".....	6 25 "	" April 13, 1893.
Boat-house and float foot of One Hundred and Seventh street.....	Edward McDonald.....	".....	2 50 "	" September 1, 1892.
Boat-house and float south of One Hundred and Fifty-first street.....	Young Men's Christian Association.....	".....	1 00 "	" July 16, 1891.
Land under water for bath-house south of One Hundred and Fifty-fifth street.....	Peter H. Hunt.....	".....	8 33 per month.....	" June 3, 1892.
Land under water for boat-house north of One Hundred and Fifty-fifth street.....	William Kramer.....	".....	2 00 "	" July 28, 1892.

PROPERTY.	OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.
Land under water for boat-house north of One Hundred and Fifty-eighth street.	F. T. Volk.....	At pleasure of the Board.....	\$1 00 per month.....	Minutes, June 16, 1892.
<i>East River.</i>				
Portion of dumping-board at Pier 12.....	Matthew Stripp.....	At pleasure of the Board.....	24 00 per week.....	Minutes, February 9, 1893.
Platform East of Pier 20.....	C. H. Mallory & Co.....	".....	7 00 ".....	".....
Platform West of Pier 40.....	N. Y. & Northern Ry. Co.....	".....	444 75 per annum.....	" January 4, 1890.
Dumping-board at Pier 61.....	H. A. Peck & Co.....	".....	18 00 per week.....	" August 29, 1889.
Berth for bath foot of Third street.....	Fincke & Hanfield.....	".....	5 00 per day.....	" April 29, 1893.
Land under water for platform south side of Pier foot of Eighth street.....	George V. Brower.....	".....	9 88 per month.....	" May 12, 1892.
Berth south side of Pier foot of Twenty-eighth street.....	Schoolship St. Mary's.....	".....	1 00 per day.....	" November 10, 1892.
Bulkhead foot of Thirtieth street.....	Jackson Architectural Works.....	".....	8 33 per month.....	" August 18, 1892.
Bulkhead foot of Forty-fifth street.....	J. Fleischhauer.....	".....	10 00 ".....	" May 17, 1888.
Dumping-board foot of Forty-sixth street.....	Kane & Wright.....	".....	3 00 per day.....	Minutes, Aug. 23 and Oct. 25, 1888.
Dumping-board north of Fiftieth street.....	Brown & Fleming.....	".....	50 ".....	Minutes, February 26, 1891.
Berth for bath foot of Fifty-sixth street.....	M. Koenig.....	".....	12 50 per month.....	" June 9, 1892.
Dumping-board between Fifty-ninth and Sixtieth streets.....	Brown & Fleming.....	".....	1 00 per day.....	" September 8, 1892.
Land under water for platform and extension to platform north of Sixty-second street.....	Farmers Feed Co.....	".....	7 40 per week.....	" May 9, 1890.
Bulkhead foot Sixty-fourth street.....	Neidlinger, Schmidt & Co.....	".....	5 00 per month.....	" " 18 and 26, 1890.
Dumping-board between Seventy-first and Seventy-second streets.....	John A. Bouker.....	".....	24 77 ".....	Minutes, May 24 and June 14, 1888.
<i>Harlem River.</i>				
Car tracks on Marginal street, between One Hundred and Ninth and One Hundred and Tenth streets.....	Forty-second St., Manhattanville and St. Nicholas Avenue Railroad Co.....	At pleasure of the Board.....	8 33 per month.....	Minutes, January 12, 1893.
Berth for float at One Hundred and Ninth street.....	Hiram McDonald.....	".....	50 per day.....	Minutes, March 30 and April 6, 1893.
" " Tenth street.....	C. Velje.....	".....	50 ".....	Minutes, March 30 and April 6, 1893.
" " North One Hundred and Sixteenth street.....	William Millner.....	".....	8 33 per month.....	Minutes, May 12, 1892.
Land under water for boat-house foot Lexington avenue.....	William Oliver.....	".....	10 00 ".....	Minutes, April 3, 1890, and January 28, 1892.
" " ".....	Bohemian Boat Club.....	".....	10 00 ".....	".....
Land under water for boat-house between Lexington and Fourth avenues.....	Nassau Boat Club.....	".....	5 00 ".....	Minutes, May 11, 1892.
Land under water for boat-house foot of One Hundred and Fifty-third street.....	Lone Star Boat Club.....	".....	5 00 ".....	" July 28, 1892.
Land under water for boat-house foot of One Hundred and Fifty-fourth street.....	Xavier Boat Club.....	".....	2 00 ".....	" May 26, 1892.
Land under water for boat-house foot of One Hundred and Fifty-fourth street.....	James Moss.....	".....	5 00 ".....	Minutes, April 30, 1891, and September 22, 1892.
Berth for float at Lincoln avenue.....	J. W. Dunican.....	".....	1 00 per day.....	".....
Berth for float foot Bungay street.....	Morris Deitsch.....	".....	5 00 per month.....	Minutes, September 22, 1892.

On Construction Account.

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING APRIL 30, 1893.

DEPARTMENT OF DOCKS, PIER "A," BATTERY, 1
NEW YORK, N. Y., May 1, 1893.

To the Board of Docks:

GENTLEMEN—The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1893," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
West Washington Market Section.				
<i>(Resolutions February 6, 1889, and July 9, 1891.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging north of Pier, old 23, N. R.....	\$256 43	\$5,588 00	\$5,844 43	
Stone-filling.....	1,039 90	8,283 62	9,323 52	
Piling and woodwork.....	6,604 42	10,786 28	17,390 70	
Masonry.....	8,864 18	16,749 10	25,613 28	
<i>General Charges.</i>				\$58,171 93
Removing old work.....	\$931 41	\$95 47	\$1,026 88	
Reclaimed land rear of the bulkhead-wall.....	1,054 82		1,054 82	
Temporary plank approach to Pier, new 15, N. R.....	357 56	256 90	614 46	
Water connection.....	18 06	1 08	19 14	
Watching.....	1,178 25		1,178 25	
<i>Pier, new 13, N. R.</i>				3,893 55
Dredging under Contract No. 406—				
Inspection.....	\$71 59		\$71 59	
Payments.....		\$17,944 00	17,944 00	
Construction under Contract No. —				
Specifications.....	12 85		12 85	
<i>Pier, new 14, N. R.</i>				18,028 44
<i>(Resolution, November 6, 1890.)</i>				
Dredging under Contract No. 406—				
Payments.....		\$3,073 00	\$3,073 00	
Construction under Contract No. 360—				
Inspection.....		27 50	27 50	
<i>(Resolution, April 28, 1892.)</i>				
Dredging.....	\$1,029 71	23,966 88	24,996 59	
Removing rock bottom at sides of pier (including \$929.10 for services of Department tugs).....	22,379 22	16,442 80	38,822 02	
Widening Pier—				
Removing old work.....	801 43		801 43	
Stone-filling.....	150 41	732 00	882 41	
Crib at outer end.....	844 81	807 58	1,652 39	
Piling and woodwork (including \$477.49 for services of Department tugs).....	16,571 69	20,160 81	36,732 50	

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Widening Pier—				
Selecting timber in basins and transferring same to the work (including \$259.23 for services of Department tugs).....	\$1,373 83	\$271 88	\$1,645 71	
Shed foundation, Secretary's Order No. 12018.....	7,164 83	9,045 06	16,209 89	
<i>Pier, new 15, N. R.</i>				\$124,843 44
Dredging under Resolution of July 9, 1891.....				
		\$4,375 00	\$4,375 00	
Construction under Contract No. 405—				
Specifications.....		12 60	12 60	
Inspection.....	\$327 12	21 50	348 62	
Payments.....		21,378 75	21,378 75	
Timber furnished by Department.....	277 35	6,104 83	6,382 18	
Extra mooring-post.....	10 50		10 50	
				32,507 65
Chambers Street Section.				
<i>(Resolutions, November 24, 1877, and November 21, 1878.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling.....	\$255 40	\$2,409 99	\$2,665 39	
Piling and woodwork.....	762 82	801 48	1,564 30	
Masonry.....	2,295 81	4,309 74	6,605 55	
<i>General Charges.</i>				10,835 24
Reclaimed land rear of the bulkhead-wall.....	\$332 96	\$18 67	\$351 63	
Dredging along north side of Pier, new 21, North river.....		1,000 80	1,000 80	
Temporary fence.....	7 00		7 00	
				1,359 43
Jay Street Section.				
<i>(Resolutions, September 18, 1891, and January 30, 1892.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging.....	\$430 33	\$1,784 40	\$2,214 73	
Stone-filling.....	835 15	4,662 90	5,498 05	
Piling and woodwork.....	6,277 32	7,540 27	13,817 59	
Masonry.....	7,913 75	13,578 39	21,492 14	
<i>General Charges.</i>				43,022 51
Removal of old work.....	\$3,533 80	\$215 17	\$3,748 97	
Reclaimed land rear of the bulkhead-wall.....	1,273 77	13 29	1,287 06	
Dredging in slip west of the bulkhead area.....		15,621 00	15,621 00	
Temporary fence and tool-house.....	21 63	9 61	31 24	
				20,688 27
<i>Pier, new 22, N. R.</i>				
<i>(Resolution, April 20, 1893.)</i>				
Examination of river bottom.....	\$204 85	\$65 06	\$269 91	
Stone-filling.....	2 50		2 50	
Piling and woodwork.....	204 90	93 00	297 90	
Selecting timber in basins.....		18 45	18 45	
				588 76

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Franklin Street Section.				
<i>(Resolutions, October 6, 1877, and November 13, 1890.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling	\$35 08	\$1,919 75	\$1,954 83	
Piling and woodwork	153 27	1,108 82	1,262 09	
Masonry	1,245 43	6,415 62	7,661 05	\$10,967 97
<i>General Charges.</i>				
Removing old work	\$843 44	\$140 68	\$984 12	
Reclaimed land rear of the bulkhead-wall	708 29	11 54	719 83	
Temporary paved approach to Pier, new 24, North river.	18 68		18 68	
Temporary sewers	9 90		9 90	
Water connection		3 97	3 97	1,736 50
<i>Pier, new 23, N. R.</i>				
<i>(Resolution, January 8, 1891.)</i>				
Piling and woodwork		\$12 37	\$12 37	12 37
North Moore Street Section.				
<i>(Resolution, April 28, 1880.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling		\$50 00	\$50 00	
Piling and woodwork		40 37	40 37	
Masonry	\$124 10	114 87	238 97	329 34
<i>General Charges.</i>				
Temporary paved approach to Pier, new 25, N. R.	\$111 70		\$111 70	111 70
Beach Street Section.				
<i>(Resolution, July 16, 1879.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry		\$37 93	\$37 93	37 93
<i>General Charges.</i>				
Temporary paved approach to Pier, New 26, N. R.	\$27 03		\$27 03	27 03
Laight Street Section.				
<i>(Resolutions, July 30, and November 3, 1880, and September 20, 1889.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling		\$3 00	\$3 00	
Piling and woodwork		52 28	52 28	
Masonry		314 66	314 66	369 94
<i>General Charges.</i>				
Reclaimed land rear of the bulkhead-wall	\$50 16		\$50 16	
Temporary fence	28 75		28 75	78 91
Canal Street Section.				
<i>(Resolutions, June 13, 1872, and December 10, 1891.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$149 74	\$2,390 40	\$2,540 14	
Stone-filling	733 37	1,173 35	1,906 72	
Piling and woodwork	5,282 39	3,374 17	8,656 56	
Masonry	4,377 20	3,554 08	7,931 28	21,034 70
<i>General Charges.</i>				
Removing old work	\$1,037 13	\$86 41	\$1,123 54	
Sewers	12,974 34	11,760 38	24,734 72	
Shifting, temporarily, the Street Cleaning Department's dump, and maintaining same	525 12	397 02	922 14	
Temporary fences	6 60		6 60	
Watching	417 34	4 28	421 62	27,208 62
Christopher Street Section.				
<i>(Resolution, September 26, 1873.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry		\$0 87	\$0 87	87
Pier at West Twentieth Street, N. R.				
Dredging under Contract No. 402	\$59 73	\$6 60	\$66 33	
" " 417	58 74	4,839 32	4,898 06	
Construction under Contract No. 403—				
Specifications		7 20	7 20	
Inspection	110 50	30 75	141 25	
Payments		23,385 12	23,385 12	28,497 96
West Twenty-third Street Section (south end).				
<i>(Resolution, November 5, 1880.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$467 89	\$8,099 40	\$8,567 29	
Stone-filling	1,664 50	694 03	2,358 53	
Piling and woodwork	6,959 13	6,484 80	13,443 93	
Masonry	271 31	99 39	370 70	24,740 45
<i>General Charges.</i>				
Removing old work	\$957 61	\$147 57	\$1,105 18	
Reclaimed land rear of the bulkhead-wall	10 24		10 24	
Temporary paved approach to Pier, new 54, N. R.	1,449 13	428 00	1,877 13	
Temporary plank approach to Pier, new 55, N. R.	27 90	183 75	211 65	

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Temporary plank approach to Pier, new 56, N. R.				
.....		\$8 75	\$8 75	
Temporary plank approach to Pier, new 57, N. R.	\$599 31	17 20	616 51	
Raising inner end of Pier, new 57, N. R.	1,064 02	163 89	1,227 91	
Examination of river bottom		5 00	5 00	
Sewers	9 36		9 36	\$5,071 73
West Twenty-third Street Section (north end).				
<i>(Resolution, June 28, 1882.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry	\$861 64	\$1,067 50	\$1,929 14	1,929 14
<i>General Charges.</i>				
Reclaimed land rear of the bulkhead-wall	\$972 92		\$972 92	
Raising sewer foot West Thirtieth street	2,375 12	\$1,430 47	3,805 59	
Temporary plank approach to Pier, new 59, N. R.	50 20		50 20	
Temporary paved approach between Piers, new 59 and new 60, N. R.	43 24		43 24	
Raising inner end of Pier, new 58, N. R.	223 25	97 03	320 28	
Raising inner end of Pier, new 59, N. R.	7 95		7 95	
Raising inner end of Pier, new 60, N. R.	215 80	95 95	311 75	5,511 93
West Thirty-first Street Section.				
<i>(Resolutions, August 8 and September 19, 1883.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry		\$90 34	\$90 34	90 34
<i>General Charges.</i>				
Raising inner end of Pier, new 61, N. R.	\$82 80		\$82 80	
Examination of the bulkhead-wall	6 29		6 29	89 09
West Thirty-second Street Section.				
<i>(Resolution, October 22, 1885.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Stone-filling		\$88 00	\$88 00	
Masonry		224 81	224 81	312 81
<i>General Charges.</i>				
Raising inner end of Pier, new 63, N. R.	\$117 90		\$117 90	117 90
West Thirty-third Street Section.				
<i>(Resolution, February 20, 1890.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry		\$72 21	\$72 21	72 21
<i>General Charges.</i>				
Reclaimed land rear of the bulkhead-wall	\$32 89	\$704 60	\$737 49	737 49
Pier at West Thirty-seventh Street, N. R.				
<i>(Resolution, June 25, 1887.)</i>				
Construction under Contract No. 252—				
Timber Furnished by the Department		\$699 34	\$699 34	
Temporary plank approach to the pier		50 04	50 04	749 38
West Forty-third Street Section.				
<i>(Resolution, September 3, 1891.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$24 39		\$24 39	
Stone-filling	1,106 99	\$7,734 29	8,841 28	
Piling and woodwork	2,100 94	1,700 89	3,801 83	
Masonry	3,574 05	6,728 85	10,302 90	22,970 40
<i>General Charges.</i>				
Removing old work	\$211 61	\$1 44	\$213 05	
Reclaimed land rear of the bulkhead-wall	1,221 11	1,490 99	2,712 10	
Replacing inner end of Pier, new 74, N. R.	999 35	622 20	1,621 55	
Examination of the bulkhead-wall	41 74		41 74	
Sewers	90 09	2 50	92 59	
Water connection	1 75		1 75	4,682 78
Pier, new 75, at West Forty-fifth Street, N. R.				
<i>(Resolution, February 20, 1890.)</i>				
Temporary plank approach to pier		\$111 47	\$111 47	111 47
Pier, new 79, at West Forty-ninth Street, N. R.				
<i>(Resolution, June 12, 1890.)</i>				
Construction under Contract No. 340—				
Inspection		\$18 00	\$18 00	18 00
West Fifty-second Street Section.				
<i>(Resolutions, October 6, 1887, and February 6, 1889.)</i>				
<i>Bulkhead-wall Proper—South End.</i>				
Masonry	\$335 97	\$255 43	\$591 40	591 40
<i>Bulkhead-wall Proper—North End.</i>				
Dredging	\$231 83	\$3,046 40	\$3,278 23	
Stone-filling	121 08	2,470 82	2,591 90	
Masonry	33,995 17	37,968 74	71,963 91	77,834 04
<i>General Charges.</i>				
Reclaimed land rear of the bulkhead-wall	\$1,940 26	\$7 27	\$1,947 53	
Temporary plank approach to Pier, new 82, N. R.	16 65	4 20	20 85	
Temporary plank and pile approaches to Pier, new 85, N. R.	305 32	105 18	410 50	

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Replacing inner end of Pier, new 85, N. R.	\$1,983 40	\$2,008 35	\$3,991 75	
Water connection	51 85	2 80	54 65	
Sewers	97 46	46 65	144 11	\$6,569 39
West Fifty-seventh Street Section.				
<i>(Resolutions, December 20, 1888, and August 1, 1889.)</i>				
<i>Bulkhead-wall Proper.</i>				
Stone-filling	\$31 07	\$302 57	\$333 64	
Piling and woodwork	91 50	154 53	246 03	
Masonry	3,667 16	5,454 68	9,121 84	9,701 51
<i>General Charges.</i>				
Reclaimed land rear of the bulkhead-wall	\$1,831 61	\$30 91	\$1,862 52	
Temporary plank approach to pier, new 86, N. R.	544 71	109 07	653 78	
Examination of the bulkhead-wall	6 09		6 09	2,522 39
<i>Pier, new 86, at West Fifty-sixth Street, N. R.</i>				
<i>(Resolution, September 12, 1889.)</i>				
Woodwork		\$627 06	\$627 06	627 06
<i>Pier, new 87, at West Fifty-seventh Street, N. R.</i>				
<i>(Resolution, February 6, 1889.)</i>				
Woodwork		\$811 79	\$811 79	811 79
Paving Marginal Street west of West Street.				
<i>Between Duane and Franklin Streets.</i>				
Under Contract No. 452—				
Specifications	\$34 72		\$34 72	34 72
<i>Between Dey and Barclay Streets.</i>				
Under Contract No. 447—				
Specifications	\$55 43		\$55 43	55 43
<i>Between Franklin and Vestry Streets.</i>				
Under Contract No. 392—				
Payments		\$6,634 00	\$6,634 00	6,634 00
<i>Foot Morton Street.</i>				
Under Resolution of June 9, 1892				
Between West Twenty-fourth and West Twenty-fifth Streets.	\$11 38	\$1,239 00	\$1,250 38	1,250 38
Under Contract No. 451—				
Specifications	\$8 97		\$8 97	8 97
Water-front between West Seventy-second and West One Hundredth Streets, N. R.				
Examination of river bottom, Secretary's Order No. 12524	\$25 63		\$25 63	25 63
Extending Piers to Pierhead line of 1890.				
<i>Pier, new 24, N. R.</i>				
<i>(Resolution, May 12, 1892.)</i>				
Removing old work	\$169 38		\$169 38	
Removing spurs	882 94	\$61 70	944 64	
Extension proper (including \$139.03 for services of Department tugs)	4,753 75	8,729 12	13,482 87	
Selecting timber in basins and transferring same to the work (including \$124.25 for services of Department tugs)	532 89	124 25	657 14	15,254 03
<i>Pier, new 34, N. R.</i>				
<i>(Resolution, December 17, 1891.)</i>				
Extension proper (including \$131.28 for services of Department tugs)	\$2,047 01	\$4,285 59	\$6,332 60	6,332 60
<i>Pier, new 36, N. R.</i>				
<i>(Resolution, March 23, 1893.)</i>				
Extension proper (including \$161.07 for services of Department tugs)	\$877 27	\$111 55	\$988 82	
Selecting timber in basin and transferring same to the work (including \$15.15 for services of Department tugs)	110 73	23 56	134 29	1,123 11
<i>Pier, new 38, N. R.</i>				
<i>(Resolution, March 16, 1893.)</i>				
Extension of outer end (including \$20.41 for services of Department tugs)	\$122 74	\$21 36	\$144 10	144 10
<i>Pier, new 40, N. R.</i>				
<i>(Resolution, October 6, 1892.)</i>				
Extension proper (including \$410.83 for services of Department tugs)	\$8,412 65	\$11,762 51	\$20,175 16	
Selecting timber in basins and transferring same to the work (including \$207.75 for services of Department tugs)	1,047 73	227 32	1,275 05	21,450 21
<i>Pier, new 44, N. R.</i>				
<i>(Resolution, September 3, 1891.)</i>				
Extension proper	\$3 97	\$85 40	\$89 37	89 37
<i>Pier at West Twenty-first Street, N. R.</i>				
Extension proper under Contract No. 391—				
Inspection		\$16 00	\$16 00	16 00
<i>Pier at West Twenty-second Street, N. R.</i>				
<i>(Resolution, February 25, 1892.)</i>				
Extension proper (including \$36.47 for services of Department tugs)	\$385 85	\$1,629 09	\$2,014 94	2,014 94
Stanton Street Section.				
<i>(Resolution, March 1, 1893.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$89 40		\$89 40	89 40

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>General Charges.</i>				
Removing old work	\$51 93		\$51 93	
Examination of river bottom	203 48	22 28	225 76	\$277 69
Pier, foot Stanton Street.				
Plans and specifications for construction				
	\$230 17	\$33 14	\$263 31	263 31
Pier at East Third Street, E. R.				
Dredging under Contract No. 417				
	\$76 42	\$2,093 68	\$2,170 10	
Construction under Contract No. 415—				
Specifications		195 00	195 00	
Inspection	1,062 65	18 00	1,080 65	
Payments (less \$250 for five days' delay in completing work)		23,642 00	23,642 00	
Extra mooring posts	11 34	226 65	237 99	27,325 74
Pier at East Eighteenth Street, E. R.				
<i>(Resolution, January 29, 1891.)</i>				
Woodwork		\$42 83	\$42 83	
Sewer	\$122 73		122 73	165 56
East Twenty-fourth Street Section.				
<i>(Resolutions, April 25, 1889, and June 18, 1891.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$62 38	\$1,290 45	\$1,352 83	
Stone-filling	308 13	693 01	1,001 14	
Piling and woodwork	2,133 94	1,510 24	3,644 18	
Masonry	5,109 05	6,865 41	11,974 46	17,972 61
<i>General Charges.</i>				
Removing old work	\$1,851 68	\$286 46	\$2,138 14	
Reclaimed land rear of the bulkhead-wall	2,137 73		2,137 73	
Temporary plank approach to Pier at East Twenty-fourth street and platform south of same	691 25	596 10	1,287 35	
Watching	1,153 92	60	1,154 52	6,717 74
<i>Pier at East Twenty-fifth Street.</i>				
<i>(Resolution, September 22, 1892.)</i>				
Dredging	\$93 47	\$7,121 60	\$7,215 07	
Piling and woodwork	14,702 46	16,071 56	30,774 02	
Selecting timber in basins and transferring same to the work	826 44	86 40	912 84	
Examination of river bottom	137 56	46 50	184 06	
Temporary tool-house, fences, etc	75 23	22 59	97 82	39,183 81
East Twenty-fifth Street Section.				
<i>(Resolution, October 27, 1892.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$161 66	\$2,332 00	\$2,493 66	
Stone-filling	188 15	415 85	604 00	
Piling and woodwork	1,992 41	1,067 27	3,059 68	
Masonry	519 30	607 95	1,127 25	7,284 59
<i>General Charges.</i>				
Removing old work	\$162 61		\$162 61	
Examination of river bottom	199 97	\$3 56	203 53	
Temporary pile and plank approach to Pier at East Twenty-sixth street	68 40	90 30	158 70	524 84
Bellevue Section.				
<i>(Resolutions, April 25, 1889, and June 18, 1891.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Masonry	\$391 42	\$1,862 99	\$2,254 41	2,254 41
<i>General Charges.</i>				
Removing old work	\$89 01	\$7 50	\$96 51	
Reclaimed land rear of bulkhead-wall	166 13	5 00	171 13	267 64
East Ninety-fourth Street Section.				
<i>(Resolutions, April 25, 1889, and June 18, 1891.)</i>				
<i>Bulkhead-wall, Proper.</i>				
Dredging	\$38 27		\$38 27	
Stone-filling	168 93	\$1,365 52	1,534 45	
Piling and woodwork	387 27	981 26	1,368 53	
Masonry	4,870 15	6,860 54	11,730 69	14,671 94
<i>General Charges.</i>				
Removing old work	\$164 88		\$164 88	
Reclaimed land rear of bulkhead-wall	2,508 87		2,508 87	
Temporary paving rear of the bulkhead-wall, under Contract No. 445	9 34		9 34	
Watching	587 40		587 40	3,270 49
<i>Pier at East Ninety-fourth Street, E. R.</i>				
Construction under Contract No. 430—				
Specifications	\$204 95	\$153 00	\$357 95	
Embankment—Inspection	331 08		331 08	
Embankment—Payments		3,772 91	3,772 91	
Pier Proper—Inspection	649 63		649 63	
Pier Proper—Payments		5,042 88	5,042 88	
Timber furnished by the Department	501 44	3,631 64	4,133 08	14,287 53

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
East Ninety-sixth Street Section. (Resolution, October 31, 1889). Bulkhead-wall, Proper.				
Dredging.....	\$47 21	\$2,394 60	\$2,441 81	
Stone-filling.....	615 32	4,386 35	5,001 67	
Piling and woodwork.....	4,860 95	6,510 01	11,370 96	
Masonry.....	4,525 19	8,913 00	13,438 19	
General Charges.				\$32,252 63
Reclaimed land rear of the bulkhead-wall.....	\$617 49	\$105 41	\$722 90	
Repairing old bulkhead disturbed by dredging.....	139 39	46 35	185 74	
Temporary guard piling at south end.....	234 74	128 15	362 89	
Temporary tool-house.....		5 05	5 05	
Water connection.....		25	25	
Watching.....	1,449 32	3 40	1,452 72	2,729 55
East Ninety-ninth Street Section. (Resolution, September 1, 1892.) Bulkhead-wall, Proper.				
Dredging.....	\$218 54	\$4,563 40	\$4,781 94	
Stone-filling.....	22 90		22 90	
Piling and woodwork.....	549 64	29 75	579 39	
Masonry.....	1 36		1 36	
General Charges.				5,385 59
Removing old work.....	\$206 56	\$40 84	\$247 40	
Examination of river bottom.....	108 21	9 50	117 71	
Establishing lines for construction.....	47 11		47 11	
Temporary timber basin.....	32 55		32 55	444 77
East One Hundred and Second Street Section. (Resolutions, July 17, 1890, and May 21, 1891). Bulkhead-wall, Proper.				
Dredging.....	\$246 46	\$7,148 00	\$7,394 46	
Stone-filling.....	1,761 46	2,289 22	4,050 68	
Piling and woodwork.....	11,225 00	10,766 72	21,991 72	
Masonry.....	7,347 29	11,533 93	18,881 22	
General Charges.				52,318 08
Examination of river bottom.....	\$97 48		\$97 48	
Reclaimed land rear of the bulkhead-wall.....	1,282 00	\$2 95	1,284 95	
Repairing old bulkhead disturbed by dredging.....	73 79	39	74 18	
Replacing curb.....	44 28		44 28	
Temporary timber basin.....	22 08		22 08	
Sewer.....	114 49		114 49	
Watching.....	1,215 07		1,215 07	2,852 53
East One Hundred and Tenth Street Section. (Resolutions, April 25, 1889, and June 18, 1891.) Bulkhead-wall, Proper.				
Masonry.....	\$660 02	\$5,575 33	\$6,235 35	
General Charges.				6,235 35
Reclaimed land rear of the bulkhead-wall.....	\$939 44		\$939 44	
Temporary paving rear of the bulkhead-wall, under Contract No. 445.....	9 34		9 34	
Watching.....	144 00		144 00	1,092 78
Proposed Section, East One Hundred and Twentieth to East One Hundred and Twenty-fourth Street. General Charges.				
Examination of river bottom.....	\$53 59	\$2 62	\$56 21	56 21
East One Hundred and Twenty-fifth Street Section. (Resolution, March 28, 1889.) Bulkhead-wall, Proper.				
Masonry.....	\$604 03	\$2,095 48	\$2,699 51	
General Charges.				2,699 51
Reclaimed land rear of the bulkhead-wall.....	\$39 63		\$39 63	
Removing rock bottom, and dredging east of bulkhead-wall.....	7,307 46	\$6,492 10	13,799 56	
Temporary paving rear of the bulkhead-wall.....	209 66	2,760 13	2,969 79	
Repairing timber basin disturbed by dredging.....	50 85	15 00	65 85	
Water connection.....	9 85	6 00	15 85	
Sewer.....	4 12		4 12	
Watching.....	1,180 08	7 03	1,187 11	18,081 91
Total.....				\$883,355 46

ON CONSTRUCTION ACCOUNT—NEW PLAN—TEMPORARY WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Extending Piers to Pierhead-line of 1890. Pier at West Eleventh Street, N. R. Under Contract No. 411—				
Inspection.....	\$40 00	\$16 00	\$56 00	
Payments.....		8,527 16	8,527 16	\$8,583 16

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier at Bethune Street, N. R. Under Contract No. 419—				
Specifications.....		\$156 00	\$156 00	
Inspection.....	\$552 06	27 50	579 56	
Payments (less \$100 for two days' delay in completing work).....		10,673 00	10,673 00	
Extra piling (including \$29.79 for services of Department tugs).....	7 30	317 79	325 09	\$11,733 65
Pier on Site of Pier, old 42, N. R. Dredging under Contract No. 433—				
Specifications.....		\$25 20	\$25 20	
Inspection.....	\$206 27		206 27	
Payments.....		5,779 20	5,779 20	
Construction under Contract No. 434—				
Specifications.....	58 40		58 40	
Inspection.....	76 29	63	76 92	6,145 99
Pier at West Fifteenth Street, N. R. Construction under Contract No. 454—				
Specifications.....	\$41 59		\$41 59	41 59
Pier 22, E. R. Construction under Contract No. 413—				
Specifications.....		\$25 50	\$25 50	
Inspection.....	\$370 59	21 00	391 59	
Payments (one-half the contract price).....		8,000 00	8,000 00	8,417 09
Pier at East Thirty-third Street, E. R. Construction under Contract No. 420—				
Specifications.....		\$227 90	\$227 90	
Dredging—Inspection.....	\$106 12		106 12	
Dredging—Payments.....		4,827 46	4,827 46	
Pier proper—Inspection.....	514 10	15 75	529 85	
Pier proper—Payments.....		11,632 00	11,632 00	
Extra mooring posts furnished by Department.....		128 83	128 83	17,452 16
Total.....				\$52,373 64

ON CONSTRUCTION ACCOUNT—NOT NEW PLAN.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Reclaimed Land from West Eighty-first to West Eighty-third Streets, N. R.....				
	\$191 38	\$9 43	\$200 81	\$200 81
Crib-bulkhead, from centre of West Eighty-first Street to centre of block between West Eighty-second and West Eighty-third Street, N. R. Construction under Contract No. 374—				
Crib—Inspection.....		\$39 50	\$39 50	39 50
Crib-bulkhead from a point about 100 feet north of West Ninety-seventh Street to a point about 29 feet 6 inches north of West Ninety-ninth Street, N. R. Construction under Contract No. 399—				
Dredging—Inspection.....	\$11 29		\$11 29	
Dredging—Payments.....		1,286 01	1,286 01	
Crib—Inspection.....	154 14		154 14	
Crib—Payments (less \$50 for one day's delay in completing work).....		20,190 00	20,190 00	21,641 44
Pier at West One Hundred and Twenty-eighth Street, N. R. Construction under Contract No. —				
Specifications.....	\$523 84	\$173 63	\$697 47	697 47
Crib-bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets, N. R. Removing old work under Secretary's Order No. 12089. Construction under Contract No. 427—				
Specifications.....	31 22	161 00	192 22	
Dredging—Inspection.....	120 48		120 48	
" Payments.....		1,589 81	1,589 81	
Crib—Inspection.....	416 58		416 58	
" Payments.....		3,960 00	3,960 00	7,280 98
Temporary paving between West One Hundred and Thirty-first and West One Hundred and Thirty-third streets, N. R. Under Contract No. 444—				
Specifications.....	\$30 14		\$30 14	30 14
Pier 43, E. R. Construction under Contract No. 365—				
Specifications.....		\$11 75	\$11 75	11 75

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Crib-bulkhead, East One Hundred and Thirty-eighth to East One Hundred and Fortieth street, H. R.				
Reclaimed land rear of the bulkhead, Secretary's Order No. 11226.....	\$3,147 25	\$5 07	\$3,152 32	
Temporary paved approach along westerly side of Madison avenue, Secretary's Order No. 12317.....	83 59	865 65	949 24	\$4,101 56
For Department of Public Charities and Correction.				
Landing Pier at East Fifty-first Street, E. R.				
Construction under Secretary's Order No. 7636.....		\$99 16	\$99 16	99 16
Crib-bulkhead at Charity Hospital, Blackwell's Island.				
Construction under Contract No. 353—				
Crib—Inspection.....		\$2 75	\$2 75	2 75
Crib-bulkhead at Storehouse, Blackwell's Island.				
Construction under Contract No. 442—				
Specifications, Secretary's Order No. 11932.....	\$21 85		\$21 85	
" " 11967.....	122 87		122 87	
" " 12365.....	15 02	\$142 31	157 33	302 05
For Department of Street Cleaning.				
Dump Board on Pier, new 60, N. R.				
Construction under Contract No. 418—				
Specifications.....		\$80 12	\$80 12	
Inspection.....	\$124 96		124 96	
Payments.....		2,800 00	2,800 00	3,005 08
Dump Board on Pier 61, E. R.				
Construction under Contract No. 422—				
Specifications.....		\$127 75	\$127 75	
Inspection.....	\$113 34		113 34	
Payments.....		3,785 00	3,785 00	4,026 09
For Health Department.				
Pier at Riker's Island.				
Construction under Secretary's Order No. 12257.....	\$591 25	\$392 07	\$983 32	
" " 12283.....	354 55	181 79	536 34	1,519 66
Crib-bulkhead at Riker's Island.				
Construction under Contract No. 449—				
Specifications.....	\$216 79		\$216 79	216 79
Work authorized by Chapter 298, Laws of 1892.				
Pier at West Thirty-fourth Street, N. R.				
Erection of an awning, 20 feet by 30 feet, and seats on outer end of pier, under Secretary's Order No. 11803 }	\$239 95	\$126 17	\$366 12	
Pier, new 82, N. R.				
Construction of iron awning shed under Contract No. 446—				
Specifications.....		\$8 00	8 00	
Pier at East Third Street, E. R.				
Construction of iron awning shed under Contract No. 441—				
Specifications.....		\$38 50	38 50	412 62
Total.....				\$43,587 85

On Repairs Account.

ON REPAIRS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Platform at Battery Wall.				
Repairs under Secretary's Order No. 11757.....		\$44 26	\$44 26	
" " 11915.....	\$107 30	205 38	312 68	
" " 11929.....	27 80	75 84	103 64	
" " 12074.....	34 66	28 28	62 94	
Repairs where damaged by the tug "W. E. Ferguson" (including \$21.88 for services of Department tug), under Secretary's Order No. 11887.....	61 91	113 88	175 79	\$699 31
Boat Landing, east of Pier "A."				
Repairs under Secretary's Order No. 11826.....	\$163 50	\$87 83	\$251 33	
" " 12306.....	259 64	10 92	270 56	521 89
Pier "A."				
Repairs under Secretary's Order No. 12305.....	\$544 03	\$36 02	\$580 05	
Repairs where damaged by fire-boat "New Yorker" under Secretary's Order No. 12360.....	16 45	2 21	18 66	
Repairs under Secretary's Order No. 12503.....	24 24	94	25 18	
Repairs under Engineer's Order.....	6 25		6 25	
Watching at outer end.....	726 00	4 12	730 12	1,360 26
Building on the Pier.				
(Dock Department Quarters.)				
Repairs to heating apparatus.....	\$43 69	\$35 45	\$79 14	
Sundry repairs to building and fixtures during year.....	903 98	355 04	1,259 02	
(Police Department Quarters.)				
Repairs under Engineer's Orders.....	1 75		1 75	1,339 91

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead-wall between Pier "A" and Pier, new 1, N. R.				
Repairs under Secretary's Order No. 12307.....	\$93 23		\$93 23	
Repairs under Engineer's Order.....	8 38		8 38	\$101 61
Bulkhead-wall north of Pier, new 1, N. R.				
Repairs under Secretary's Order No. 12378.....	\$130 65		\$130 65	130 65
Pier, new 15, N. R.				
Repairs under Secretary's Order No. 12587.....	\$61 14		\$61 14	
" " 12659.....	4 50	\$2 70	7 20	68 34
Pier, new 24, N. R.				
Repairing extension of, damaged during its construction by the steamers "Albertina" and "Homer" Ramsdell.....	\$21 95		\$21 95	
Examination of outer end of extension.....		\$15 00	15 00	36 95
Pier, new 34, N. R.				
Repairs to extension (during its construction).....		\$3 99	\$3 99	3 99
Pier, new 35, N. R.				
Repairs under Secretary's Order No. 11815.....	\$151 13	\$14 16	\$165 29	165 29
Bulkhead-wall between Piers, new 39 and new 40, N. R.				
Repairs under Secretary's Order No. 12732.....	\$8 30		\$8 30	8 30
Pier, new 40, N. R.				
Repairing extension of, damaged during its construction by the steamships "Umbria" and "Aurania".....	\$336 77		\$336 77	
Repairs under Secretary's Order No. 12493.....	142 60	\$5 14	147 74	484 51
Pier, new 41, N. R.				
Repairs (including \$5.09 for services of Department tug), under Secretary's Order No. 12359.....	\$31 60	76 15	107 75	107 75
Bulkhead between West Tenth and Charles Streets, N. R.				
Repairs under Contract No. 416—				
Specifications.....		\$182 50	\$182 50	
Inspection.....	\$388 18	15 00	403 18	
Payments (less \$100 for 2 days' delay in completing work).....		7,640 00	7,640 00	8,225 68
Approach to Piers, new 46 and new 47, N. R.				
Repairs under Secretary's Order No. 9181.....		\$24 41	\$24 41	
" " 12170.....	\$85 63	90 83	176 46	
" " 12235.....	283 14	449 94	733 08	
" " 12751.....	124 31	7 35	131 66	1,065 61
Bulkhead Platform south of Pier, old 54, N. R.				
Repairs under Secretary's Order No. 12097.....	\$52 60	\$58 92	\$111 52	111 52
Pier, old 54, N. R.				
Repairs under Secretary's Order No. 11899.....	\$167 60	\$179 83	\$347 43	
" " 12154.....	98 62	157 66	256 28	
" " 12430.....	76 51	63 21	139 72	
" " 12733.....	7 93		7 93	751 36
Pier at Bethune Street, N. R.				
Repairs to paved entrance.....	\$13 80		\$13 80	13 80
Pier at Jane Street, N. R.				
Repairs under Secretary's Order No. 12442.....	\$33 48	\$291 24	\$324 72	324 72
Pier at Horatio Street, N. R.				
Repairs to paved entrance under Secretary's Order No. 12445.....	\$31 13	\$266 77	\$297 90	297 90
Bulkhead between Piers, old 56 and old 57, N. R.				
Repairs under Contract No. 334—				
Inspection.....		\$8 38	\$8 38	
Paving under Secretary's Order No. 11959.....		753 49	753 49	762 87
Pier, old 57, N. R.				
Repairs under Secretary's Order No. 11896.....	\$41 85	\$13 94	\$55 79	55 79
Bulkhead between Piers, old 57 and old 58, N. R.				
Paving under Secretary's Order No. 12098.....	\$19 62	\$601 96	\$621 58	
Repairs under Secretary's Order No. 12416.....	93 13	152 56	245 69	867 27
Pier, old 58, N. R.				
Repairs under Secretary's Order No. 12095.....	\$27 78		\$27 78	27 78
Bulkhead between Piers, old 58 and old 59, N. R.				
Repairs under Contract No. 334—				
Inspection.....		\$8 37	\$8 37	
Repairs under Secretary's Order No. 12216.....	\$22 78	16 16	38 94	

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Paving under Contract No. 429—				
Specifications.....	\$23 88	\$71 00	\$94 88	
Inspection.....	53 74		53 74	
Payments.....		3,950 00	3,950 00	\$4,145 93
Pier, old 59, N. R.				
Repairs under Secretary's Order No. 11909.....	\$218 46	\$323 36	\$541 82	541 82
Pier at West Thirteenth Street, N. R.				
Repairs under Secretary's Order No. 11719.....		\$322 15	\$322 15	
" " 12099.....	\$412 08	400 20	812 28	
" " 12133.....	40 46	222 52	262 98	
" " 12795.....	26 45	1 05	27 50	
Repairs (including \$10.20 for services of Department tug), under Secretary's Order No. 12650.....	58 42	88 26	146 68	1,571 59
Pier at West Fifteenth Street, N. R.				
Repairs under Secretary's Order No. 11740.....		\$424 67	\$424 67	
" " 12596.....	\$93 56	21 47	115 03	539 70
Pier at West Nineteenth Street, N. R.				
Repairs under Secretary's Order No. 11953.....	\$215 81	\$414 62	\$630 43	
" " 12259.....	166 95	264 86	431 81	
" " 12412.....	101 75	6 56	108 31	
" " 12471.....	67 91	66 13	134 04	
" " 12702.....	73 56	132 25	205 81	
" " 12793.....	1 31		1 31	1,511 71
Pier at West Twentieth Street, N. R.				
Repairs under Secretary's Order No. 12096.....	\$2 75		\$2 75	
" " 12369.....	3 75	\$2 25	6 00	
Repairs under Secretary's Order No. 12146 (including \$11.95 for services of Department tug).....	27 80	109 07	136 87	145 62
Bulkhead under Pier at West Twentieth Street, N. R.				
Repairs under Contract No. 403—				
Specifications.....		\$2 40	\$2 40	
Inspection.....	\$101 50	5 00	106 50	
Payments.....		776 30	776 30	885 20
Pier, new 55, N. R.				
Repairs under Secretary's Order No. 12335.....	\$12 42	\$55 12	\$67 54	67 54
Bulkhead between Piers, new 56 and new 57, N. R.				
Repairs under Secretary's Order No. 12526.....	\$17 00	\$4 87	\$21 87	21 87
Pier, new 57, N. R.				
Repairs under Secretary's Order No. 12120 (including \$21.78 for second-hand material).....	\$30 42	\$43 56	\$73 98	
Repairs under Secretary's Order No. 12552.....	16 63	40 54	57 17	131 15
Pier, new 59, N. R.				
Repairs under Secretary's Order No. 12247.....	\$295 63	\$195 77	\$491 40	
Repairs under Contract No. 431—				
Specifications.....		98 25	98 25	
Inspection.....	131 57		131 57	
Payments.....		4,550 00	4,550 00	5,271 22
Pier, new 60, N. R.				
Repairs under Secretary's Order No. 12502.....	\$148 00	\$83 98	\$231 98	
Repairs under Contract No. 418—				
Specifications.....		80 13	80 13	
Inspection.....	55 00		55 00	
Payments.....		3,170 00	3,170 00	3,537 11
Pier at West Thirty-fourth Street, N. R.				
Repairs under Secretary's Order No. 11573.....		\$196 26	\$196 26	
" " 11862.....	\$293 46	383 41	676 87	
" " 12085.....	7 25		7 25	
" " 12258.....	8 25	5 75	14 00	
" " 12414.....	257 61	355 32	612 93	1,507 31
Pier at West Thirty-fifth Street, N. R.				
Repairs (including \$10.81 for services of Department tug), under Secretary's Order No. 12321.....	\$445 60	\$372 12	\$817 72	817 72
Pier and Approach at West Thirty-seventh Street, N. R.				
Repairs under Contract No. 426—				
Specifications.....		\$108 75	\$108 75	
Inspection.....	\$232 50		232 50	
Payments.....		3,700 00	3,700 00	4,041 25

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier, new 74, N. R.				
Repairs under Secretary's Order No. 11878.....	\$30 06	\$40 71	\$70 77	
" " 11954.....	357 17	631 16	988 33	\$1,059 10
Pier, new 77, N. R.				
Repairs under Secretary's Order No. 11855.....		\$107 73	\$107 73	
" " 12140.....	\$101 45	113 77	215 22	
" " 12370.....	26 73	22 78	49 51	
" " 12549.....	303 98	290 21	594 19	966 65
Pier, new 78, N. R.				
Repairs under Secretary's Order No. 11591.....		\$5 00	\$5 00	
" " 12146.....	\$66 85	242 51	309 36	314 36
Pier, new 80, N. R.				
Repairs (including \$2.39 for services of Department tug), under Secretary's Order No. 12083.....	\$33 80	\$25 12	\$58 92	
Repairs under Secretary's Order No. 12624.....	446 26	353 77	800 03	858 95
Pier, new 82, N. R.				
Repairs under Secretary's Order No. 12082.....	\$7 25	\$4 96	\$12 21	
" " 12481.....	38 90	25 21	64 11	76 32
Pier, new 85, N. R.				
Repairs under Secretary's Order No. 11955.....	\$59 35	\$48 81	\$108 16	
" " 12223.....	128 50	155 08	283 58	
" " 12480.....	183 19	117 72	300 91	692 65
Pier, new 86, N. R.				
Repairs under Secretary's Order No. 12223.....	\$20 60	\$49 70	\$70 30	
" " 12699.....	4 30		4 30	74 60
Pier, new 87, N. R.				
Repairs under Engineer's Order.....	\$27 79	\$13 26	\$41 05	41 05
Pier at West Seventy-ninth Street, N. R.				
Repairs to paved entrance under Secretary's Order No. 12162.....	\$85 04	\$0 83	\$85 87	
Repairs under Secretary's Order No. 12577.....	343 07	250 95	594 02	679 89
Crib-bulkhead foot of West Ninety-sixth Street, N. R.				
Repairs under Secretary's Order No. 11647.....		\$15 00	\$15 00	
" " 12424.....	\$191 41	204 48	395 89	410 89
Platform foot of West One Hundred and Twenty-ninth Street, N. R.				
Examination of, under Engineer's Order.....	\$162 39	\$22 50	\$184 89	184 89
Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth Streets, N. R.				
Fencing off, under Secretary's Order No. 12071.....	\$56 60	\$45 09	\$101 69	101 69
Pier at West One Hundred and Thirty-second Street, N. R.				
Repairs under Secretary's Order No. 12113.....	\$244 18	\$557 36	\$801 54	
" " 12144.....	106 07	29 94	136 01	937 55
Pier at West One Hundred and Thirty-third Street, N. R.				
Repairs (including \$29.17 for services of Department tug), under Secretary's Order No. 11804.....	\$30 80	\$43 19	\$73 99	
Repairs, under Secretary's Order No. 12114.....	79 25	14 29	93 54	167 53
Pier at West One Hundred and Fifty-second Street, N. R.				
Repairs, under Secretary's Order No. 11665.....		\$7 50	\$7 50	7 50
Repairing Pavement on the Marginal Street west of West Street, N. R.				
Between Pier "A" and Pier, new 1, N. R.				
Repairs, under Secretary's Order No. 12395.....	\$34 57		\$34 57	
Levels on pavement.....	3 15		3 15	37 72
Between Warren and Jay Streets.				
Repairs under Secretary's Order No. 9829.....		\$2 62	\$2 62	
" " 11795.....		143 57	143 57	
" " 11796.....	\$423 65	205 52	629 17	
" " 11797.....	143 75	83 37	227 12	1,002 48
Between Canal and West Tenth Streets.				
Repairs, under Secretary's Order No. 9302.....		\$3 50	\$3 50	
" " 11166.....		6 72	6 72	
" " 11168.....		6 72	6 72	
" " 11412.....		70	70	
" " 11558.....	\$217 45		217 45	
" " 11580.....		60	60	
" " 11696.....		1 60	1 60	
" " 11785.....	808 73	67 05	875 78	
" " 11875.....	451 37	163 10	614 47	
" " 11877.....	910 44	128 65	1,039 09	
" " 11901.....	594 45	195 23	789 68	
" " 11968.....	13 29	80 73	94 02	

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Repairs, under Secretary's Order No. 11988.....	\$388 11	\$81 85	\$469 96	
" " " 12029.....	208 09	25 09	233 18	
" " " 12080.....	522 51	82 54	605 05	
" " " 12094.....	364 42	51 00	415 42	
" " " 12152.....	703 94	63 75	767 69	
" " " 12163.....	128 69	45 68	174 37	
" " " 12742.....	274 12	.....	274 12	
" " " 12792.....	12 09	.....	12 09	
<i>Cleaning Silt Basins.</i>				
Under resolution, June 2, 1886.....	\$85 84	\$5 50	\$91 34	
Under Secretary's Order No. 9780.....	38 94	.....	38 94	
" " " 12329.....	201 86	.....	201 86	
<i>Plant.</i>				
Repairs and additions to.....	.....	\$450 00	\$450 00	
Gravel bins (Secretary's Order No. 11958).....	\$184 72	.....	184 72	
<i>Pier, new 6, E. R.</i>				
Repairs under Secretary's Order No. 11888.....	\$185 10	\$205 18	\$390 28	
" " " 12545.....	379 94	351 55	731 49	
<i>Pier 7, E. R.</i>				
Repairs under Secretary's Order No. 7372.....	.....	\$26 11	\$26 11	
<i>Pier 12, E. R. (west half).</i>				
Repairs under Secretary's Order No. 12750.....	\$36 86	.....	\$36 86	
<i>Pier 19, E. R. (west half).</i>				
Repairs under Secretary's Order No. 11653.....	.....	\$25 00	\$25 00	
" " " 12376.....	\$88 07	122 26	210 33	
" " " 12455.....	153 71	42 13	195 84	
" " " 12578.....	3 00	.....	3 00	
" " " 12709.....	93 24	22 15	115 39	
<i>Bulkhead under Pier 22, E. R.</i>				
Repairs under Contract No. 413—				
Inspection.....	\$30 00	.....	\$30 00	
Payments (one half the contract price).....	.....	\$471 00	471 00	
Piles furnished by Department.....	.....	20 00	20 00	
<i>Pier, new 29, E. R.</i>				
Repairs under Secretary's Order No. 11923.....	\$174 26	\$219 51	\$393 77	
" " " 12056.....	95 05	23 32	118 37	
Repairs under Secretary's Order No. 12111 (including \$7.17 for service of Department tug).....	17 15	36 96	54 11	
Repairs under Secretary's Order No. 12295.....	102 75	111 39	214 14	
" " " 12379.....	67 01	.....	67 01	
" " " 12594.....	60 75	.....	60 75	
" " " 12711.....	37 55	43 49	81 04	
<i>Bulkhead between Piers, new 29 and old 38, E. R.</i>				
Repairs under Secretary's Order No. 11962.....	\$16 15	.....	\$16 15	
<i>Pier, new 32, E. R.</i>				
Repairs under Secretary's Order No. 11924.....	\$137 86	\$175 59	\$313 45	
Repairs under Secretary's Order No. 12077 (including \$4.78 for services of Department tug).....	30 80	69 03	99 83	
Repairs under Secretary's Order No. 12390.....	124 12	98 86	222 98	
Repairs under Secretary's Order No. 12450 (including \$36.29 for services of Department tug).....	35 05	100 67	135 72	
<i>Pier 40, E. R., etc.</i>				
Repairs, including interest, damages and costs, in accordance with judgments of Supreme Court (see Voucher No. 12472).....	.....	\$82 50	\$82 50	
<i>Pier 43, E. R.</i>				
Repairs under Secretary's Order No. 12126 (including \$9.56 for services of Department tugs).....	\$17 30	\$40 05	\$57 35	
Repairs under Secretary's Order No. 12456.....	137 37	64 12	201 49	
" " " 12652.....	219 75	188 89	408 64	
<i>Bulkhead between Piers 43 and 44, E. R.</i>				
Repairs under Secretary's Order No. 11925.....	\$20 90	.....	\$20 90	
<i>Pier 44, E. R.</i>				
Repairs under Secretary's Order No. 11952.....	\$106 62	\$125 71	\$232 33	
" " " 12023.....	7 20	3 97	11 17	
" " " 12332.....	19 09	1 32	20 41	
" " " 12351.....	57 40	56 64	114 04	
" " " 12579.....	3 00	.....	3 00	
" " " 12698.....	69 76	77 30	147 06	
<i>Pier 48, E. R.</i>				
Repairs under Secretary's Order No. 11939.....	\$4 25	.....	\$4 25	
" " " 12192.....	409 19	\$434 30	843 49	
" " " 12136.....	166 76	179 38	346 14	
" " " 12387.....	39 10	54 01	93 11	
<i>Pier 56, E. R. (north half).</i>				
Repairs under Secretary's Order No. 12651.....	\$83 01	\$58 16	\$141 17	

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Pier 58, E. R. (north half).</i>				
Repairs under Secretary's Order No. 12408.....	\$191 25	\$326 31	\$517 56	
" " " 12622.....	95 22	97 45	192 67	
<i>Bulkhead between Piers 58 and 59, E. R.</i>				
Repairs under Secretary's Order No. 11623.....	.....	\$1 80	\$1 80	
<i>Pier 61, E. R.</i>				
Repairs under Secretary's Order No. 11820.....	.....	\$64 60	\$64 60	
" " " 12164.....	\$57 95	56 74	114 69	
" " " 12568.....	108 02	72 27	180 29	
<i>Bulkhead under Pier at East Third Street, E. R.</i>				
Repairs under Contract No. 415—				
Specifications.....	.....	\$12 00	\$12 00	
Inspection.....	\$200 85	.....	200 85	
Payments.....	.....	1,200 00	1,200 00	
Material furnished by Department.....	12 00	17 50	29 50	
<i>Pier at East Fifth Street, E. R.</i>				
Repairs under Secretary's Order No. 11639 (including \$11.95 for services of Department tug).....	\$23 00	\$51 62	\$74 62	
<i>Bulkhead foot East Fourteenth Street, E. R.</i>				
Repairs under Secretary's Order No. 11646.....	\$667 48	\$174 26	\$841 74	
<i>Pier at East Eighteenth Street, E. R.</i>				
Repairs to paved entrance under Secretary's Order No. 11982.....	\$254 32	\$96 48	\$350 80	
<i>Pier at East Twenty-fifth street, E. R.</i>				
Repairs where damaged by ferry boat "Westside".....	\$13 10	.....	\$13 10	
<i>Bulkhead under Pier at East Thirty-third Street, E. R.</i>				
Repairs under Contract No. 420—				
Specifications.....	.....	\$23 00	\$23 00	
Inspection.....	\$12 22	10 00	22 22	
Payments.....	.....	1,260 00	1,260 00	
Materials furnished by Department.....	3 00	.....	3 00	
<i>Pier at East Thirty-eighth Street, E. R.</i>				
Repairs under Secretary's Order No. 12320.....	\$51 25	\$57 58	\$108 83	
<i>Bulkhead under Pier at East Thirty-eighth Street, E. R.</i>				
Repairs under Secretary's Order No. 12183.....	\$35 33	.....	\$35 33	
<i>Pier at East Forty-sixth Street, E. R.</i>				
Fencing off.....	\$7 25	.....	\$7 25	
<i>Repairs under Contract No. 421—</i>				
Specifications.....	.....	\$190 00	190 00	
Inspection.....	358 87	15 00	373 87	
Payments (less \$150 for three days' delay in completing work).....	.....	5,135 00	5,135 00	
Timber furnished by Department.....	784 01	3,510 89	4,294 90	
<i>Bulkhead foot East Fifty-third Street, E. R.</i>				
Repairs under Secretary's Order No. 12563.....	\$75 69	\$97 73	\$173 42	
<i>Bulkhead foot East Fifty-fourth Street, E. R.</i>				
Repairs under Secretary's Order No. 12302.....	\$148 95	\$212 77	\$361 72	
<i>Bulkhead foot East Sixty-first Street, E. R.</i>				
Repairs to pavement.....	\$54 05	.....	\$54 05	
<i>Pier at East Sixty-second Street, E. R.</i>				
Repairs under Secretary's Order No. 12304.....	\$57 45	\$8 15	\$65 60	
" " " 12346.....	30 05	27 02	57 07	
<i>Bulkhead foot East Seventy-eighth Street, E. R.</i>				
Repairs under Secretary's Order No. 12347.....	\$5 45	.....	\$5 45	
" " " 12425.....	8 20	.....	8 20	
<i>Lower Pier at East Eighty-sixth Street, E. R.</i>				
Repairs under Secretary's Order No. 12345.....	\$140 05	\$278 61	\$418 66	
<i>Bulkhead north of upper Pier at East Eighty-sixth Street, E. R.</i>				
Repairs under Secretary's Order No. 12550.....	\$150 04	\$115 90	\$265 94	
<i>Pier at East One Hundred and Tenth Street, H. R.</i>				
Repairs under Secretary's Order No. 12621.....	\$11 23	\$7 86	\$19 09	
<i>Bulkhead at East One Hundred and Twelfth Street, H. R.</i>				
Repairs under Secretary's Order No. 11462.....	\$12 29	\$7 00	\$19 29	
" " " 12011.....	10 17	.....	10 17	

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead at East One Hundred and Twenty-ninth Street, H. R.					Bulkhead foot of Cherry street, East river, under Secretary's Order No. 12200.....	\$14 08	\$164 40	\$178 48	
Fencing off, under Secretary's Order No. 11828.....	\$57 00	\$1 01	\$58 01	\$58 01	Pier 61, East river, under Secretary's Order No. 12549..	47 55	706 80	754 35	
Bulkhead foot East One Hundred and Thirty-eighth Street, H. R.					Pier at East Fifth street, East river, under Secretary's Order No. 12358.....	46 59	854 20	900 79	
Repairs to easterly side, under Secretary's Order No. 11801.....		\$37 03	\$37 03		Pier at East Fifth street, East river, under Secretary's Order No. 12371.....	11 34	.....	11 34	
Repairs to easterly side, under Secretary's Order No. 12564.....	\$137 20	79 85	217 05	254 08	Pier at East Fifth street, East river, under Secretary's Order No. 12457.....	.....	885 20	885 20	
Pier foot East One Hundred and Thirty-ninth Street, H. R.					Bulkhead foot of East Fourteenth street, East river, under Secretary's Order No. 12231.....	16 33	399 00	415 33	
Repairs to easterly side, under Secretary's Order No. 12565.....	\$41 51	\$2 25	\$43 76	43 76	Bulkhead foot of East Fifteenth street, East river, under Secretary's Orders Nos. 12171 and 12273...	27 76	236 20	263 96	
Bulkhead foot East One Hundred and Fortieth Street, H. R.					Bulkhead foot of East Sixteenth street, East river, under Secretary's Order No. 12403.....	16 29	197 20	213 49	
Repairs, under Secretary's Order No. 12375.....	\$24 91	.....	\$24 91		Pier at East Eighteenth street, East river, under Contract No. 424.....	57 90	2,636 25	2,694 15	
" " 12566.....	41 21	\$1 35	42 56	67 47	Bulkhead foot of East Forty-second street, East river, under Secretary's Order No. 12274.....	15 87	105 50	121 37	
Bulkhead foot Lincoln Avenue, H. R.					Bulkhead foot of East Forty-second street, East river, under Secretary's Order No. 12564.....	6 12	40 50	46 62	
Repairs, under Secretary's Order No. 12224.....	\$46 05	\$109 72	\$155 77	155 77	Bulkhead foot of East Forty-seventh street, East river, under Secretary's Orders Nos. 12429 and 12462...	13 47	197 80	211 27	
"Cleaning the wharves, piers and bulkheads, heads of slips and portions of streets and places, by law committed to the custody and control of the Department of Docks, as provided by section 7 of chapter 269 of the Laws of 1892."					Bulkhead foot of East Forty-ninth street, East river, under Secretary's Order No. 12286.....	22 67	169 50	192 17	
Under resolution of May 12, 1892.....	\$34,375 57	\$4,453 54	\$38,829 11		Bulkhead between East Sixty-third and East Sixty-fourth streets, East river—				
Under Secretary's Order No. 12656.....	20 63	.....	20 63		Under Secretary's Orders Nos. 12150 and 12187....	15 13	6 00	21 13	
Under Secretary's Orders Nos. 11577 and 11766.....	.....	40 00	40 00	38,889 74	" No. 12226.....	15 02	192 00	207 02	
Dredging.					Bulkhead foot of East Seventy-fifth street, East river, under Secretary's Order No. 12186.....	.....	172 50	172 50	
Pier, new 15, North river, under Contract No. 443.....	\$51 12	.....	\$51 12		Slip between Piers at East Eighty-sixth street, East river, under Secretary's Order No. 12426.....	33 78	93 60	127 38	
Bulkhead between Piers, new 36 and new 37, North river, under Secretary's Order No. 12090.	38 16	\$256 20	294 36		Upper Pier at East Eighty-sixth street, East river, under Secretary's Order No. 12426.....	41 74	88 60	130 34	
Pier, new 38, North river, under Contract No. 435.....	122 57	5,499 88	5,622 45		Bulkhead foot of East Ninety-ninth street, East river, under Secretary's Order No. 12437.....	6 95	30 20	37 15	
Pier, new 42, North river, under Contract No. 435.....	68 97	1,446 83	1,515 80		Bulkhead foot of East One Hundred and Thirty-sixth street, Harlem river, under Secretary's Order No. 12585 (soundings).....	5 74	.....	5 74	
Pier, new 45, North river, under Contract No. 417.....	41 57	2,781 56	2,823 13		Bulkhead foot East One Hundred and Thirty-seventh street, Harlem river, under Secretary's Order No. 12586 (soundings).....	5 74	.....	5 74	\$141,532 81
Pier, new 46, North river, under Secretary's Order No. 12401.....	42 21	899 00	941 21		For Department of Public Works.				
Pier, new 47, North river, under Secretary's Order No. 12529.....	46 77	950 00	996 77		Preparing berths for and approaches to the public baths, removing said approaches at close of season and restoring the piers to commercial use, under Secretary's Orders Nos. 11917, 11989, 12035, 12250.	\$446 62	\$116 33	\$562 95	562 95
Platform south of Pier, old 54, North river (the City's portion), under Secretary's Order No. 12373.....	35 12	.....	35 12		For Department of Public Charities and Correction.				
Pier at Bethune street, North river, under Contract No. 435.....	80 61	.....	80 61		Pier at East Twenty-sixth Street, E. R.				
Bulkhead between Piers, old 56 and old 57, North river, under Secretary's Order No. 12427.....	21 54	291 60	313 14		Repairs under Secretary's Order No. 12303.....	\$184 35	\$244 36	\$428 71	
Pier, old 57, North river, under Secretary's Order No. 12427.....	60 98	1,300 60	1,451 58		" " 12492.....	331 25	399 73	730 98	1,159 69
Bulkhead between Piers, old 57 and old 58, North river, under Secretary's Order No. 12427.....	37 52	689 60	727 12		Boat Landings.				
Bulkhead between Piers, old 58 and old 59, North river, under Contract No. 417.....	14 26	51 94	66 20		Repairs at East Seventy-eighth Street, E. R., under Secretary's Order No. 12030.....	\$89 30	\$25 23	\$114 53	
Bulkhead between Piers, old 58 and old 59, North river, under Contract No. 429.....	72 70	.....	72 70		Repairs at East One Hundred and Fifteenth Street, H. R., under Secretary's Order No. 12395.....	106 40	64 62	171 02	285 55
Pier, old 59, North river, under Contract No. 417.....	44 37	1,043 37	1,087 74		Blackwell's Island.				
Pier at West Thirteenth street, North river, under Contract No. 417.....	18 12	306 90	325 02		Repairs to Charity Hospital landing, under Secretary's Order No. 12486.....	\$184 85	\$201 39	\$386 24	
Pier at West Fifteenth street, North river, under Contract No. 417.....	34 49	1,072 80	1,107 29		Repairs to Store-house Pier, under Secretary's Order No. 11780.....	.....	4 65	4 65	
Pier at West Sixteenth street, North river, under Secretary's Order No. 12416.....	18 93	855 80	874 73		Repairs to the Bakery Pier, under Secretary's Order No. 12355.....	363 43	488 36	851 79	
Pier at West Nineteenth street, North river, under Contract No. 417.....	41 17	1,999 86	2,041 03		Repairs to the Coal Pier, under Secretary's Order No. 12225.....	495 49	313 21	808 70	
Pier, new 57, North river, under Contract No. 423.....	197 23	6,419 56	6,616 79		Repairs to the Penitentiary Pier, under Secretary's Order No. 12420.....	426 67	440 89	867 56	2,918 94
Pier, new 58, North river, under Contract No. 423.....	113 57	7,049 23	7,162 80		Randall's Island.				
Pier, new 59, North river, under Contract No. 423.....	177 71	7,521 40	7,699 11		Repairs to bulkhead under Secretary's Order No. 11802.	\$154 40	\$136 77	\$291 17	
Pier, new 60, North river, under Contract No. 423.....	108 53	11,041 71	11,150 24		Repairs to coal pier under Secretary's Order No. 11802..	88 50	228 70	317 20	
Pier, new 61, North river, under Contract No. 423.....	106 97	9,800 58	9,907 55		Repairs to passenger landing, under Secretary's Order No. 11882.....	46 49	18 00	64 49	672 86
Pier, new 62, North river, under Contract No. 423.....	169 15	9,501 97	9,671 12		Ward's Island.				
Pier, new 63, North river, under Contract No. 423.....	67 70	5,765 12	5,832 82		Repairs to Pier, under Secretary's Order No. 11975.....	\$381 07	\$558 11	\$939 18	
Pier, new 63, North river, under Contract No. 435.....	89 23	2,538 49	2,627 72		" " 12399.....	106 67	232 26	338 93	
Pier at West Thirty-fourth street, North river, under Contract No. 435.....	176 29	4,787 14	4,963 43		Repairs to landing stage under Secretary's Order No. 12248.....	174 01	105 25	279 26	1,557 37
Pier at West Thirty-fifth street, North river, under Contract No. 425.....	124 26	12,355 69	12,479 95		For Fire Department.				
Pier at West Thirty-fifth street, North river, under Secretary's Order No. 12158.....	8 74	914 80	923 54		Preparing berth for fire-boat at Pier 55, E. R., under Secretary's Order No. 12383.....	\$120 65	\$134 99	\$255 64	255 64
Pier at West Thirty-fifth street, North river, under Treasurer's Order No. 16225.....	57 46	785 40	842 86		For Department of Street Cleaning.				
Pier at West Fortieth street, North river, under Contract No. 424.....	133 92	9,622 23	9,756 15		Dump on Pier, old 42, N. R.				
Pier at West Fifty-fifth street, North river, under Contract No. 432.....	126 80	4,144 40	4,271 20		Dredging under Secretary's Orders Nos. 12421 and 12444	\$29 47	\$409 00	\$438 47	
Pier at West Fifty-sixth street, North river, under Contract No. 432.....	107 42	2,398 80	2,506 22		Dump at West Twelfth Street, N. R.				
Pier at West Fifty-seventh street, North river, under Contract No. 424.....	11 94	3,511 71	3,523 65		Dredging under Contract No. 424.....	\$28 15	\$279 07		
Pier at West Fifty-seventh street, North river, under Contract No. 432.....	48 80	1,201 12	1,249 92		Soundings under Secretary's Order No. 12681.....	6 12	.....	313 34	
Pier at West Fifty-eighth street, North river, under Contract No. 432.....	94 79	2,374 00	2,468 79		Dump at West Nineteenth Street, N. R.				
Bulkhead between West Seventy-fifth and West Seventy-ninth streets, North river, under Contract No. 423.....	94 37	4,315 37	4,409 74		Dredging under Contract No. 424.....	\$23 17	\$885 83	909 00	
Pier at West Seventy-ninth street, North river, under Contract No. 423.....	4 56	471 56	476 12		Dump at West Thirty-fifth Street, N. R.				
Pier, old 5, East river, under Contract No. 438.....	15 88	.....	15 88		Removal of, under Secretary's Order No. 12143.....	\$291 05	\$8 77	299 82	
Bulkhead between Piers, old 5 and old 6, East river, under Contract No. 438.....	4 74	.....	4 74		Dump at West Forty-seventh Street, N. R.				
Pier, old 6, East river, under Contract No. 438.....	37 45	.....	37 45		Dredging under Contract No. 424.....	\$15 38	\$870 63	886 01	
Bulkhead between Piers, old 6 and new 6, East river, under Contract No. 438.....	5 84	.....	5 84		Dump on Pier 54, E. R.				
Pier, new 6, East river, under Contract No. 438.....	28 73	.....	28 73		Soundings under Secretary's Order No. 12689.....	\$125 78	.....	125 78	
Bulkhead between Piers, new 6 and new 7, East river, under Contract No. 438.....	5 84	.....	5 84		Dump on Pier 61, E. R.				
Pier, new 7, East river, under Contract No. 438.....	14 29	.....	14 29		Care of Dump after its completion under Contract No. 422	\$24 00	.....	24 00	
Pier 18, East river, under Contract No. 423.....	39 62	1,469 78	1,509 40		Dump at East Seventeenth Street, E. R.				
Bulkhead between Piers 18 and 19, East river, under Contract No. 423.....	12 07	224 22	236 29		Dredging under Contract No. 424.....	\$13 99	\$409 83		
Pier 19, East river, under Contract No. 423.....	39 62	1,374 68	1,414 30		Dredging under Secretary's Orders Nos. 12616 and 12642	15 64	294 40	733 86	
Pier 44, East river, under Secretary's Orders Nos. 12100 and 12197.....	23 70	316 00	339 70		Dump at East Thirty-eighth Street, E. R.				
Pier 48, East river, under Secretary's Orders Nos. 12013 and 12014.....	61 59	1,296 40	1,357 99		Dredging under Contract No. 424.....	\$19 21	\$192 23		
					Soundings under Secretary's Order No. 12680.....	6 12	.....	217 56	
					Dump at East Seventieth Street, E. R.				
					Dredging under Secretary's Order No. 12461.....	\$22 12	\$193 80	215 92	4,163 76

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
For Health Department.				
North Brother Island.				
Repairs to pier under Secretary's Order No. 12239.....	\$322 36	\$619 87	\$942 23	\$942 23
Total				\$274,438 27

On Acquired Wharf Property Account.

ON ACQUIRED WHARF PROPERTY ACCOUNT.

	BILLS.	TOTALS.	TOTALS.
For purchase of seventy-five feet of bulkhead on westerly side of West street, next north of Harrison street, as per report of Commissioners of Estimate, confirmed by Supreme Court, Special Term, July 1, 1892—			
Purchase proper (Vouchers Nos. 12584, 12585, 12586, 12587)	\$45,000 00		
Costs, charges and expenses of Commissioners of Estimate.....	3,772 40	\$48,772 40	
For payment of judgment of Supreme Court in suit of Hurlbut against The Mayor, etc., for damages for destruction of wharf property foot of Hubert street, N. R. (Vouchers Nos. 12940, 12941).....	\$29,354 12		
Law charges (Vouchers Nos. 12984, 13008)	257 75	29,611 87	
For settlement of claim for bulkhead property along West street, twenty-five feet south of West Houston street, in suit of The Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York against the Mayor, etc.—			
Claim	\$11,250 00		
Interest	5,557 50		
Law Charges (Vouchers Nos. 12984, 13008).....	292 25	17,099 75	
For purchase of wharf property foot of Charlton street, N. R., in accordance with judgment of Supreme Court in suit of William M. Kingsland, trustee, against The Mayor, etc., (Voucher No. 12966)	\$77,967 41		
Law charges (Vouchers Nos. 13033, 13034)	302 40	78,269 81	
For payment of claims on account of the judgments of the Supreme Court in the ten suits known as the "Langdon suits," viz:			
For property between Clarkson and Hammersley streets (Vouchers Nos. 13219, 13220)	\$57,235 06		
For property between King and Leroy streets (Vouchers Nos. 12651, 12655).....	520,709 49	577,944 55	
For purchase of bulkhead along Thirteenth avenue, between West Twenty-third and West Twenty-fourth streets (Vouchers Nos. 12938, 12939)	\$101,250 00		
Law charges (Vouchers Nos. 12984, 13008)	528 30	101,778 30	
For purchase of property between West Twenty-fifth and West Twenty-sixth streets, under agreement dated April 30, 1892 (Voucher No. 13030).....	\$85,500 00		
Law charges (Vouchers No. 13088, 13087).....	292 31	85,792 31	
For purchase of pier and bulkhead property foot Stanton street, E. R., in accordance with resolution of December 22, 1892 (Vouchers Nos. 12980, 12981).....	\$70,000 00		
Law charges (Voucher No. 13034).....	59 68	70,059 68	
For purchase of bulkhead between East Twenty-fifth and East Twenty-sixth streets, east of Avenue A, as per agreement, dated November 17, 1892 (Voucher No. 13055).....	\$70,000 00		
Law charges (Vouchers Nos. 13087, 13088).....	324 45	70,324 45	\$1,079,653 12
Total			\$1,079,653 12

On General Expense Account.

ON GENERAL EXPENSE ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Salaries of the Commissioners.....	\$15,000 00		\$15,000 00	
Salary of the Roundsman	1,156 66		1,156 66	\$16,156 66
Office of the Engineer-in-Chief.				
Salaries.				
Engineer-in-Chief and Assistants	\$30,367 70			
Clerks.....	4,900 00			
Laborers assisting Clerks.....	4,997 49			
Draughtsmen.....	7,078 67			
Laborer assisting Draughtsmen.....	237 50			
Copyist.....	752 14			
Searcher of Water Grants.....	2,000 00			
Stationery Custodian.....	1,500 00			
Stationery and Printing.			\$51,833 50	
Blank books, miscellaneous stationery and type-writer supplies		\$1,656 28		
Printing drawings of granite, marginal maps, broken stone specifications, etc.....		84 54	1,740 82	
General Care of Offices.				
Cleaning	\$990 00	\$46 75		
Heating.....	915 20	347 23		
Lighting.....		127 56	2,426 74	
Office Furniture.				
Repairs to office furniture.....	\$55 43	\$54 38		
New office furniture.....		159 36	269 17	
Sundries.				
Supplies for Draughtsmen.....		\$469 25		
Postage stamps		240 00		
Ice.....		29 20		
Toilet articles.....		56 47	794 92	\$7,065 15

On General Expense Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Work Yards and Offices.				
Improvements at West Fifty-seventh Street Yard, under resolution of April 21, 1892.....	\$3,555 51	\$4,839 42	\$8,394 93	
Extending West Fifty-seventh Street Yard, under resolution of September 29, 1892.....	2,692 20	2,896 19	5,588 39	
Painting buildings at West Fifty-seventh Street Yard, under Secretary's Order No. 12745.....	88 76	15 51	104 27	
Fire insurance on buildings and stores at West Fifty-seventh street.....		387 50	387 50	
Establishing a work yard on the East river, between East Twenty-fourth and East Twenty-fifth streets, under resolution of September 29, 1892.....	13,764 94	8,626 39	22,391 33	
Removing all property of the Department from the East Seventeenth Street Yard to the East Twenty-fourth Street Yard, under Secretary's Orders Nos. 12570 and 12627.....	3,649 45	473 90	4,123 35	
Building a work office under Secretary's Order No. 12193.....	204 42	309 56	513 98	
General care and maintenance of work yards and offices.	44,110 12	3,445 06	47,555 18	\$89,062 93
Dock Masters' Offices.				
Repairs to and maintenance of.....	\$1,258 02	\$300 46	\$1,558 48	
Building one office under Secretary's Order No. 12032.....	148 86	237 01	385 87	1,944 35
Surveying Force.				
Salary of Clerk.....	\$1,800 00		\$1,800 00	
New field implements, and repairs to old.....	114 18	\$413 69	527 87	
Miscellaneous supplies from storehouse.....		17 77	17 77	2,345 64
Floating Property.				
General care of	\$13,390 38	\$1,695 78	\$15,086 16	
Police Department charges for testing boilers.....		56 00	56 00	
Salary of Superintendent of Machinery.....	1,980 00		1,980 00	
Tug "Manhattan".....	7,679 23	4,012 88	11,692 11	
Tug "Pier"	6,333 68	6,030 10	12,363 78	
Derrick "City of New York".....	2,029 48	1,382 65	3,412 13	
Twelve-ton derrick No. 1.....	333 33	633 22	966 55	
Twelve-ton derrick No. 2.....	302 49	262 55	565 04	
Twelve-ton derrick No. 3.....	121 82	124 76	246 58	
Ten-ton derrick.....	131 08	34 46	165 54	
Pile-driver No. 1.....	970 13	245 72	1,215 85	
" 2.....	176 14	133 35	309 49	
" 3.....	331 25	208 60	539 85	
" 4.....	489 91	443 12	933 03	
" 5.....	659 03	171 51	830 54	
" 6.....	796 53	245 30	1,041 83	
" 7.....	355 54	75 37	430 91	
" 8.....	686 57	1,076 30	1,762 87	
" 9.....	763 16	156 63	919 79	
" 10.....	719 80	252 88	972 68	
" 11.....	1,122 81	561 22	1,684 03	
" 12.....	199 32	214 39	413 71	
" 13.....	98 51	85 71	184 22	
" 14.....	54 43	9 18	63 61	
Pile-driver land-ways.....	20 89	2 94	23 83	
Deck Scow "B".....	669 87	33 63	703 50	
" "C".....	4 01		4 01	
" "D"	39 38	15 29	54 67	
" "E".....	300 26	20 09	320 35	
" "F".....	312 61	66 13	378 74	
" "H".....	31 44	4 64	36 08	
" "I".....	73 05	13 71	86 76	
" "K".....	30 86		30 86	
" "L".....	53 12	11 41	64 53	
" "N".....	138 96	25 00	163 96	
" "O".....	66 57	9 00	75 57	
" "P".....		5 37	5 37	
" "R".....	15 82	4 09	19 91	
" "S".....		7 22	7 22	
Diver's Scow "A".....	28 36	6 78	35 14	
" "N".....	36 32	9 82	46 14	
" "S".....	24 06	4 09	28 15	
Borer "Woodcock"	254 11	46 20	300 31	
Steam-launch "Inspector".....	2,240 41	513 34	2,753 75	
Naphtha launch.....	512 56	154 14	666 70	
Skiffs, yawls and batteaux.....	1,733 91	209 34	1,943 25	
Repairs to tug "Manhattan" where damaged in collision with tug "Edwin Hartley," under Secretary's Order No. 12380.....	114 80	36 64	151 44	
Repairs to derrick "City of New York" where damaged in collision with tug "James A. Dumont," under Secretary's Order No. 12668.....	58 06	15 42	73 48	
Repairs to Pile-driver No. 3 where damaged in collision with tug "Chauncey M. Depew," under Secretary's Order No. 12655.....	35 28	7 68	42 96	
New Floating Plant.				
Twelve-ton Derrick No. 3, under resolution January 7, 1892.....	3,209 44	12,934 72	16,144 16	
Pile-driver No. 5, under resolution February 5, 1891.....		334 50	334 50	
Pile-driver No. 11, under resolution September 1, 1892.....	1,937 52	827 04	2,764 56	
Pile-driver No. 12, under resolution October 10, 1889.....		39	39	
Pile-drivers Nos. 13 and 14, under resolution February 11, 1892.....	7,814 62	9,833 76	17,648 38	
Deck Scow "B," under resolution February 2, 1893.....	1,126 75	427 44	1,554 19	
Deck Scow "S," under resolution September 1, 1892.....	1,445 53	367 41	1,812 94	
Two deck scows, under resolution July 16, 1891.....	8,310 90	2,799 86	11,110 76	
Six yawl boats (Voucher No. 12698).....		440 00	440 00	

On General Expense Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Insurance.</i>				
On tug "Manhattan" (Voucher No. 12629)		\$312 49	\$312 49	
On tug "Pier" (Voucher No. 12870)		925 00	925 00	
On derrick "City of New York" (Voucher No. 12092) ..		500 00	500 00	
On twelve-ton Derrick No. 1 (Voucher No. 12629)		100 00	100 00	
On ten-ton derrick (Voucher No. 12629)		20 00	20 00	
			\$119,520 35	
Less for services of tugs "Manhattan" and "Pier," transferred to account for work done by Department, at cost of lessees, owners and others, viz.			5,855 45	\$113,664 90
<i>Removal of Obstructions.</i>				
From piers and bulkheads, Resolution January 5, 1888..	\$103 90	\$20 29	\$124 19	
Drift timber from vicinity of Pier "A"	10 50		10 50	
Sunken canal-boat from Pier, new 14, North river	22 95		22 95	
Sunken piles from slip north of Pier, new 29, North river (Secretary's Order No. 11414)	174 62	58 10	232 72	
Old caisson piles and shutters from face of bulkhead between Piers, new 37 and new 38, North river ..		1 80	1 80	
Shed from Battery platform (Secretary's Order No. 12284)	92 68		92 68	
Bricks from Pier, new 60, North river (Secretary's Order No. 12021)	8 19		8 19	
From foot of East Third street, East river (Secretary's Order No. 12368)	43 52	13 73	57 25	
Sunken canal boat from foot of East Twenty-fourth street, East River (Secretary's Order No. 12746) ..	5 90		5 90	
Sunken canal boat from foot of East Twenty-ninth street, East river (Secretary's Order No. 12287) ..		70 00	70 00	626 18
<i>Car-fares—(Resolution, August 23, 1887.)</i>				
Of Engineers and Assistants		\$846 19	\$846 19	
Of Surveying Force		565 00	565 00	
Of Repairs Force		228 91	228 91	
Of Floating Property Force		156 94	156 94	
Of Messenger		209 07	209 07	
Of Roundsman		64 05	64 05	2,070 16
<i>Sundries.</i>				
"Obtaining and preparing and maintaining an accurate record of the depth of water in all slips and basins, and at all piers and bulkheads within the jurisdiction of the Department," in accordance with resolution of September 19, 1883	\$5,054 21		\$5,054 21	
Examination and inspection of work done, or to be done, by lessees, owners and others, under order of or permit from the Board	5,727 09	\$2 02	5,729 11	
Preparing and mooring deck-scows at south side of Pier "A," and building and maintaining landings and floats along the North river water-front during the Columbian Naval Parades and Review in October, 1892, and April, 1893	2,094 66	994 50	3,089 16	
Fencing in and care of "property of the City under the charge of the Department east of Fifth avenue and north of East One Hundred and Thirty-eighth street, Harlem river" (Secretary's Order No. 11566)	909 42	1 36	910 78	
Surveys on North, East and Harlem rivers	9,034 92		9,034 92	
Surveys at Riker's Island	50 33	48 75	99 08	
Automatic tide-gauges	291 67	9 90	301 57	
Maintenance of timber basins on the North river	6,462 47	3,144 57	9,607 04	
Temporary stand for auctioneer at Pier "A," under Secretary's Order Nos. 10785 and 11792		23 52	23 52	
Preventing unauthorized work on water-front north of Pier, old 39, North river (Secretary's Order No. 11627)	2 25		2 25	
Preventing unauthorized dumping in the Harlem river between Fifth and Seventh avenues	191 53		191 53	
Staking out site, near West Washington Market, for sale of Christmas trees (Secretary's Order No. 12404) ..	19 83		19 83	
Information prepared for Department of Public Works relative to paving Twelfth avenue, between West Thirtieth and West Thirty-fourth streets (Secretary's Order No. 12657)	38 38		38 38	
Signs placed on Battery platform forbidding vessels to land passengers thereat (Secretary's Order No. 12108)	40 98	4 96	45 94	
Signs placed on the marginal street, west of West street, forbidding the storing of trucks thereon (Secretary's Order No. 12683)	31 92	9 35	41 27	
Establishing and maintaining truck pound, between West Twenty-seventh and West Thirtieth streets (Secretary's Order No. 12641)	266 32	98 22	364 54	
Pawnbroker's fee for redemption of Sextant (Voucher No. 13171)		10 00	10 00	
Hired tugs at service of Dock Masters		20 00	20 00	
Yellow pine timber lost in transit		56 98	56 98	
Analysis of metallic alloys		35 00	35 00	
Municipal flags		100 00	100 00	
Telephone rents, service and shifting stations		1,555 37	1,555 37	
New towels and washing towels		25 92	25 92	36,356 40
Total				\$319,292 37

On Miscellaneous Account.

ON MISCELLANEOUS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Excavating trench in Marginal street opposite 328 West street to permit repairing of sewer, and refilling same, under Secretary's Order No. 12236	\$47 71	\$3 00	\$50 71	
Excavating trench in Marginal street near foot Vesey street, to permit placing of water-pipe, and refilling same, under Secretary's Order No. 12103	78 02		78 02	
Opening the paving on the Marginal street near foot of Morton street to permit repairing of gas-pipes, and replacing the pavement, under Secretary's Order No. 12590	23 70	11 63	35 33	
Excavating trench in Marginal street foot of West Thirtieth street to permit placing of water-pipe, and refilling same, under Secretary's Order No. 12640 ..	4 44		4 44	
Driving a mooring pile foot East Twenty-sixth street, for the New York Yacht Club, under Secretary's Order No. 12764	19 20	6 45	25 65	\$194 15
Department tugs at service of City Paymaster, 326½ hours		\$2,812 35	\$2,812 35	
Hired tugs at service of City Paymaster, 29½ hours ..		147 50	147 50	2,959 85

On Miscellaneous Account.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Expenses of tug Manhattan while at the service of the Health Officer of the Port, September 3 to 17, 1892, under Secretary's Order No. 12243	\$463 70	\$270 33	\$734 03	
Repairing and cleaning the Naphtha Launch after its return by the Health Officer of the Port, under Secretary's Order No. 12367	65 75	2 65	68 40	\$802 43
<i>Alterations on Piers.</i>				
Removing part of backing log on Pier, new 15, N. R., to accommodate the Steamer "Wyckoff," under Secretary's Order No. 12260	\$3 00		\$3 00	
Cutting gangways in Pier, new 15, N. R., under Secretary's Order No. 12109	202 45	\$27 40	229 85	
Cutting gangways in Pier, new 15, N. R., under Secretary's Order No. 12384	568 02	12 25	580 27	
Removing unnecessary cleat from bulkhead between West Tenth and Charles streets, under Secretary's Order No. 12713	4 30		4 30	
Removing portion of backing log from Pier, new 77, N. R., under Engineer's Order	30 60	2 25	32 85	850 27
Total				\$4,806 70

On Annual Expense Account.

ON ANNUAL EXPENSE ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Office of the Board.</i>				
<i>Salaries.</i>				
Secretary's Room—				
Secretary	\$4,800 00			
Assistant Secretary	1,600 00			
Stenographer and Typewriter	2,381 72			
Copyist	752 14			
Laborers	1,703 93			
Messengers	2,058 73			\$13,296 52
Chief Clerk's Room—				
Clerks	\$8,600 00			
Laborers	479 74			9,079 74
Commissioner's Clerk	\$600 00			
Treasurer's Clerk	2,400 00			
Laborer assisting Treasurer's Clerk	880 48			
Collector	1,800 00			5,680 48
Dock Masters	\$27,300 00			
Laborer assisting Dock Masters	315 00			27,615 00
Laborers acting Watchmen	\$3,393 17			3,393 17
				\$59,064 91
<i>General Care of Offices.</i>				
Cleaning	\$990 00	\$46 75	\$1,036 75	
Heating	915 20	347 23	1,262 43	
Lighting		127 56	127 56	2,426 74
<i>Office Furniture.</i>				
Repairs	\$8 44	\$32 30	\$40 74	
New furniture	10 42	76 98	87 40	128 14
<i>Stationery and Printing.</i>				
Blank books, miscellaneous stationery and type-writer supplies		\$1,721 91		
Type-writers and renewals of		184 95		\$1,906 86
Printing "Minutes of the Board"		\$1,414 15		
Printing and binding "Annual Reports"		894 04	2,308 19	4,215 05
<i>Advertising.</i>				
Sale of leases		\$64 50	\$64 50	
Sale of dumping privileges		32 00	32 00	96 50
<i>Sundries.</i>				
Lettering Commissioners' rooms		\$1 50	\$1 50	
Law books and legislative documents		47 00	47 00	
Car fare of Messengers		43 73	43 73	
Car fare of Collector		25 99	25 99	
Newspapers		113 76	113 76	
Postage stamps		270 00	270 00	
Recording leases in Registrar's Office		110 90	110 90	
Telegrams		11 04	11 04	
Toilet articles		56 48	56 48	
Ice		29 19	29 19	709 59
Total				\$66,640 93

IN SUSPENSE.

In Suspense.

Expenses of Contract No. 338 (for furnishing granite)	\$68 36
Expenses of Contract No. 357 (for furnishing granite) ..	65 00
Expenses of Contract No. 367 (for furnishing pine)	83 83
Expenses of Contract No. 373 (for furnishing granite) ..	15 11
Expenses of Contract No. 383 (for furnishing pine)	114 82
Expenses of Contract No. 396 (for furnishing granite) ..	7 74
Expenses of Contract No. 398 (for furnishing granite) ..	1,021 44
Expenses of Contract No. 410 (for furnishing pine)	1,125 46
Expenses of Contract No. 412 (for furnishing granite) ..	191 40
Expenses of Contract No. 414 (for furnishing granite) ..	869 76
Expenses of Contract No. 428 (for furnishing pine)	1,277 83
Expenses of Treasurer's Order No. 12616 (for furnishing piles) ..	10 97
Expenses of Treasurer's Order No. 13090 (for furnishing piles) ..	1 11
Expenses of Treasurer's Order No. 14219 (for furnishing piles) ..	12 08

In Suspense.

Expenses of Treasurer's Order No. 16145 (for furnishing granite).....	\$47 07
Account—Fabrication of 58 Standard concrete base-blocks, Nos. 674 to 731.....	4,126 14
Account—Fabrication of 67 Standard concrete base-blocks, Nos. 144 A to 210 A.....	1,133 43
Total.....	\$5,306 64

Summary.

SUMMARY.

To be accounted for:

New materials, supplies and tools on hand May 1, 1892.....	\$57,262 60
In suspense, May 1, 1892.....	14,800 23
	\$72,062 83
Pay-rolls audited during year ending April 30, 1893.....	\$713,147 84
Bills and claims audited during year ending April 30, 1893.....	2,049,418 16
	2,762,566 00
Value of old material used during year ending April 30, 1893.....	21 78
Total.....	\$2,834,650 61
Accounted for as follows, viz.:	
On Construction Account—New Plan—Permanent Work.....	\$883,355 46
On Construction Account—New Plan—Temporary Work.....	52,373 64
On Construction Account—Not New Plan.....	43,537 85
	\$979,267 95
On Repairs Account—Repairs Proper.....	\$81,496 73
On Repairs Account—Dredging.....	141,532 81
On Repairs Account—Cleaning Piers, etc.....	38,889 74
On Repairs Account—Work for other City Departments.....	12,518 99
	274,438 27
On Acquired Wharf Property Account.....	1,079,653 12
On General Expense Account.....	319,292 37
On Miscellaneous Account.....	4,805 70
On Annual Expense Account.....	66,640 93
In Suspense.....	\$10,171 55
New materials, supplies and tools on hand April 30, 1893.....	100,330 72
	110,502 27
Total.....	\$2,834,650 61

JAMES WEIR, Apportionment Clerk.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, }
 OFFICE OF THE ENGINEER-IN-CHIEF, }
 NEW YORK, May 1, 1893. }

To the Board of Docks:

GENTLEMEN—I have the honor to submit the following report of the work under my charge and supervision during the year ending April 30, 1893.

WORK OF CONSTRUCTION UNDER NEW PLAN.

NORTH RIVER.

Battery Section—Embracing the boat landing, Pier "A," Pier, new 1, North river, and about 80 feet of bulkhead north of Pier, new 1.

Repairs have been made to the boat landing and masonry, iron girders have been painted and other small work of maintenance and repair has been done.

West Washington Market Section—Extending from about the middle of Pier, old 24, North river, between Vesey and Barclay streets, to about the middle of the foot of Dey street, North river, a distance of about 575 feet.

Length of piling for the year.....186.28 feet; to date 575.00 feet.
 " of base blocks for the year.....246.00 " " 575.00 "
 " "E" course of granite for the year.....255.94 " " 567.60 "
 Equivalent length of completed wall for the year.....189.56 " " 567.26 "

The wall on this section has been completed from 207 feet southerly of Pier, new 14, to the northerly side of Pier, new 15, a distance of about 570 feet.

The "Washington Pier" (Pier, new 14, by resolution of the Board of March 31, 1892, this Pier is named "Washington Pier," having been leased to the "American Line," has been widened 50 feet, making it 125 feet in width and 720 feet long. The work is not entirely completed, but will be in a few weeks, and the lessee has already begun to erect a shed upon it.

At this portion of the water front the rock bottom approaches within 27 feet of the surface of the water at mean low tide. As the American Line ships draw 28 feet of water and as we have records of extreme low tides, falling to 3 feet below mean low water, it became necessary to remove the rock on both sides of this pier to a depth of 35 feet at mean low water in order that the large ships of the lessee should at all times be free from any danger of grounding on the hard bottom. The blasting and removing of the rock under water at so great a depth, it being 40 feet at mean high water, is unusual, if not the only case which has been recorded.

The work of removing this rock was begun in July, 1892, and excellent progress has been made under the circumstances and it will be completed in a few weeks.

Pier, new 15, has been completed and has been leased, together with the "Washington Pier," the bulkhead between the Washington Pier and Pier, new 15, and 75 feet of bulkhead southerly of the "Washington Pier," to the "American Line," who have begun to erect sheds upon the bulkheads and upon the piers which, when completed, will give excellent facilities for the transaction of their business.

Pier, new 15, is 714.67 feet long and 60 feet wide, except at outer end, where it is tapered to 50 feet in order to accommodate the Barclay Street Ferry.

It is proposed to pave the filling behind the wall on this entire section, except where it is to be covered with sheds, in addition to the area 50 feet wide immediately west of West street, which has been paved under Contract No. 397.

Chambers Street Section—Extending from the north side of Pier, old 29, to 91.70 feet north of the north side of Pier, new 21, a distance of 651.70 feet.

Length of piling for the year.....00.00 feet; to date, 651.70 feet.
 " base blocks for the year.....49.66 " " 650.70 "
 " "E" course of granite for the year.....82.06 " " 651.70 "
 Equivalent length of wall for the year.....50.72 " " 650.70 "

The northerly end, about 50 feet in length, of the wall on this section has been completed during the year.

Jay Street Section—Extending from the northerly end of the Chambers Street Section, at a point about 80 feet north of Duane street to the southerly end of the Franklin Street Section, at a point about 25 feet southerly of Harrison street, a distance of about 365 feet.

Length of piling for the year.....138.48 feet; to date, 216.67 feet.
 " base blocks for the year.....203.47 " " 216.67 "
 " "E" course of granite for the year.....216.67 " " 216.67 "
 " coping for the year.....134.67 " " 134.67 "
 Equivalent length of completed wall for the year.....182.19 " " 216.17 "

The removal of Pier, old 33, has been completed, and the wall on this section, about 216 feet in length, has been completed, and the filling-in behind it is nearly finished. It is proposed to pave this section westerly of West street, except where sheds are to be placed, during the coming summer.

Pier, new 22—The building of this pier by the force of the Department, under unanimous resolution of the Board, passed April 20, 1893, has been begun. The pier will be 685 feet long and 75 feet wide.

A ferry-house and landing has been built on the southerly side of Pier, new 23, by the West Shore Railroad Company, lessee, and the shed on the pier itself and on bulkheads on each side of it has been completed.

Franklin Street Section—This section has been enlarged by unanimous resolution of the Board, passed November 13, 1890, and now extends from 25 feet southerly of Harrison street to a point half way between Franklin and North Moore streets, a distance of about 415.95 feet.

Length of piling for the year.....00.00 feet; to date, 415.95 feet.
 " base blocks for the year.....00.00 " " 415.95 "
 " "E" course of granite for the year.....89.69 " " 415.95 "
 Equivalent length of completed wall for the year.....19.59 " " 414.95 "

The wall on this section has been completed and the filling placed behind it.

Pier, new 24, has been extended to the pierhead line of 1890.

It is proposed to pave this section, Jay Street Section and so much of Chambers Street Section as is not already paved, during the coming summer.

North Moore Street Section—Extending from a point 21 feet south of the south side of Pier, new 26, North river, to a point half way between North Moore and Franklin streets, a distance of about 340 feet.

Length of "E" course of granite to date.....340.00 feet.
 Equivalent length of completed wall to date.....340.00 "

Very little has been done on this section, it having been completed last year.

Beach Street Section—Extending from 21 feet south of the south side of Pier, new 26, to 95 feet north of the north side of Pier, new 26, a distance of 196 feet.

Length of base blocks to date.....196.00 feet.
 " "E" course of granite to date.....196.00 "
 Equivalent length of completed wall to date.....196.00 "

This section also, having been completed some years ago, has had nothing done to it the past year.

Laight Street Section—Extending from 95 feet north of the north side of Pier, new 26, North river, to the northerly side of Vestry street, a distance of about 600 feet.

Length of piling to date.....597.12 feet.
 " base blocks to date.....595.44 "
 " "E" course of granite to date.....581.39 "
 Equivalent length of completed wall to date.....595.96 "

This work and that on Beach Street Section and North Moore Street Section and the Franklin Street Section, when done, will make a continuous stretch of bulkhead or river wall from the southerly line of Pier, new 23, to the northerly side of Pier, new 29, a distance of 1,430 feet.

This section is like the two preceding sections in regard to completion and work done upon it.

The Chambers Street, Jay Street, Franklin Street, North Moore Street and the Beach Street Sections, upon which sections the wall is now completed, make a continuous length of the bulkhead or river wall of 2,400 feet, and during the present summer the paving on these sections will doubtless be completed.

These sections embrace Piers, new 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29, all of which have been completed, except Pier, new 22, which is now under construction. Piers, new 20, 21, 27, 28 and 29 have not yet been extended to the pierhead line of 1890.

Canal Street Section, Extended—Extending from the southerly end of the wall at Canal street to the north side of Pier, old 41, North river, a distance of about 150 feet, more or less.

Length of piling for the year.....92.18 feet; to date, 92.18 feet.
 " base blocks for the year.....85.3 " " 85.3 "
 Equivalent length of completed wall for the year.....90.50 " " 90.50 "

The Board having directed the extension of the Canal Street Section to the southward (on which section work has been suspended since 1877), plans were made, after consultation with the Bureau of Sewers, for the discharge of the Canal street sewer through the wall and by two sewer-boxes under a pier to be built in place of Pier, old 42. On account of the large size of the Canal street sewer, a very great variation from the standard wall became necessary, and the work upon it has necessarily been slow. Good progress, however, has been made under the circumstances, and the work will be completed during the coming year.

The construction of the new pier to be built in place of Pier, old 42, has been begun under Contract No. 434. It is necessary in executing this work to maintain a dump for the Department of Street Cleaning while the work is going on.

Sections North of Canal Street.

The sections north of Canal street, on which the bulkhead or river wall has been completed, are as follows:

	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.
Canal Street Section.....	334.95	373.89
Spring Street Section.....	139.92	139.92
Charlton Street Section.....	406.74	406.74
New King Street Section.....	148.41	148.41
Old King Street Section.....	114.49	114.49
Lower Clarkson Street Section.....	152.91	152.91
Houston Street Section.....	109.89	109.89
Upper Clarkson Street Section.....	102.51	102.51
Leroy Street Section.....	561.46	561.46
Morton Street Section.....	151.33	151.33
Christopher Street Section.....	1,095.22	1,111.51
Total.....	3,317.83	3,373.06

These sections embrace Piers, new 34 to new 47, inclusive of both.

Pier, new 34, has been extended to the pierhead line of 1890. The pier is now 731 feet long and 90 feet wide.

The work of extending Pier, new 36, to the pierhead line of 1890 is now under way and the extension will soon be completed.

Pier, new 38, is to be extended to the pierhead line of 1890 during the coming season.

Pier, new 39, has been extended to the pierhead-line of 1890, and a shed built upon the extension by the lessees, the National Steamship Company. This pier is now 707 feet long and 75 feet wide.

Pier, new 40, has been extended to the pierhead-line of 1890, and is now 696 feet long and 75 feet wide.

Pier, new 52, at the foot of West Twenty-second street—The extension of this pier, which was under way at the date of the last Annual Report, has been completed, and the pier, with its temporary approach, is now 596 feet long and has a width varying from 50 to 60 feet.

West Twenty-third Street Section, South End—Extending from 10 feet south of the northerly side of West Twenty-third street to 43.27 feet north of Pier, new 57, a distance of 1,238.2 feet.

Length of piling for the year.....183.60 feet; to date, 1,151.60 feet.
 " base blocks for the year.....00.00 " " 878.24 "
 " "E" course of granite for the year.....00.00 " " 787.53 "
 " coping for the year set dry.....00.00 " " 453.46 "
 Approximate equivalent length of completed wall for the year.....86.31 " " 1,014.27 "

The Department having acquired the bulkhead rights between West Twenty-third and West Twenty-fourth streets, thereby dissolving the injunction which has prevented the wall being built at this place, work has been resumed upon this section extending from Twenty-fourth street southerly, and the wall will be built as rapidly as possible.

The Department having also acquired the property between West Twenty-fifth and West Twenty-sixth streets, the work of building the wall in a gap left there on account of a former injunction, has been begun and is now in progress.

West Twenty-third Street Section, North End—Extending from 43.27 feet north of Pier, new 57, to the northerly line of West Thirtieth street, a distance of 615.42 feet.

Length of piling to date.....615.42 feet.
 " base blocks to date.....615.42 "
 " "E" course of granite to date.....615.42 "
 " coping set dry to date.....432.36 "
 Approximate equivalent length of completed wall to date.....603.90 "

Pier, new 58, has been leased to John H. Starin, and the lessee has nearly completed a shed upon it.

Pier, new 59, has been leased to Jefferson Hogan, and is sublet to the Occident Dock Company, who have nearly completed a shed upon it.

Pier, new 60, has a large dump of the Department of Street Cleaning built upon the northerly side of its inner half and the outer half of the Pier has been assigned to the Health Department for the use of the offal contractor.

West Thirty-first Street Section—Extending from the northerly side of West Thirtieth street to the northerly side of West Thirty-first street, a distance of 257.5 feet. This section remains in about the same condition as at the date of the last annual report. Very little has been done upon it since. It was completed in 1887.

West Thirty-second Street Section—Extending from the northerly side of West Thirty-first street to the northerly side of West Thirty-third street, a distance of 515 feet.

Length of dredging to date.....	515.00 feet.
" piling to date.....	515.00 "
" base blocks to date.....	518.00 "
" "E" course of granite to date.....	186.80 "
Approximate equivalent length of completed wall to date.....	479.39 "

The work on the wall at this section was completed for the time being in 1890, and but little work of any kind has been done on the section since.

West Thirty-third Street Section—Extending from the northerly side of West Thirty-third street, about 98.75 feet northerly therefrom.

This section is upon property recently acquired by the Department, and dredging was begun upon it on April 10, 1890, and the wall was completed in 1891 for the length of the section, for the present.

Length of piling to date.....	98.82 feet.
" base blocks to date.....	98.67 "
" "D" course of granite to date.....	75.67 "
" coping to date.....	90.00 "
Approximate equivalent length of completed wall to date.....	89.77 "

This section is like the preceding section.

From West Thirty-seventh to West Thirty-eighth street, under resolutions of the Board, passed June 6 and October 24, 1889—The Pennsylvania Railroad Company built in 1891 a bulkhead or river wall upon the same general plan as that of the Department wall for such places, from West Thirty-seventh to West Thirty-eighth street, upon property owned by them. They have filled in behind this wall, and have also built a shed upon it and a landing for car floats, between West Thirty-seventh and West Thirty-eighth streets, and have established a large and busy freight station.

West Forty-third Street Section—Extending from the northerly side of West Forty-third street to the northerly side of West Forty-fourth street, a distance of about 260.83 feet.

Length of dredging for the year.....	00.00 feet; to date, 260.83 feet.
" piling for the year.....	9.58 " " 253.80 "
" base blocks for the year.....	181.10 " " 253.55 "
" "E" course of granite for the year.....	45.34 " " 45.34 "
Equivalent length of completed wall for the year.....	98.52 " " 204.69 "

The work on this section was temporarily suspended during the severe weather on account of quantities of ice in the river during the winter, but has been resumed and is now in progress.

West Fifty-second Street Section, South End—Extending from 83 feet 10 inches southerly of the southerly side of West Fifty-fifth street, northerly to a point south of West Fifty-fifth street not yet determined.

Length of dredging to date.....	404.66 feet.
" concrete (in bags) foundation to date.....	411.46 "
" base blocks to date.....	404.05 "
" "E" course of granite to date.....	404.05 "
Equivalent of completed wall to date.....	406.53 "

On account of the small distance of the rock bottom of the river below mean low water mark on this section there is no pile foundation for the bulkhead or river wall, but it will consist of concrete and masonry from the rock bottom to the top.

In constructing this wall the bottom was first cleaned of mud, etc., as well as practicable, by dredging, which, however, does not remove the material which lies in holes and pockets in the surface of the rock. The mud and rubbish that lay in these holes and pockets were then removed by an 8-inch pump, which would pass brick, small stones, etc., until the whole surface of the rock bottom was clean. Concrete, in bags of 4 bushels capacity, and about 3 feet 6 inches long, 8 inches thick and 2 feet wide, when filled, was then placed upon the bottom and the bags so placed and built together as to form a seat or resting place to receive the base blocks; the top of the bags being somewhat irregular, a layer of fine concrete, made of 1½ volumes of cement, 2 of sand and 4 of roofing gravel or pebbles, not larger than 1 inch in their greatest dimension, was placed thereon in order to make a plane surface to receive the bottom of the base blocks. The base blocks were then set in place upon the bags, and the leveling-off layer of fine concrete and the granite and concrete backing built upon the top of the base blocks. Each base block made 6 feet in length of the foundation wall.

The wall on this end of this section was completed and put in use in 1891 from 83 feet 10 inches south of West Fifty-fifth street to the northerly side of west Fifty-first street.

West Fifty-second Street Section, North End—Extending from the northerly end of West Fifty-second street section, south end (the boundary point is not yet determined), to the northerly line of West Fifty-fifth street.

Length of dredging for the year.....	303.00 feet; to date, 540.00 feet.
" rock bottom cleaned.....	201.00 " " 348.00 "
" concrete in bags.....	195.60 " " 329.60 "
" concrete in mass.....	196.80 " " 328.80 "
" base blocks for the year.....	260.42 " " 320.82 "
" "E" course of granite for the year.....	258.40 " " 258.40 "
Equivalent length of completed wall for the year.....	245.90 " " 334.42 "

The work upon this end of this section has been continued. The construction is the same as that on the south end of the section for the same reasons. For some portions it has been found advisable to put the base blocks in three tiers, one above the other, on account of the depth of the rock below mean low water.

West Fifty-seventh Street Section—Extending from the northerly side of West Fifty-fifth street to the southerly side of West Fifty-eighth street, a distance of 762 feet 6 inches.

Length of dredging for the year.....	00.00 feet; to date, 762.50 feet.
" piling for the year.....	00.00 " " 762.50 "
" base blocks for the year.....	00.00 " " 762.50 "
" "E" course of granite for the year.....	110.53 " " 762.50 "
" coping for the year.....	200.99 " " 632.50 "
Equivalent length of completed wall for the year.....	28.37 " " 762.50 "

The wall on this section has been completed and the Department's Yard has been extended southerly to Fifty-sixth street, upon the filling placed behind it.

EAST RIVER.

Stanton Street Section—Extending from the south side of Rivington street to the north side of Stanton street, a distance of 557.21 feet, under unanimous resolution of the Board, March 1, 1893.

Length of dredging for the year.....	230.00 feet; to date, 230.00 feet.
" piling for the year.....	00.00 " " 00.00 "
" base blocks for the year.....	00.00 " " 00.00 "
" "E" course of granite for the year.....	00.00 " " 00.00 "
Equivalent length of completed wall for the year.....	15.00 " " 15.00 "

The Department having acquired the southerly half of Pier 62 at the foot of Stanton street and bulkhead adjoining, a section of the bulkhead or river wall has been begun at Stanton street, under unanimous resolution of the Board passed on March 1, 1893.

Pier at East Third street—The old pier at foot of East Third street has been removed and a new pier, with temporary approach, has been built under Contract No. 415.

East Twenty-fourth Street Section—Extending from south side of East Twenty-fourth street to the northerly line of East Twenty-fifth street, a distance of 340.60 feet, under unanimous resolution of the Board, April 25, 1889, as amended June 18, 1891.

Length of piling for the year.....	55.60 feet; to date, 340.60 feet.
" base blocks for the year.....	65.78 " " 340.60 "
" "E" course of granite for the year.....	110.77 " " 340.60 "
" coping for the year.....	211.87 " " 211.87 "
Equivalent length of completed wall for the year.....	93.84 " " 340.60 "

The Health Department having obtained the transfer of the premises between East Sixteenth and East Seventeenth streets to it for hospital purposes, the Department Yard on the East river was ordered to be transferred to the block between East Twenty-fourth and East Twenty-fifth streets, and work on this section has been pushed in consequence. The wall and filling behind it has been substantially finished and the yard removed to this section.

Pier at East Twenty-fifth street—A new pier, 60 feet wide and 717 feet long at the foot of East Twenty-fifth street, has been begun and is nearly completed; it will be used by the Department as a part of the East Twenty-fourth Street Yard.

East Twenty-fifth Street Section—Extending from the northerly side of East Twenty-fifth street to the northerly side of East Twenty-sixth street, a distance of 276 feet, under unanimous resolution of Board, passed October 27, 1892.

Length of piling for the year.....	87.50 feet; to date, 87.50 feet.
" base blocks for the year.....	13.52 " " 13.52 "
" "E" course of granite for the year.....	10 " " 10 "
Equivalent length of completed wall for the year.....	31.08 " " 31.08 "

The Department having acquired the private bulkhead between East Twenty-fifth and East Twenty-sixth streets, a section of the wall connecting the East Twenty-fourth Street Section and the Bellevue Section, has been begun and good progress made in the work. When the wall on this section is completed, there will be a continuous length of wall from the southerly side of East Twenty-fourth street to the northerly side of East Twenty-eighth street, a distance of about 1,160 feet.

Bellevue Section—Extending from the northerly side of East Twenty-sixth street to the northerly side of East Twenty-eighth street, a distance of 545 feet, under unanimous resolution of Board, passed April 25, 1889.

Length of piling to date.....	522.42 feet.
" base blocks to date.....	522.42 "
" "E" course of granite to date.....	522.42 "
" coping to date.....	459.08 "
Equivalent length of completed wall to date.....	522.42 "

This section was substantially completed in 1892, and is in use by the Department of Public Charities and Correction in connection with Bellevue Hospital.

East Ninety-fourth Street Section—Extending from the southerly side of East Ninety-fourth street to the northerly side of East Ninety-fifth street, a distance of 373.08 feet.

Length of piling for the year.....	00.00 feet; to date, 294.52 feet.
" base blocks for the year.....	103.09 " " 371.16 "
" "E" course of granite for the year.....	169.23 " " 303.17 "
" coping for the year.....	103.44 " " 231.94 "
Equivalent length of completed wall for the year.....	47.03 " " 372.58 "

The wall on this section has been completed and put into commercial use.

Pier at East Ninety-fourth street—A new pier, 60 feet wide and 221 feet long on its northerly side and 172 feet long on its southerly side, has been built at the foot of East Ninety-fourth street, under Contract No. 430.

East Ninety-sixth Street Section—Extending from the southerly side of East Ninety-sixth street to the middle of the block between East Ninety-sixth and East Ninety-seventh streets, a distance of about 200.92 feet.

Length of dredging for the year.....	75.48 feet; to date, 200.48 feet.
" piling for the year.....	121.48 " " 200.48 "
" base blocks for the year.....	200.78 " " 200.78 "
" "E" course of granite for the year.....	96.76 " " 96.76 "
Equivalent length of completed wall for the year.....	124.65 " " 165.90 "

The work on this section has progressed and about half the granite of the wall has been set in place.

East Ninety-ninth Street Section—Extending from the southerly side of East Ninety-ninth street to the northerly side of East One Hundredth street, a distance of about 365 feet.

Length of dredging for the year.....	150.00 feet; to date, 150.00 feet.
" piling for the year.....	14.50 " " 14.50 "
Equivalent length of completed wall for the year.....	25.50 " " 25.50 "

A portion of the wall has been begun on this section and good progress made in its construction.

HARLEM RIVER.

East One Hundred and Second Street Section—Extending from the southerly side of East One Hundred and First street to the northerly side of East One Hundred and Fourth street, a distance of 848.65 feet; south end, 144.70 feet in length.

Length of dredging for the year.....	144.70 feet; to date, 144.70 feet.
" piling for the year.....	144.70 " " 144.70 "
" base blocks for the year.....	00.00 " " 72.45 "
" "E" course of granite for the year.....	00.00 " " 00.00 "
" coping for the year.....	00.00 " " 00.00 "
Equivalent length of completed wall for the year.....	112.33 " " 112.33 "

The wall on this section was begun at its northerly end, and it was built southerly from the northerly line of East One Hundred and Fourth street, upon the plan described in the last Annual Report, to a point 85 feet northerly of the northerly line of East One Hundred and First street, where the nature of the bottom changed so much that the wall south of this point has been built upon the plan of the wall of 1876.

Very good progress has been made in the work.

East One Hundred and Second Street Section—Extending from the southerly side of East One Hundred and First street to the northerly side of East One Hundred and Fourth street, a distance of 848.65 feet; north end, 703.95 feet in length.

Length of dredging for the year.....	173.95 feet; to date, 703.95 feet.
" piling for the year.....	284.65 " " 703.95 "
" base blocks for the year.....	97.14 " " 479.05 "
" "E" course of granite for the year.....	104.85 " " 415.55 "
" coping for the year.....	145.23 " " 410.63 "
Equivalent length of completed wall for the year.....	120.23 " " 528.85 "

This section is described under the preceding heading.

East One Hundred and Tenth Street Section—Extending from the southerly side of East One Hundred and Seventh street to the northerly side of East One Hundred and Tenth street, a distance of 845.5 feet.

Length of piling to date.....	760.00 feet.
" base blocks to date.....	756.15 "
" "E" course of granite to date.....	750.85 "
" coping to date.....	698.00 "
Equivalent of completed wall to date.....	750.85 "

The wall on this section was substantially completed last year.

East One Hundred and Twenty-fifth Street Section—Extending from the southerly side of East One Hundred and Twenty-fifth street to a point 25 feet northerly of the northerly line of East One Hundred and Twenty-fifth street, and westerly to the angle of the bulkhead line northerly of East One Hundred and Twenty-fifth street, a distance of 365 feet.

Length of bottom cleaned for the year.....	0.00 feet; to date, 367.27 feet.
" base blocks for the year.....	0.00 " " 362.70 "
" "E" course of granite for the year.....	0.00 " " 362.70 "
" coping for the year.....	5.68 " " 362.70 "

The wall on this section was substantially completed last year. A small quantity of rock in place remains to be removed in front of the wall on the northerly side of East One Hundred and Twenty-fifth street.

TEMPORARY CONSTRUCTION UNDER NEW PLAN.

Chapter 567 of the Laws of 1887.

NORTH RIVER.

Pier, old 25, North river—The extension of this pier to the pierhead-line of 1871 by the owners and lessees, under permit of the Board of Docks, has been completed and a shed built upon the extension.

Pier, old 27, North river—The extension of this pier to the pierhead-line of 1871 by the owners and lessees, under permit of the Board of Docks, has been completed and a shed built upon the extension.

Pier, old 28, North river—This pier has been extended to the pierhead line of 1890 by the owners, the Old Colony Steamboat Company, under permit of the Board of Docks.

Pier, old 41, North river—This pier has been extended to the pierhead-line of 1890 by its owners, the New Jersey Steamboat Company, under permit of the Board of Docks.

Pier, old 42, at Canal street, North river—A portion of this pier has been removed under Contract No. 433, and a portion of a new pier to replace it built under Contract No. 434.

Pier at West Eleventh street—The extension of this pier to the pierhead-line of 1890, under Contract No. 411, has been completed.

Pier at Bethune street, North river—This pier has been widened and extended to the pierhead-line of 1890, under Contract No. 419.

EAST RIVER.

Pier, old 22, East river—This old pier has been replaced by a new construction, and the crib-work bulkhead has been repaired, under Contract 413, the Fulton Market Fishmongers' Association paying half the expense.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

Cribwork bulkhead Ninety-seventh to Ninety-ninth streets—A cribwork bulkhead, extending from a point 100 feet north of West Ninety-seventh street to a point 29 feet 6 inches north of West Ninety-ninth street, begun in 1891, has been completed under Contract No. 399.

Cribwork bulkhead from West One Hundred and Twenty-ninth street to West One Hundred and Thirtieth street—A cribwork bulkhead between West One Hundred and Twenty-ninth street and West One Hundred and Thirtieth street has been begun under Contract No. 427 and is approaching completion, having been delayed by large quantities of ice in the river on account of the severity of the winter.

EAST RIVER.

East Twenty-second and East Twenty-third streets—A ferry platform, house, etc., has been erected at this place by the Brooklyn and New York Ferry Company under permit of the Board of Docks.

HARLEM RIVER.

One Hundred and Thirty-eighth street, Harlem river—A crib-bulkhead is in course of construction on the easterly side of above premises by John H. Cheever, under permit of the Board. Begun May 2, 1892; in progress.

Mott Haven Canal, easterly side of Harlem river—A crib-bulkhead is in course of construction at above premises by John H. Cheever, under permit of the Board. Begun September 3, 1892; in progress.

One Hundred and Fiftieth street, Harlem river—A crib-bulkhead and the necessary filling-in behind same was erected on the easterly side of Harlem river, at above premises, by W. W. Astor, under permit of the Board. Begun September 30, 1889, and finished June 6, 1892.

Eighty avenue, Harlem river—An elevated coaling and switching station of iron and wood is being erected at above premises by Manhattan Railway Company under permit of Board. Begun March 9, 1893; in progress.

Oak Point, Leggett's Creek—The water front in the vicinity of above premises is being improved by filling in, etc., by East Bay Land and Improvement Company, under permit of the Board. Begun September 15, 1891; in progress.

GENERAL REPAIRS.

The repairs to piers, bulkheads, etc., have been somewhat less in cost than they were last year. A detailed statement of them is given in the appendix.

FLOATING PROPERTY.

The floating property of the Department has been increased by one 12-ton derrick, No. 3; two new pile-drivers, Nos. 13 and 14; three new deck scows, "M," "P" and "S." All built by the Department at West Fifty-seventh street. Also six yawl boats.

All of this property has been in constant use and a full list of the floating property will be found in the appendix.

SURVEYING PARTY.

Base lines and bench marks have been verified from time to time in connection with the construction of the bulkhead-wall at the different sections on the North, East and Harlem rivers, and of piers, and from these lines and levels have been given during the progress of the work.

Lines and levels have also been given on contract work for general repairs.

The quantities of sand, broken stone for concrete, rip-rap and cobble stones, delivered at the various sections and piers, have been measured and calculated.

Surveys and examinations have been made over 784,633 linear feet of water front. The surveys have been plotted and put on file in this office and tracings have been prepared therefrom.

11,833 rod soundings, to ascertain the depth of soft mud, have been taken, of which 7,597 were on the North river and 4,231 on the East and Harlem rivers. 79,434 disk soundings, to ascertain the depth of water, have been taken on the North, East and Harlem rivers in 856 slips, of which 40,873 in 375 slips were on the North river, and 38,561 in 481 slips were on the East and Harlem rivers.

Of the above 29,189 disk soundings and 7,597 rod soundings were for construction, and 60,245 disk soundings and 4,236 rod soundings were for general repairs and examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on record in this office.

All the dredging done by the Department has been supervised, as also the dredging done by private parties.

The accounts of all dredging done by the Department have been kept, and from them monthly reports, statements for estimates, etc., have been made, and receipts given, as required.

The automatic tide-gauges on the Harlem river, Port Morris, Pier "A," North river, and at West Fifty-seventh Street Yard, North river, have been attended to, and the records preserved.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard—This yard has been enlarged by extending it southerly to the northerly side of West Fifty-sixth street, so that it now extends from the northerly side of West Fifty-sixth street to the southerly side of West Fifty-eighth street.

The new derrick and new scows have been built at this yard, and the repairs to various pieces of floating property have also been made here.

A stationary-engine, to run saws, lathes, drills, etc., has been placed in this yard, and the work of the Department greatly facilitated.

A Riehle testing machine, with capacity of 150,000 pounds, has also been placed in the yard. 13,000 barrels of Portland cement have been received at this yard for the work of the Department. 66 special base blocks for the bulkhead or river-wall, containing nearly 1,800 yards of concrete and 58 base blocks for the bulkhead or river-wall, containing over 2,100 cubic yards of concrete, have been built at this yard.

Granite for the wall has also been received upon the extension of this yard.

Various stores and supplies have been received and issued as usual.

East Seventeenth Street Yard—5,992 barrels of cement were received and accepted at this yard.

A total number of 117 base blocks for the wall and special blocks for Canal Street Section on North river, containing nearly 4,000 cubic yards of concrete, have been made at this yard. Granite was also received here.

The Health Department deeming it necessary to occupy for its purposes the area upon which this yard has been situated, and having obtained the consent and approval of the proper authorities, the Board of Docks on September 29, 1892, passed resolution to remove the East River Yard of the Department from East Seventeenth street to East Twenty-fourth street. This has been done, and the necessary offices, cement-shed, shops and platforms have been built at East Twenty-fourth street as fast as possible and the Dock Department's property removed from East Seventeenth street.

East Twenty-fourth Street Yard—The area occupied by this newly established yard lies between East Twenty-fourth and East Twenty-fifth streets and easterly of what was formerly Avenue A. Its length on northerly line of East Twenty-fourth street is 198.7 feet, on the southerly line of East Twenty-fifth street 122 feet, and it has a length on the bulkhead or river wall of 212 feet. The newly made land and the top of the wall are occupied by the offices, the cement-shed, the platforms for building base blocks and the various shops necessary for the work. The new pier at foot of East Twenty-fifth street will also be included in this yard, and used for the reception, inspection and issue of granite stones for the wall. The work upon the shops and other appliances and the pier will be shortly completed, and the Department will have a very complete and well appointed yard for carrying on its work.

Seventeen base blocks for the wall containing 610 cubic yards of concrete have been built at this yard and 500 barrels of Portland cement received.

Timber Basins.

Timber furnished under various contracts has been received, inspected and issued at the timber basins at West Fifty-second, West Fifty-seventh and West Seventy-fifth streets.

Cleaning Wharves, Piers, etc.

By section 7, chapter 269, Laws of 1892, the Department of Street Cleaning is relieved from the duty of cleaning wharves, piers, etc., and the Department of Docks is given power and authority and it is made its duty to cause all the wharf property under its charge and control to be cleaned, and this work has been done by the Department, under the resolution of May 12, 1892.

Riker's Island.

This Island was acquired by the City in 1884, by purchase from private parties; and by chapter 469, Laws 1885, a grant of lands under water by the State to the City was authorized extending to a contour line of about 12 feet depth at mean low water around and about the Island, and the Secretary of War on the 24th of January 1893, under section 12 of the River and Harbor Act,

approved September 19, 1890, modified the pierhead and bulkhead-line around the Island so that the City can avail itself fully of the benefits of the grant by filling in and making land around the Island.

Specifications and form of contract for a retaining structure on the westerly end of the island have been prepared and submitted to the Board.

I submit herewith an appendix, containing:

A summary of the work of construction under "New Plan."

A summary of temporary construction under "New Plan."

A summary of the work of construction not under the "New Plan."

A summary of work of "General Repairs."

A summary of work of "Floating Property."

A summary of work at the Department Yards.

A statement of stock on hand, purchased, fabricated and issued at West Fifty-seventh Street Yard.

A statement of granite on hand, received and issued at East Seventeenth Street Yard.

A summary of work done for other departments.

A summary of work done for and at the expense of alleged owners, lessees and others.

A list of contracts under which work has been done during the year.

A list of the forms of contracts and specifications submitted to the Board of Docks during the year.

A statement in detail of the dredging done by the Department of Docks during the year.

A table of the dredging done by lessees or owners during the year, by order or under permit of the Board of Docks.

A full statement of the work done by lessees and owners of piers and bulkheads, and by others, by order or under permit of the Board of Docks, and under my general supervision.

A table of wharfage room made by the Department of Docks during the year.

A table of wharfage room made during the year by private parties, under permit of the Board.

New Bulkhead and Pierhead Lines.

By act of Congress of August 11, 1888 (section 12), the Secretary of War is authorized to cause bulkhead and pierhead lines to be established in harbors of the United States. Under this law, a Board of United States Engineers, consisting of General Henry L. Abbott, Colonel William P. Craighill, General C. B. Comstock, Colonel D. C. Houston and Colonel G. L. Gillespie was organized in October, 1888, to fix the lines in the harbor of New York and adjacent waters.

On April 15, 1890, this Board submitted report to the Secretary of War, recommending, among others, the fixing of bulkhead and pierhead lines on both the North and East river, on Manhattan Island, southerly from West Eighty-first street, on the North river, to the Battery, and around the Battery to the East river, and thence northerly to East Eighty-first street.

The report and the map accompanying it were approved by the Honorable Redfield Proctor, Secretary of War, on April 25, 1890, and the exterior lines for bulkheads and solid filling and for piers are thereby fixed by the highest authority for that portion of the water-front of this city south of Eighty-first street on both rivers.

September 17, 1890, this Board submitted a further report to the Secretary of War, recommending, among others, the fixing of bulkhead and pierhead lines on the North, East and Harlem rivers, on Manhattan Island, northerly from West Eighty-first street, on the North river, to Spuyten Duyvil, and around the north end of Manhattan Island, and thence southerly to East Eighty-first street; also on the easterly or continental side of the Harlem river, from the North river around Spuyten Duyvil, and thence southerly and easterly around Port Morris to Bungay street. Also around Blackwell's, Randall's and Ward's Islands, and the sunken meadow east of Randall's Island.

This report and the map accompanying it were approved by L. A. Grant, the Assistant Secretary of War, on October 18, 1890.

On December 23, 1890, this Board submitted a further report in this connection to the Secretary of War, recommending the fixing of bulkhead and pierhead lines on the westerly side of the East river, from Bungay street northerly around Hunt's Point to the mouth of the Bronx river, at a point about opposite the prolongation of Lane avenue.

This report and the map accompanying it were approved by L. A. Grant, Assistant Secretary of War, on January 9, 1891.

On February 8, 1892, this Harbor Line Board submitted its most recent report to the Secretary of War, relating to bulkhead and pierhead lines within the jurisdiction of the City of New York, recommending the fixing of a bulkhead and pierhead line around Great and Little Mill Rock, and the government dike connecting them.

This report and the map accompanying it were approved by the Honorable S. B. Elkins, Secretary of War, March 9, 1892.

These lines are exterior lines only, and there is no objection to building bulkheads or piers within or shoreward of them, or to excavating or removing bulkheads already built and building new bulkheads further inshore.

On the East river and the Harlem river the lines established conform substantially with lines fixed or proposed by this Department.

On the North river the bulkhead line is substantially the same as that now established, and the pierhead line is also the same above West Twenty-third street. Below West Twenty-third street, however, the pierhead-line is thrown out into the river so that the local authorities can extend the length of the piers various distances, in the maximum to about 155 feet, beyond the line established at present.

From West Eleventh to West Fourteenth street, North river, the distance between this new pierhead-line and the established bulkhead-line varies from 45 feet at West Fourteenth street to 160 feet at West Eleventh street.

This is, of course, no substantial advantage under the present established bulkhead line at this place. If, however, the plan for the improvement of this portion of the water front, recommended in the report for 1880, and modified so as to improve and not disturb the new West Washington Market in the report of 1888, and which was approved and supported by the Board in the fall of 1888, and before the Legislature of 1889, should be carried out, this additional length to the piers therein proposed would be of substantial advantage and benefit.

I submit the following extract from the report of the Board of United States Engineers of April 15, 1890, above referred to, in relation to this section of the water-front:

"At West Fourteenth street, North river, the original width of the river has been materially impaired by artificial encroachments on both banks, the more to be regretted as Castle Point, a rocky headland on the opposite shore, formed originally a marked gorge in the river, which should not have been made worse by artificial shore extensions."

"From West Eleventh street, north, to West Seventeenth street, New York City, the existing legal pierhead and bulkhead lines coincide. The unfortunate extension of the bulkhead-line to nearly the established limit for the pierhead-line to the southward has had the effect of restricting very much the length of the piers, and, in consequence, of prohibiting the use of this front to all except small vessels."

"The Board thinks that if wharf room is needed in this locality for longer vessels, it should be gained only by excavations in rear of the bulkhead-line, and not by extension of piers into the river beyond the line now recommended."

The Legislature, by the passage of chapter 158 of the Laws of 1892, has authorized and empowered the local authorities to make the necessary changes on this section of the plans of 1871, and the work can then be carried on.

As there is no doubt whatever that the execution of this plan will greatly increase the facilities of commerce, relieve the congestion and crowding on the water front below West Eleventh street, provide room for the ever-increasing trade of the city and also yield a profit on its cost, I beg leave to urge upon the Board the importance of at once beginning this work.

I have repeated the above from my report of 1892, and beg leave to express a hope that the Board may take action in this matter at an early date.

Pierhead-lines of 1890.

Under chapter 482, Laws of 1890, the pierhead-line from the Battery to West Seventieth street, on the North river, was altered and made to conform with the pierhead-line approved and established between those points by the Secretary of War, April 25, 1890, by the Department of Docks, on July 3, 1890, and its action was approved by the Commissioners of the Sinking Fund on July 24, 1890.

The following piers have been extended to this new pierhead-line to date:

Pier, new 24.	Pier, new 40.	Pier at Bethune street.
Pier, new 25.	Pier, new 42.	Pier at Jane street.
Pier, new 26.	Pier, new 44.	Pier, old 57.
Pier, new 34.	Pier, new 45.	Pier, old 58.
Pier, new 35.	Pier, new 46.	Pier at West Twenty-first street.
Pier, new 37.	Pier, new 47.	Pier at West Twenty-second street.
Pier, new 39.	Pier at West Eleventh street.	

The following piers have been ordered extended to the new pierhead-line:

Pier, new 36. Pier, new 38.

The expenditures of the Department for the past year have been the largest since its creation, aggregating \$2,762,566. Of this amount \$1,079,653.12 was on account of "acquired property," much of it in settlement of suits which have been long pending.

The amount audited on Construction Account was \$1,422,713.26, and on General Repairs, \$198,224.29, and the distribution of these amounts between wages and salaries of the pay-rolls and

bill and claims, including cost of materials and payments for dredging and for contracts, is as follows:

	PAY-ROLLS.	BILLS AND CLAIMS.	TOTAL.
Construction.....	\$516,397 69	\$806,315 57	\$1,422,713 26
Repairs.....	40,770 89	157,453 40	198,224 29
	\$557,168 58	\$963,768 97	\$1,520,937 55

The equivalent length of completed bulkhead and river wall on the North river for the year is 991.66 feet, on the East river 311.58 feet, and on the Harlem river 258.06 feet, making a total of 1,561.30 feet.

The total length of bulkhead or river wall completed on the "E" course is as follows:
On North river..... 10,942 feet.
On East river..... 1,726 "
On Harlem river..... 1,128 "

Total 13,796 feet.

Two new piers have been built on the North river and four new piers on the East river, and seven of the City's piers on the North river have been extended to the pierhead-line of 1890; also two private piers have been extended to the pierhead-line of 1871, and two private piers have been extended to the pierhead-line of 1890.

453 feet of crib-bulkhead has been built on the North river. The total new wharfage room made is 5,823 feet, or over one mile, while the net increase of wharfage room is 1,909 feet.

Very respectfully, your obedient servant,

G. S. GREENE, JR., Engineer-in-Chief.

Construction under "New Plan."

APPENDIX.

Summary of the Journal of the Work for the Year ending April 30, 1893.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER FRONT.

WEST WASHINGTON MARKET SECTION.

Under Unanimous Resolution of Board, July 9, 1891.

Bulkhead-wall, Proper.

DREDGING.

May 1 to June 7, 1892.—Mud and crib were excavated and removed from bulkhead-wall area by Morris & Cumings, under Contract No. 406.

STONE FILLING.

May 1, 1892, to February 18, 1893.—Rip-rap and cobble were discharged on wall foundation and between caps, and on foundation for concrete blocks, by Brown & Fleming, William Turner, John A. Bouker and H. P. Sheridan, under Treasurer's Orders Nos. 15969, 15881, 15970, 16239, 16242, 16416, 16326, 16325 and 16523.

PILING AND WOODWORK.

Vertical Piles.

May 1, 1892, to January 31, 1893.—535 vertical piles were driven, regulated and staylathed; also 19 piles were driven to protect southerly end of section.

Bracing Piles.

May 23, 1892, to January 3, 1893.—87 bracing piles were driven and regulated.

Sawing off Piles.

May 23 to December 3, 1892.—182 piles were sawed off to grade.

Rafting Pile Butts.

May 23 to December 3, 1892.—Pile butts were collected and rafted for removal.

Locating Foundation Piles.

June 14 to August 17, 1892.—Foundation piles for concrete blocks were located by means of wire screens.

Binding Frames.

May 16 to October 15, 1892.—11 binding frames were made and sunk to place.

Capping.

June 21 to December 24, 1892.—260 lineal feet of longitudinal capping and 86 transverse caps were placed and fastened with oak trenails.

Decking.

September 17, 1892, to February 25, 1893.—About 255 lineal feet of deck planking were laid and fastened to capping in rear of the masonry with one inch oak trenails.

MASONRY.

Concrete Blocks.

June 20 to December 3, 1892.—21 concrete blocks and 1 special concrete block were set on wall foundation, 1 standard and 1 special concrete block being brought from Seventeenth Street Yard for use of this section.

Filling Chain Holes.

June 21, 1892, to January 7, 1893.—Chain holes in concrete blocks were filled with concrete in oval bottomed bags.

Granite.

August 27, 1892, to February 18, 1893.—257 pieces of granite were set on wall foundation and backed up with 755 batches of concrete.

Pointing Wall.

September 10, 1892, to April 1, 1893.—Joints of granite set in bulkhead-wall were pointed.

Coping.

April 15 to April 22, 1893.—14 pieces of coping were set on wall foundation. Coping was also dressed at Seventeenth Street Yard for use at this section.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at West Washington Market Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	79.00	575.00	.....
Cobble.....	232.77	575.00	.....
Rip-rap.....	258.21	575.00	.....
Piles driven.....	186.28	575.00	.....
Binding frames.....	249.47	575.00	.....
Piles sawed off.....	244.76	575.00	.....
Longitudinal caps.....	248.19	575.00	.....

Construction under "New Plan."

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Cross caps.....	249.67	575.00	.....
Decking.....	248.69	569.00	6.00
Base blocks.....	246.00	575.00	.....
"A B" course granite.....	254.50	575.00	.....
"C" course granite.....	254.25	573.60	1.40
"D" course granite.....	255.63	571.40	3.60
"E" course granite.....	255.94	567.60	7.40
Coping.....	121.44	295.44	93.56
Wall actually completed.....	169.82	431.44	93.56
Equivalent length of completed wall.....	189.56	567.26	7.74

General Work.

August 27 to November 15, 1892.—Old crib and timbers were torn up and removed from south end of section, also old timber was removed from new-made land south of Pier, new 14 North river.

EARTH FILLING.

May 1, 1892, to April 30, 1893.—9,746 cart and 3 truck loads of earth filling were received from Brown & Fleming and placed in rear of bulkhead-wall, with tickets, and 657 cart-loads, without tickets, making a total of 24,871 cart and 3 truck loads, with tickets, and 657 cart-loads, on a scow, without tickets, received up to date from Brown & Fleming.

REMOVING OLD WORK.

August 12 and August 13, 1892.—Old worthless plank and timbers towed from the West Washington Market Section to East One Hundred and Tenth street, were hoisted from the river to the bulkhead.

PAINTING SECTION OFFICES.

Under Secretary's Order No. 12219.

September 9, 1892, to January 13, 1893.—This work was done by Department labor and consisted in painting the inside and outside of the West Washington Market Office with two coats of paint. And the felt roof was given two coats of roofing tar.

Bulkhead South of Pier, New 14, N. R.

Under Engineer's Order.

February 1 to February 10, 1893.—112 loads of refuse from the Street Cleaning Department were placed in rear of bulkhead-wall, south of Pier, new 14, North river, at night and immediately covered.

Widening Pier, New 14, N. R.

Under Unanimous Resolution of Board, April 28, 1892.

DREDGING.

August 27 to October 10, 1892.—Mud was excavated and removed by Morris & Cumings under Treasurer's Order No. 16167, from north side of Pier.

May 16 to June 16, 1892.—Mud was excavated and removed from south side of Pier, under Treasurer's Order No. 16055.

March 11 to April 30, 1893.—Blasted rock was dredged and removed by Morris & Cumings (Dredge No. 12) north and south of offshore, and south of inshore, Pier, new 14, under Treasurer's Orders Nos. 16741, 16782, 16803.

ARMATURE PLATES.

April 10 to April 15, 1893.—Piles were trimmed for armature plates, and plates placed and fastened.

OAK FENDERS.

October 13, 1892, to April 30, 1893.—Oak fenders, formerly removed from the south side, replaced, on widened portion of pier, and new fenders placed and fastened.

BUILDING CRIB.

May 28, 1892, to February 25, 1893.—Crib at outer end of the widened portion of pier was built and sunk to place, and rip-rap discharged therein, by H. P. Sheridan and Brown & Fleming, under Treasurer's Orders Nos. 16027 and 16523. Also crib-tie logs and bracing-timbers were placed and fastened.

BUILDING SHED FOUNDATION.

Under Unanimous Resolution of Board April 28, 1892, and Secretary's Order No. 12018.

June 14, 1892, to April 19, 1893.—955 yellow pine piles were driven and regulated in shed foundation, capped with 12 by 12 yellow pine timber, and a flooring of 8 by 12 yellow pine afterwards placed over the caps, and holes were cut in the deck of the 75 feet in width portion of pier in order to drive the piles, and the deck afterwards replaced.

STONE FILLING.

May 9, 1892, to February 25, 1893.—Rip-rap was discharged for pile foundation by Brown & Fleming, under Treasurer's Orders Nos. 16027 and 16707.

PILE-DRIVING, STAY-LATHING, ETC.

May 1, 1892, to April 30, 1893.—658 vertical piles were driven, regulated and stay-lathed, also 28 bracing piles were driven and regulated, piles were sawed off to grade, tenons were cut and stay-lathing removed.

TIMBER WORK.

May 23, 1892, to April 30, 1893.—Cross-caps, "A" braces, longitudinal and horizontal braces, rangers, fish plates, fender chocks, mooring-post chocks, backing pieces and horizontal sheathing were placed and fastened; decking was laid and fastened, some of old deck-sheathing and stay-lathing removed, and decking was taken off on 75 feet width of pier, over the crib, outer end of pier, which was raised to grade, and extra rangers placed and fastened on same portion of pier.

MOORING-POSTS.

December 3, 1892, to April 30, 1893.—Old posts were removed and new posts were placed and fastened.

REMOVING ROCK.

North Side, Outer End.

August 1 to April 30, 1893.—282 holes were drilled in bed rock, at an average depth of 7 feet, 267 holes were charged and fired. Also, seams and surface blasts were fired.

South Side, Outer End.

March 18 to April 30, 1893.—20 holes were drilled in bed rock, at an average depth of 6 feet, 19 holes were blasted. Also, seams were fired.

South Side, Inner End.

August 1, 1892, to April 30, 1893.—251 holes were drilled in bed rock, at an average depth of 5½ feet. 235 holes were charged and fired, and about 45 cubic yards of rock removed, by means of the 12-ton derrick, No. 3, and divers.

Under Treasurer's Order No. 16208.

July 25, 1892, to January 7, 1893.—162 holes were drilled in bed rock, at an average depth of 6½ feet. 139 holes were charged and fired, and about 85 cubic yards of rock were removed from rock bottom by means of divers and tub, and about 300 cubic yards by dredge "Hussar." January 7, 1893, was the last day E. R. Lowe conducted operations on the work, which he finally abandoned on February 20, 1893.

Construction under "New Plan."

Pier, New 15, N. R.

TEMPORARY PLANK APPROACH.

June 4, 1892, to April 30, 1893.—A temporary plank approach to pier was built and subsequently repaired and raised to grade.

TESTING PILES.

March 25, 1893.—6 test piles were driven south side of pier in order to determine the depth to solid rock.

BUILDING PIER.

Under Contract No. 405.

May 1 to June 30, 1892.—A new pier 716 feet 11 inches long by 60 feet wide, and tapering to 45 feet at the outer end, was built by Contractor John Flaherty, and finished June 30, 1892.

Under Engineer's Orders.

November 26, 1892.—A mooring-post was fastened in position, also chocks, south side of pier, inner end.

CHAMBERS STREET SECTION.

Under Unanimous Resolution of Board, November 21, 1878.

Bulkhead-wall Proper.

STONE FILLING.

May 10 to October 24, 1892.—Rip-rap and cobble were discharged on wall foundation and between caps by J. A. Bouker, Brown & Fleming and H. P. Sheridan, under Treasurer's Orders Nos. 15969, 15882, 16027, 16325 and 16416.

PILING AND WOODWORK.

Rafting Pile Butts.

May 1 to May 13, 1892.—Pile butts sawed off to grade were rafted.

Capping.

May 1 to July 18, 1892.—50 lineal feet of longitudinal capping and 16 transverse caps were placed and fastened with oak treenails.

Decking.

August 22 to October 3, 1892.—66 lineal feet of decking was laid and fastened to capping, rear of the masonry, with 1-inch oak treenails.

MASONRY.

Concrete Blocks.

May 23 to May 25, 1892.—4 concrete blocks were set on wall foundation.

Filling Chain Holes.

May 24 to May 25, 1892.—Chain holes in concrete blocks were filled with concrete in oval bottomed bags.

Granite.

August 13 to October 8, 1892.—92 pieces of granite were set on wall foundation, and backed up with 267 batches of concrete.

Pointing Wall.

August 31 to October 8, 1892.—Granite joints in bulkhead-wall were pointed.

Coping.

April 10 to April 15, 1893.—10 pieces of coping were set on wall.

PUMPING MUD.

May 16 to May 20, 1892.—Mud was pumped from wall foundation at the end of the old work.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Chambers Street Section.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	651.70	.....
Cobble.....	29.30	651.70	.....
Rip-rap.....	18.30	651.70	.....
Piles Driven.....	.....	651.70	.....
Binding frames.....	.....	651.70	.....
Piles sawed off.....	.....	651.70	.....
Longitudinal caps.....	46.16	651.70	.....
Cross caps.....	49.61	651.70	.....
Decking.....	66.30	651.70	.....
Base blocks.....	49.66	651.70	.....
"A B" course granite.....	70.16	651.70	.....
"C" course granite.....	73.46	651.70	.....
"D" course granite.....	78.46	651.70	.....
"E" course granite.....	82.06	651.70	.....
Coping.....	8.37	283.7	8.00
Wall actually completed.....	8.37	643.70	8.00
Equivalent length of completed wall.....	50.72	650.7	1.50

General Work.

REMOVING OLD WORK.

April 10 to April 15, 1892.—The approach to "Public Works Free Baths" on the north side of Pier new 21 was torn out preparatory to setting coping.

BUILDING FENCE.

May 9 to May 13, 1892.—Fence was built at this section to keep trespassers off the work.

EARTH FILLING.

October 22 to December 17, 1892.—4,559 cart and 58 truck loads of earth filling were received from Brown & Fleming, without tickets, and placed in rear of wall, making a total received up to date, without tickets, of 52,827 cart and 58 truck loads.

REPAIRING WATER-PIPE.

Under Engineer's Order.

October 28, 1892.—Leak in water-pipe leading to Chambers street office was repaired, and the necessary pavement in connection with repairs taken up and replaced.

PAINTING SECTION OFFICES.

Under Secretary's Order No. 12219.

September 9, 1892, to January 13, 1893.—This work was done by Department labor, and consisted in painting the inside and outside of the Chambers street offices with 2 coats of paint; the tin roof of Chambers street office was also painted with 2 coats of paint.

Construction under "New Plan."

JAY STREET SECTION.

Under Unanimous Resolution of Board, January 30, 1892.

Bulkhead-wall Proper.

DREDGING.

August 1 to August 5, 1892.—Mud and crib were excavated and removed by the Morris & Cumings Dredging Company, under Treasurer's Order No. 16213.

STONE FILLING.

May 12 to March 4, 1893.—Rip-rap and cobble were discharged on wall foundation, between caps, and for concrete block foundation, by Brown & Fleming, H. P. Sheridan, William Turner and John A. Bouker, under Treasurer's Orders Nos. 15881, 15970, 16239, 15969, 16242, 16027, 16325, 16523, 16416, 16326, 16478; also a temporary 4-inch plank bulkhead was driven to retain stone filling.

PILING AND WOODWORK.

Vertical Piling.

May 9, 1892 to January 31, 1893.—426 vertical piles were driven, regulated and stay-lathed.

Bracing Piles.

May 1 to November 26, 1892.—101 bracing piles were driven and regulated.

Sawing off Piles.

May 1 to November 26, 1892.—148 piles were sawed off to grade.

Rafting Pile Butts.

May 1, 1892, to March 18, 1893.—Pile butts sawed off to grade were rafted. Also, old material, sunken pile butts and deck plank for Canal street sewer were rafted.

Locating Foundation Piles.

September 10 to November 26, 1892.—Foundation piles were located by means of wire screens.

Binding Frames.

May 9, 1892, to January 31, 1893.—9 binding frames were built and sunk to place.

Capping.

May 1, 1892, to January 14, 1893.—178 lineal feet of longitudinal capping and 73 transverse caps were placed and fastened with oak treenails.

Decking.

May 9, 1892, to April 1, 1893.—216 lineal feet of deck planking were laid and fastened to capping in rear of the masonry with 1-inch oak treenails.

Building Fence.

March 25, 1893.—Fence was built on the south side of Jay Street Ferry, to keep trespassers off the work.

MASONRY.

Concrete Blocks.

May 23 to December 31, 1892.—17 concrete blocks were set on wall foundation, and 1 concrete block, No. 671, made April 16, 1892, was reset, having been knocked out of place.

November 18 to December 8, 1892.—Cement, sand and broken-stone were loaded on scows at the East Seventeenth Street Yard, for use in setting concrete blocks and filling the chain holes between them. 5 standard concrete blocks were loaded by the derrick "City of New York" on scows for use at this section.

Filling Chain Holes.

September 23, 1892, to January 14, 1893.—Chain holes in concrete blocks were filled with concrete in oval bottomed bags.

Granite.

August 20, 1892, to April 3, 1893.—215 pieces of granite were set on wall and backed up with 638 batches of concrete.

Pointing Wall.

November 19, 1892, to April 3, 1893.—Joints of granite set in bulkhead-wall were pointed.

Coping.

April 22 to April 30, 1893.—14 pieces of coping were set on wall.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Jay Street Section.
In Linear Feet.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	129.67	216.67	.....
Cobble.....	200.67	216.67	.....
Rip-rap.....	200.67	216.67	.....
Piles driven.....	138.48	216.67	.....
Binding frames.....	135.20	216.67	.....
Piles sawed off.....	138.48	216.67	.....
Longitudinal caps.....	202.17	216.67	.....
Cross caps.....	216.67	216.67	.....
Decking.....	216.67	216.67	.....
Base blocks.....	203.47	216.67	.....
"A B" course granite.....	216.67	216.67	.....
"C" course granite.....	216.67	216.67	.....
"D" course granite.....	216.67	216.67	.....
"E" course granite.....	216.67	216.67	.....
Coping.....	134.67	134.67	7.00
Wall already completed.....	134.67	209.67	7.00
Equivalent length of completed wall.....	182.19	216.17	.50

General Work.

REMOVING OLD WORK.

May 16 to July 16, 1892.—Old platform was torn up and removed, also old timber was torn up and removed from the old bulkhead between Jay and Harrison streets, and from approach to Pier, new 23, and Jay street slip and placed on bulkhead at West Seventy-fifth street.

BUNCHING TIMBER.

April 22, 1893.—Crib-timber was bunched at this section for Pier, new 14, N. R.

EARTH FILLING.

October 15, 1892, to April 30, 1893.—13,521 cart and 545 truck loads of earth filling were received from Brown & Fleming, without tickets, and placed in rear of bulkhead-wall, making a total received up to date from Brown & Fleming, without tickets, of 17,069 cart and 545 truck loads.

Dredging One-half Slips between Piers, New 21 and 23, N. R.

June 3 to July 31, 1892.—Mud and crib were excavated and removed from one-half slips between those Piers by Morris & Cumings, under Treasurer's Orders Nos. 15968, 16213 and 16147.

Construction under "New Plan."

Pier, New 22, N. R.

Under Unanimous Resolution of Board, April 20, 1892.

TEST PILES.

December 17, 1892.—6 test piles were driven preparatory to the building of this pier.

PILE-DRIVING, STAY-LATHING, ETC.

April 22 to April 30, 1893.—29 vertical piles were driven, regulated and stay-lathed.

STONE FILLING.

April 28 to April 30, 1893.—Rip-rap is being discharged for pile foundation by Brown & Fleming, at the outer end of Pier, under Treasurer's Order No. 16707.

FRANKLIN STREET SECTION.

Under Unanimous Resolution of Board, November 13, 1890.

Bulkhead-wall Proper.

MASONRY.

Granite.

May 1 to May 25, 1892.—52 pieces of granite were set on wall foundation, and backed up with 201 batches of concrete.

DECKING.

About 89 linear feet of decking was laid and fastened.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Franklin Street Section.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	415.95	.....
Cobble .....	.....	415.95	.....
Rip-rap .....	.....	415.95	.....
Piles driven .....	.....	415.95	.....
Binding frames .....	.....	415.95	.....
Piles sawed off .....	.....	415.95	.....
Longitudinal caps .....	.....	415.95	.....
Cross caps .....	.....	415.95	.....
Decking	89.28	415.95	.....
Base blocks .....	.....	415.95	.....
"A B" course granite	54.77	415.95	.....
"C" course granite	79.47	415.95	.....
"D" course granite	85.82	415.95	.....
"E" course granite	89.69	415.95	.....
Coping .....	.....	190.67	15.28
Wall actually completed	74.41	400.67	15.28
Equivalent length of completed wall	19.59	414.95	1.00

General Work.

PIER, NEW 24, N. R.

Under Resolution of Board, May 12, 1892.

Finished September 9, 1892.—This pier was extended out to the pierhead-line of 1890 by Department labor; length of extension, 103.80 feet; width of extension, 60 feet, covering an area of 6,181 square feet, and finished September 9, 1892. Some of the piles for this pier were vulcanized by the Haskin's Wood Vulcanizing Company, under Secretary's Order No. 11405.

REMOVING OLD WORK.

May 28 to June 20, 1892.—Old Pier 34 was torn up and removed, also old platform torn up and removed, and some of the timber burned on new-made land at Fifty-sixth street, North river. Old worthless timber and plank were removed to the bulkhead at One Hundred and Tenth street, Harlem river.

EARTH FILLING.

May 1 to October 31, 1892.—12,516 cart and 286 truck loads of earth filling were received from Brown & Fleming without tickets, and placed in rear of bulkhead-wall, making a total received up to date, October 31, 1892 (since which no filling has been done), of 43,244 cart and 286 truck loads without tickets from Brown & Fleming.

APPROACH TO PIER, NEW 24, N. R.

April 8, 1893.—The paved approach to this pier was repaired.

Between Franklin and Vestry Streets.

PAINTING SECTION OFFICES.

Under Secretary's Order No. 12219.

September 9, 1892, to January 13, 1893.—This work was done by Department labor, and consisted in painting the inside and outside of the Franklin street office with two coats of paint. The felt roof was also given two coats of roofing tar.

CANAL STREET SECTION.

Under Unanimous Resolution of Board, December 10, 1891.

Bulkhead-wall, Proper.

DREDGING.

June 4 to June 20, 1892.—Mud and crib were excavated and removed by Morris & Cumings, on the site of old sewer, foot of Canal street, inside the bulkhead-wall line, under Treasurer's Order No. 16030.

STONE FILLING.

June 30, 1892, to March 11, 1893.—Rip-rap and cobble were discharged on wall foundation between caps, and on foundation for concrete blocks, by Brown & Fleming, J. A. Bouker and William Turner, under Treasurer's Orders Nos. 15969, 15970, 16242, 16416 and 16326. Also cobble was leveled off on wall foundation by divers, and sunken pile butts removed and bulkhead built to retain cobble.

PILING AND WOODWORK.

Vertical Piling.

July 5, 1892, to April 30, 1893.—298 vertical piles were driven, regulated and stay-lathed. Piles were rafted at East One Hundred and Second Street Section for use at this section.

Bracing Piles.

August 1 to December 17, 1892.—28 bracing piles were driven and regulated.

Sawing Off Piles.

September 30 to December 10, 1892.—130 foundation piles were sawed off to grade.

Rafting Pile-butts.

September 3, 1892, to April 30, 1893.—Pile-butts sawed off to grade were rafted.

Construction under "New Plan."

Locating Foundation Piles, Old and New.

June 28, 1892, to February 18, 1893.—The foundation piles in the old work at this section were examined and plotted by means of divers, and piles were located by means of wire screens.

Binding Frames.

August 24 to September 3, 1892.—2 binding frames were built and sunk to place.

Capping.

March 5 to April 30, 1893.—56 lineal feet of longitudinal capping and 14 transverse caps were placed and fastened with oak trenails.

MASONRY.

Concrete Blocks.

December 24, 1892, to January 28, 1893.—10 special and 4 standard concrete blocks were set on wall foundation, and special mattress frames were built for special blocks.

August 20 to November 3, 1892.—Moulds and cores were made, set up and taken down as required to make special blocks for this section at the East Seventeenth Street Yard. 10 special blocks were made containing about 301 cubic yards of concrete.

Filling Chain-holes.

January 29 to February 2, 1893.—Chain-holes in concrete blocks were filled with concrete in oval bottomed bags.

Granite.

September 1 to September 30, 1892.—16 pieces of granite were got out at the Seventeenth Street Yard, dressed and set in 4 of the special blocks made for the bulkhead-wall.

April 22 to April 30, 1893.—Masons and stone-cutters cut granite preparatory to setting same.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at Canal Street (Extended) Section.
In Linear Feet.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	100	100	.....
Cobble	80	80	18.38
Rip-rap	70	70	28.38
Piles driven	92.18	92.18	6
Binding frames	48	48	.....
Piles sawed off	* 90	90	8.4
Longitudinal caps	85.20	85.20	13.18
Cross caps	75.3	75.3	23.08
Decking .....	.....	.....	100.2
Base blocks	85.3	85.3	13.1
"A B" course granite	36.8	36.8	95.32
"C" course granite .....	.....	.....	138.78
"D" course granite .....	.....	.....	143.38
"E" course granite .....	.....	.....	147.58
Coping .....	.....	.....	153.28
Wall actually completed .....	.....	.....	.....
Equivalent length of completed wall	90.5	90.5	59.50

REMOVING OLD WORK.

May 8 to September 9, 1892.—A portion of Pier, old 42, North river, and old sewer box, were torn up and removed and temporary outlet for sewer was built through the present crib-bulkhead and a portion of the old crib-bulkhead was torn up and removed.

Canal Street Dump.

November 18, 1892, to February 18, 1893.—Dump approach was sheathed and necessary repairs made.

Building Sewer.

May 28, 1892, to April 30, 1893.—493 piles were driven in sewer, 17 cross caps placed and fastened, 70 sewer blocks were set, 57 piles sawed off to grade, piles were regulated, centres were made for sewer arches, placed and fastened, cobble under grillage was leveled and grillage fastened, blue-stone and "I" beams were set, 97 batches of concrete were deposited between "I" beams forming the roof of the sewer and cobble and rip-rap were discharged in and around the sewer by Brown & Fleming, William Turner and H. P. Sheridan, under Treasurer's Orders Nos. 16326, 16707 and 16523.

August 20, 1892, to February 1, 1893, and March 13 to April 4, 1893.—Molds and cores were made, set up and taken down as required to make special concrete blocks for building the sewer at this section; 61 concrete blocks at the East Seventeenth Street Yard and 10 at the East Twenty-fourth Street Yard were made, containing about 292 cubic yards of concrete.

Removing Pier, old 42, N. R.

Under Contract No. 433.

February 16 to March 16, 1893.—Part of this pier was torn up and material rafted and removed by the contractors, Morris & Cumings.

Dredging Site of Pier, old 42, N. R.

Under Contract No. 433.

February 28 to April 13, 1893.—A portion of the site of Pier, old 42, North river, was dredged, under Contract No. 433 (Dredge Champion).

Pier, new 34, N. R.

Under Unanimous Resolution of Board, December 17, 1891.

July 19, 1892.—This pier was extended out to the pierhead-line of 1890; length of extension, 149 feet 5 inches; width of extension, 90 feet, and covering an area of 13,465 square feet. Work was done by Department labor and practically finished June 13, 1892, and finally finished, by placing a large mooring post in position on extension at outer end of pier, July 19, 1892. Some of the piles for this pier were vulcanized by the Haskin's Wood Vulcanizing Company, under Secretary's Order No. 11405.

Pier, new 36, N. R.

EXTENDING.

Under Unanimous Resolution of Board, March 23, 1893.

April 8 to April 15, 1893.—The end of this pier was torn up and preparations made to extend same.

PILE-DRIVING, STAY-LATHING, ETC.

April 15 to April 30, 1893.—104 vertical piles were driven, regulated and stay-lathed, piles were sawed off to grade and tenons cut.

TIMBER WORK.

April 22, 1893.—Side caps were made, placed and fastened.

Pier, new 38, N. R.

EXTENDING.

Under Unanimous Resolution of Board, March 1, 1893.

March 5, 1893.—Divers made an examination of columns at outer end of pier preparatory to its extension.

Construction under "New Plan."

Pier, new 39, N. R.

EXTENDING.

Under Secretary's Orders Nos. 10890 and 10922.

May 8, 1891, to June 1, 1892.—The work of extending this pier, and the erection of a shed on such extension, by the National Steamship Company, has been superintended, and consisted in the extension of pier to the pierhead-line of 1890, in accordance with approved plans, and the driving of additional foundation piles on the old position of the pier.

Pier, new 40, N. R.

EXTENDING.

Under Unanimous Resolution of Board, October 6, 1892.

October 6, 1892, to April 30, 1893.—This pier was extended to the pierhead-line of 1890 a distance of 119.80 feet and a width of 75 feet. Work was commenced by Department labor October 6, 1892, and is now practically finished.

Building Sewer Under Extension to Pier, new 40, N. R.

Under Unanimous Resolution of Board, October 6, 1892.

February 1 to April 30, 1893.—Sewer barrels and beams and chocks were placed and fastened; sewer barrels were chocked and sheathed around, and sewer under extension is being connected with old sewer under Pier, new 40.

West Twentieth Street, N. R.

BUILDING PIER AND APPROACH.

Under Contract No. 403.

May 1 to June 15, 1892.—The work of building Pier at the foot of West Twentieth street, North river, 329 feet 5½ inches long on the north side and 343 feet 2½ inches long on the south side by 60 feet wide; also an approach on piles to same, 151 feet 8¾ inches long by 60 feet wide, was finished and crib-bulkhead repaired by Contractor John Gillies.

Under Contract No. 417.

May 23 to June 7, 1892.—Mud was excavated and removed from one-half slips on the north and south sides of West Twentieth Street Pier, also at outer end, by Charles Du Bois.

West Twenty-second Street.

EXTENSION OF PIER.

Under Unanimous Resolution of Board, February 25, 1892.

May 1 to May 13, 1892.—West Twenty-second Street Pier, 60 feet in width, was extended 42 feet 8 inches on the southerly side and 27 feet 2 inches on the northerly side, out to the pierhead-line of 1890.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Unanimous Resolution of Board, November 5, 1880.

Bulkhead-wall Proper.

Under Secretary's Order No. 12016.

DREDGING.

October 28 to November 11, 1892, February 2 to 16, 1893.—Mud was excavated and removed from bulkhead-wall area by Morris & Cumings.

STONE FILLING.

November 9 to December 5, 1892, February 27 to April 20, 1893.—Cobble and rip-rap were discharged by Brown & Fleming and Sheridan & Shea on wall foundation.

PILING AND WOODWORK.

Vertical Piles.

November 14 to December 27, 1892, February 3 to April 24, 1893.—440 vertical piles were driven, regulated and stay-lathed.

Bracing Piles.

February 1 to April 18, 1893.—52 bracing piles were driven and regulated.

Sawing off Piles.

February 4 to February 19, 1893.—Foundation and platform piles were sawed or cut off to grade.

Rafting Pile-butts.

March 21, 1893.—Pile-butts sawed off were rafted to be towed away.

Locating Foundation Piles.

March 11 to March 20, 1893.—Foundation piles were located by means of wire screens.

Binding Frames.

December 5, 1892, to April 14, 1893.—3 binding frames were built and sunk to place; 3 frames were built ready to sink to place.

Capping.

March 13 to 27, 1893.—210 feet longitudinal and 22 transverse caps were placed and fastened with treenails.

Bulkhead at West Twenty-sixth Street.

Under Secretary's Order No. 12245.

DREDGING.

September 26 to November 1, 1892.—Mud was excavated and removed from bulkhead-wall area by Morris & Cumings.

STONE FILLING.

November 7 to December 12, 1892.—Cobble was discharged on wall foundation by Brown & Fleming. Mud was pumped from stone-filling.

PILING AND WOODWORK.

Making Examination.

October 7 and December 22, 1892, March 25, 1893.—Examinations were made by divers of condition of piles and binding frames, and specimens of same were removed. Piles driven for bulkhead-wall were located.

Vertical Piles.

March 14 to April 21, 1893.—160 vertical piles were driven, regulated and stay-lathed.

Cutting off Piles.

April 1 to April 19, 1893.—Piles were cut off to grade.

Locating Foundation Piles.

April 12 to April 19, 1893.—Foundation piles were located by means of wire screens.

Binding Frames.

February 18 to April 24, 1893.—3 binding frames were built ready to sink to place.

Capping.

December 2 to 19, 1892, April 18 to 19, 1893.—42 feet of longitudinal capping were placed and fastened with treenails.

Mooring Piles.

April 1 to April 2, 1893.—2 piles were driven for mooring purposes.

Construction under "New Plan."

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Twenty-third Street Section, South End.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	258.20	1,228.20	.....
Cobble.....	64.00	864.00	364.20
Rip-rap.....	79.90	869.90	358.30
Piles driven.....	183.60	1,151.60	76.60
Binding frames.....	73.90	1,031.90	196.30
Piles sawed off.....	72.00	1,032.00	196.20
Longitudinal caps.....	65.50	896.90	331.30
Cross caps.....	61.80	893.20	335.00
Decking.....	.....	797.27	430.93
Base blocks.....	.....	878.24	349.96
"A B" course granite.....	.....	795.24	432.96
"E" course granite.....	.....	787.53	440.67
"F" course granite, extra.....	.....	205.19	.....
Coping, course granite, set dry.....	.....	453.46	445.77
Completed wall.....	.....	328.36	899.84
Equivalent length of completed wall.....	86.31	1,014.27	213.93

General Work.

PIER, NEW 54, N. R.

Temporary Paved Approach.

June 2 to July 27, 1892.—A temporary paved approach was laid with second-hand Belgian blocks and granite crosswalks, from the westerly line of Thirteenth avenue to Pier, new 54, North river. Length 170 feet by 34 feet wide.

PULLING OLD PILES AT WEST TWENTY-FIFTH STREET.

October 17 to October 18, 1892.—Old piles from temporary approach, between West Twenty-fifth and Twenty-sixth streets were pulled.

PAINTING WEST TWENTY-FOURTH STREET OFFICE.

May 1 to May 24, 1892.—The inside of West Twenty-fourth street office was painted.

SURVEYOR'S OFFICE, WEST TWENTY-FOURTH STREET.

Under Secretary's Order No. 12193.

November 15 to November 17, 1892.—Surveyor's office was unloaded from scow and put in position on bulkhead at West Twenty-fourth street.

REMOVING PLATFORM AT WEST TWENTY-THIRD STREET.

Under Secretary's Order No. 12443.

December 15, 1892, to January 31, 1893, and April 20, 1893.—The platform erected by the Twenty-third Street Railroad Company, on the north side of Ferry Rack at West Twenty-third street, was removed.

WEST TWENTY-THIRD STREET SECTION, NORTH END.

Under Unanimous Resolution of Board, June 28, 1882.

Bulkhead-wall Proper.

MASONRY.

Granite.

November 2 to November 18, 1892.—The joints of granite in bulkhead-wall between West Twenty-eighth and West Twenty-ninth streets were pointed.

Extra "E" Course.

May 19 to May 28, 1892.—An extra "E" course of 35 pieces of granite, backed up with 63 batches of concrete, was placed between Piers, new 58 and new 59, North river.

West Thirtieth Street, N. R.

RAISING SEWER.

Under Secretary's Order No. 11937.

June 14 to October 31, 1892.—A portion of the inner end of Pier, new 60, North river, and earth filling in rear of wall; also granite and concrete backing above sewer opening at West Thirtieth street, were removed to raise the elevation of sewer. A sewer of crosstied timber was built and placed to connect sewer under Pier, new 60, with sewer from West Thirtieth street. The sewer under outer end of pier was repaired.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Twenty-third Street Section, North End.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	615.42	.....
Cobble.....	615.42	.....
Rip-rap.....	615.42	.....
Piles driven.....	615.42	.....
Binding frames.....	615.42	.....
Piles sawed off.....	615.42	.....
Longitudinal caps.....	615.42	.....
Cross caps.....	615.42	.....
Decking.....	615.42	.....
Base blocks.....	615.42	.....
"A B" course granite.....	615.42	.....
"E" course granite.....	615.42	.....
"E" course granite, extra.....	144.56	.....
Coping course granite, set temporarily.....	432.36	.....
Completed wall.....	183.06	432.36
Equivalent length of completed wall.....	603.90	11.52

Construction under "New Plan."

EARTH FILLING.

Under Secretary's Order No. 10135.

May 1 to May 31, 1892.—2,890 loads of earth filling were received and placed in rear of wall, between West Twenty-seventh and Thirtieth streets. Total, 67,609 loads.

Pier, new 55, N. R.

TEMPORARY PLANK APPROACH.

Under Secretary's Order No. 11836.

May 1 to 24, 1892, and April 21 and 22, 1893.—The temporary plank approach to Pier, new 55, North river, 100 feet by 25 feet was resheathed with 3-inch spruce and afterwards repaired.

Pier, new 57, N. R.

RAISING INNER END.

June 25 to July 22, and November 22 to December 1, 1892.—The inner end of Pier, new 57, North river, was raised and blocked up.

TEMPORARY PLANK APPROACH.

July 25 to August 5, 1892.—A portion of the temporary plank approach was raised to grade.

Pier, new 58, N. R.

RAISING INNER END.

July 14 to July 26, 1892.—The inner end of Pier, new 58, North river, was raised and blocked up.

Temporary Plank Approach at Pier, new 59, N. R.

April 21 to April 22, 1893.—The temporary plank approach in front of Pier, new 59, North river, was repaired.

Temporary Paved Approach, Piers, new 59 to 60, N. R.

March 25 to April 5, 1893.—The temporary paved approach, between Piers, new 59 and 60, North river, was repaired.

Pier, new 60, N. R.

REPAIRS.

Under Contract No. 418.

June 13 to September 22, 1892.—Pier, new 60, North river, was resheathed with 4-inch plank by Barth. S. Cronin, contractor.

Building Dumping Board, Pier, new 60, N. R.

Under Contract No. 418.

June 13 to September 22, 1892.—A dumping-board was built on the north side of Pier, new 60, North river, 70 feet 10 inches long by 32 feet wide and 8 feet 7 inches above deck of pier, with a ramp 118 feet 7 inches long by 18 feet wide. The deck of pier was also resheathed by Barth. S. Cronin, contractor.

WEST THIRTY-FIRST STREET SECTION.

Under Unanimous Resolutions of Board, August 8 and September 19, 1883.

Pier, new 61, N. R.

RAISING INNER END.

August 25 to August 27, 1892.—The inner end of Pier, new 61, North river, was raised and blocked up.

WEST THIRTY-THIRD STREET SECTION.

Under Resolution of the Board, February 20, 1890.

Pier, new 63, N. R.

RAISING INNER END.

August 29 to September 1, 1892.—The inner end of Pier, new 63, North river, was raised and blocked up.

WEST FORTY-THIRD STREET SECTION, N. R.

Under Unanimous Resolution of Board, September 3, 1891.

Bulkhead-wall Proper.

STONE FILLING.

May 4, July 23 to October 14, 1892, and April 20 to 21, 1893.—Cobble and rip-rap were discharged on wall foundation by Brown & Fleming and J. A. Bouker. Close row of piles were planked to retain cobble filling.

PILING AND WOODWORK.

Bracing Piles.

May 12 to May 23, 1892.—33 bracing piles were driven and regulated.

Sawing Off Piles.

May 10 to 21, July 11 to 22 and August 9 to September 13, 1892.—Foundation and platform piles were sawed off to grade.

Rafting Pile-butts.

May 19 to May 20, 1892.—Pile-butts sawed off were rafted to be towed away.

Locating Foundation Piles.

May 23 to May 26, 1892.—Foundation piles were located by means of wire screens.

Binding Frames.

May 1 to 3, July 12 to 13, 1892.—1 binding frame was built and sunk to place.

Capping.

June 2 to October 6, 1892.—300 feet of longitudinal capping and 36 cross caps were placed and fastened with treenails.

Decking.

October 24 to November 12, 1892.—550 square feet of decking was laid and fastened with 1 inch treenails.

MASONRY.

Concrete Blocks.

May 10 to July 11, 1892.—15 concrete blocks were set on wall foundation.

Chain Holes.

May 16 to July 11, 1892.—Chain holes in concrete blocks were filled with concrete in bags.

Granite.

October 15 to November 11, 1892, and April 5 to 28, 1893.—83 pieces of granite were set on wall foundation and backed up with 191 batches of concrete.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Forty-third Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	260.83	.....
Cobble.....	141.79	225.00	35.83
Rip-rap.....	72.19	212.00	48.83
Piles driven.....	9.58	253.80	7.03

Construction under "New Plan."

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Binding frames.....	65.20	251.70	9.13
Piles sawed off.....	65.60	253.80	7.03
Longitudinal caps.....	145.00	253.55	7.28
Cross caps.....	180.48	250.68	10.15
Decking.....	136.60	156.60	104.23
Base blocks.....	181.10	253.55	7.28
"A B" course granite.....	82.59	82.59	178.24
"C" course granite.....	61.63	61.63	190.20
"D" course granite.....	57.86	57.86	202.97
"E" course granite.....	45.34	45.34	215.49
Coping course granite.....	.....	.....	200.83
Wall actually completed.....	45.34	45.34	215.49
Equivalent length of completed wall.....	98.52	204.69	56.14

General Work.

REMOVING OLD WORK.

May 4 to May 25, 1892.—The outer end of old crib-bulkhead at West Forty-fourth street, North river, was removed.

EARTH FILLING CRIB.

August 3 to September 30, 1892.—Piles were driven and crib built and filled with rip-rap at north end of section to retain earth filling.

TEMPORARY SEWER BOX.

April 13 to April 18, 1893.—Excavations were made for temporary sewer box at West Forty-fourth street.

West Forty-fourth Street Pier.

REBUILDING INNER END.

October 19 to November 12, 1892.—The inner end of West Forty-fourth street pier was partly rebuilt.

WEST FIFTY-SECOND STREET SECTION, SOUTH END.

Under Unanimous Resolution of Board, February 6, 1889.

Bulkhead-wall Proper.

MASONRY.

Granite.

September 6 to October 10, 1892.—Granite set in wall was pointed.

WEST FIFTY-SECOND STREET SECTION, NORTH END.

Under Unanimous Resolution of Board, February 6, 1889, and Secretary's Order No. 11306.

Bulkhead-wall Proper.

DREDGING.

May 2 to 4, August 16 to 25, 1892, and April 11 to 29, 1893.—Mud was excavated and removed from wall foundation by Morris & Cumings.

MASONRY.

Pumping Mud.

May 11 to October 3, 1892, November 1, 1892, to January 30, 1893, February 4 to March 14, 1893.—Mud was pumped from bulkhead-wall area by crew with 12-ton derrick.

165 feet of portable crib dams, 10 feet wide, were built, sunk to place and moved as required to prevent the mud from filling in over area dredged.

Stone Filling.

May 9 to 10, September 2 to 15, November 15, 1892, to January 28, 1893.—Rip-rap was discharged on wall foundation by Brown & Fleming, also Sheridan & Shea.

Concrete in Bags.

May 31, 1892, to March 31, 1893.—1,379 batches of concrete were mixed and placed in bags and set on wall foundation.

Concrete in Mass.

June 24, 1892, to March 17, 1893.—148 batches of concrete were mixed and placed on top of concrete in bags.

Concrete Blocks.

June 6, 1892, to April 3, 1893.—43 concrete blocks, 37 sub-blocks and 22 sub-base blocks were set on wall foundation.

Chain Holes.

June 17 to October 19, 1892, March 29 to April 3, 1893.—Chain holes in concrete blocks were filled with concrete in oval bottomed bags.

Granite.

May 18 to December 17, 1892.—260 pieces of granite were set on wall foundation and backed up with 377 batches of concrete.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Fifty-second Street Section, North End.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	303.00	540.00	503.55
Cleaning rock bottom.....	201.00	348.00	695.55
Rip-rap.....	222.00	222.00	821.55
Concrete in bags.....	195.60	329.60	713.95
Concrete in mass.....	196.80	328.80	714.75
Sub-base blocks, sub blocks and base blocks.....	260.42	320.82	722.73
"A B" course granite.....	257.70	257.70	785.85
"C" course granite.....	274.40	274.40	769.15
"D" course granite.....	270.40	270.40	773.15
"E" course granite.....	258.40	258.40	785.15
Coping.....	.....	.....	803.33
Completed wall.....	60.00	60.00	983.55
Equivalent length of completed wall.....	245.90	334.42	709.13

General Work.

SEWER OPENING, WEST FIFTY-FIFTH STREET.

June 22 to July 7, 1892.—The parapet of concrete blocks was cut for sewer opening at West Fifty-fifth street.

TEMPORARY SEWER BOX.

December 10 to 13, 1892, March 29 to 30, 1893.—A temporary sewer box was made and placed in rear of wall at West Fifty-fifth street, North river.

Construction under "New Plan."

EARTH FILLING.

Under Secretary's Order No. 12300.

December 10, 1892, to April 29, 1893.—5,820 loads of earth filling and 1,916 loads of ashes from the Street Cleaning Department were received and placed in rear of the bulkhead-wall.

West Fifty-fifth Street Pier.

REBUILDING INNER END.

August 2 to November 7, 1892.—The inner end of West Fifty-fifth Street Pier, taken down to allow the bulkhead-wall to be built, was rebuilt.

REPAIRING APPROACH.

August 8, 1892, to February 16, 1893.—The temporary plank approach on piles to West Fifty-fifth Street Pier was repaired.

WEST FIFTY-SEVENTH STREET SECTION, N. R.

Under Unanimous Resolution of Board, August 1, 1889.

Bulkhead-wall Proper.

STONE FILLING.

May 16 to July 30, and August 3, 1892.—Cobble and rip-rap were discharged on wall foundation by Brown & Fleming.

PILING AND WOODWORK.

Decking.

June 2 to June 22, 1892.—1,132 square feet of deck plank were laid and fastened with 1-inch oak treenails.

MASONRY.

Granite.

May 1 to June 17, 1892.—100 pieces of granite were set in wall and backed up with 281 batches of concrete.

Coping.

June 4 to September 3, 1892.—Coping was cut and dressed and 13 pieces were set.

Backing Logs.

October 8, 1892.—Holes were drilled in coping for backing logs.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Fifty-seventh Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	762.50	.....
Cobble.....	12.00	762.50	.....
Rip-rap	7.00	762.50	.....
Piles driven.....	.....	762.50	.....
Binding frames.....	2.50	762.50	.....
Piles sawed off .....	.....	762.50	.....
Longitudinal caps.....	.....	762.50	.....
Cross caps	3.00	762.50	.....
Decking.....	94.32	762.50	.....
Base blocks.....	.....	762.50	.....
"A B" course granite.....	89.66	762.50	.....
"C" course granite.....	94.60	762.50	.....
"D" course granite.....	98.12	762.50	.....
"E" course granite.....	110.53	762.50	.....
Coping.....	200.99	632.50	.....
Completed wall.....	200.83	762.50	.....
Equivalent length of completed wall.....	28.37	762.50	.....

EARTH FILLING.

July 9, 1892, to January 7, 1893.—962 loads of earth filling were received from the Columbus Monument Association, under Secretary's Order No. 12104, and 3,280 loads were received under Secretary's Order No. 10590, and all were placed in rear of the bulkhead-wall. Total to date, 130,867 loads.

Pier at Fifty-seventh Street, N. R.

TEMPORARY PLANK APPROACH.

May 14, 1892, to March 8, 1893.—The temporary plank approach to West Fifty-sixth street Pier was repaired.

EAST RIVER.

STANTON STREET SECTION.

Under Unanimous Resolution of Board, March 1, 1893.

Bulkhead-wall Proper.

TEST BORINGS.

Under Secretary's Order No. 12592.

March 20 to March 31, 1893.—Borings were taken over site of the bulkhead-wall area with the borer "Woodcock" to ascertain the nature of the river bottom.

DREDGING.

March 26 to April 17, 1893.—5,444 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Morris & Cumings Dredging Company, under Treasurer's orders therefor.

Recapitulation of Work Done and to be Done on the Stanton Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	230	230	327.21
Equivalent length of completed wall.....	15	15	542.21

Pier, old 62, E. R.

March 29 to April 6, 1893.—The inner end of Pier, old 62, East river, was removed by Morris & Cumings Dredging Company, under Treasurer's orders therefor.

Proposed New Pier Foot of Stanton Street.

Under Secretary's Order No. 12592.

March 22 to March 27, 1893.—Test piles were driven over site of proposed new pier to ascertain the nature of river bottom, to prepare plans and specifications for building a new pier.

Construction under "New Plan."

New Pier at the Foot of East Third Street, E. R.

Under Contract No. 415.

May 6 to October 31, 1892.—The old pier and a portion of the bulkhead at the foot of the street was removed and a new pier with appurtenances, including a sewer, was built, and the bulkhead was repaired by Moses Engle, contractor, under the above contract.

East Eighteenth Street Pier.

Under Unanimous Resolution of Board, January 29, 1891.

SEWER.

March 15 to April 20, 1893.—The sewer underneath the pier was connected with the main sewer at the foot of East Eighteenth street.

EAST TWENTY-FOURTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

DREDGING.

November 12 to December 8, 1892.—952 cubic yards of mud, 489 cubic yards of sand, 852 cubic yards of cribwork and 4 old piles were excavated and removed from site of bulkhead-wall by the Morris & Cumings Dredging Company, under Treasurer's orders therefor.

STONE FILLING.

May 5 to May 8, 1892.—2-inch plank was placed on the piles at north end of section below low water by the divers, to retain the cobble filling in place.

June 30 to July 3, 1892.—The end row of piles at the north end of the section was secured back to the transverse caps, with galvanized iron wire rope, to prevent them from being disturbed by the filling.

July 12 to 14 and December 13 to 27, 1892, and March 6 to 17 and April 4 to 8, 1893.—1,016 cubic yards of cobble-stone and 265 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, William Turner, H. P. Sheridan and John A. Bouker, under Treasurer's orders therefor. Total to date 5,121 cubic yards of cobble-stone and 4,061 cubic yards of rip-rap stone deposited in place.

January 30 to February 2, 1893.—Mud was pumped out from among the foundation piles at the north end of the section prior to putting in the filling with the 12-ton derrick No. 1, assisted by the divers.

PILING AND WOODWORK.

Vertical Piling.

December 23, 1892, February 1, 23, 24, and March 3 to 17, 1893.—173 vertical piles were driven, regulated and stay-lathed, and 1 broken in driving. Total to date, 1,058 driven and 4 broken in driving.

Sawing Off Piles.

February 2, 6, 7 and 25, 1893.—118 foundation piles were sawed off with the saw-cutting machine, on which the concrete foundation blocks were set, and the butts from the work were rafted up, extra piles were sawed off by hand by the divers.

Locating Foundation Piles.

February 9 to 20 and 24 to 28, March 1 to 5 and 16, 1893.—The foundation piles on which the concrete blocks were set were located by the divers by means of wire screens.

Capping.

May 15 to May 20, 1892.—Piles were regulated for and 2 transverse caps placed.

Decking.

April 8 and 9, 1892, and April 3, 1893.—579 square feet of 4-inch deck-planking were placed on the caps in rear of the masonry of the new bulkhead-wall.

Backing-logs.

June 25 to 30, 1892, and February 17 to 19, 1893.—Backing-logs were framed and placed on the new bulkhead-wall and galvanized iron cleats placed on them for mooring purposes.

MASONRY.

Concrete Blocks.

March 6 to March 16, 1893.—10 concrete foundation blocks were loaded by the derrick "City of New York" on scows at the East Seventeenth Street Yard for use at this section (9 special "B" blocks and 1 standard). Mattresses were prepared for setting the blocks on, and 10 concrete blocks were set in the wall by the derrick "City of New York," assisted by the divers. Total blocks set: 21 standard, 1 special angle and 10 special "B" blocks, making a total of 35 blocks set at this section.

Chain Holes.

March 15 and 16, 1893.—The chain holes between the blocks were filled with concrete in bags.

Granite.

July 10, August 1 to 20, 1892, and March 20 to April 2, 1893.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting and backing up the granite. 108 pieces of granite were set and backed up with 229 batches of concrete; total batches in place, 980.

Coping.

March 13 to June 23, July 15, December 13 to 22, 1892, and April 12 and 13, 1893.—29 pieces of coping were turned over at the East Seventeenth Street Yard by the derrick "City of New York" and the 10-ton derrick; the bottom beds dressed to the required grade and set on the "E" course of granite.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East Twenty-fourth Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	65.6	340.6	.....
Cobble.....	91.6	340.6	.....
Rip-rap.....	52.6	310.6	30
Piles driven.....	55.6	340.6	.....
Binding frames.....	.....	279	.....
Piles cut.....	61.6	340.6	.....
Longitudinal caps.....	.....	254.07	.....
Cross caps.....	13.90	254.07	.....
Decking.....	41.57	254.07	.....
Base blocks.....	65.78	340.6	.....
"A B" course granite.....	91.82	340.6	.....
"C" course granite.....	94.79	340.6	.....
"D" course granite.....	106.45	340.6	.....
"E" course granite.....	110.77	340.6	.....
Coping.....	211.87	211.87	.....
Wall actually completed.....	277.25	340.6	.....
Equivalent length of completed wall.....	93.84	340.6	.....

N. B.—No cobble, longitudinal caps, cross caps or decking were required at the southerly end of this section and none were required for about 56 feet, built at the foot of East Twenty-fifth street.

Construction under "New Plan."

POINTING GRANITE.

June 29 to July 12, August 1 to 21, 1892, and March 21 to 26, 1893.—Joints in the granite were cleaned out and pointed.

REMOVING OLD WORK.

July 27 to August 17, August 31 to October 7, October 24 to 26, 1892, and March 11, 1893.—Old platform on piles in rear of the bulkhead-wall; the old pier at the foot of East Twenty-fifth street, and old temporary approach leading to the pier foot of East Twenty-fourth street were removed; the old material was rafted up and towed to East One Hundred and Tenth street where it was hoisted to the bulkhead.

PLATFORM.

October 1 to October 21, 1892.—A platform was built south of the temporary approach leading to the pier foot of East Twenty-fourth street and adjoining the Greenpoint Ferry Company's ferry rack.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 11375.

May 1 to November 12, 1892.—19,115 loads of earth filling were received and placed in rear of the new bulkhead-wall from Thomas Smith. Total to date under this order, 40,697 loads.

Under Secretary's Order No. 12762.

April 18 to May 1, 1893.—383 loads of earth filling were received and placed in rear of the new bulkhead-wall foot of East Twenty-fifth street from Thomas Smith.

Foot of East Twenty-fourth Street.

PLACING GAS-PIPE.

Under Secretary's Order No. 12397.

November 17, 1892.—Gas-pipe was laid to the gate of the East Twenty-fourth Street Yard, from the southwest corner of Twenty-fourth street and Avenue A, by the Consolidated Gas Company, at the request of this Department.

SECTION OFFICE.

August 31 to September 8 and November 4 to 7, 1892.—The section office used by Assistant Engineer was painted.

February 15, 1893.—The office was moved from pier foot of East Twenty-fourth street to the new yard foot of said street.

EAST TWENTY-FIFTH STREET SECTION.

Unanimous Resolution of Board, October 27, 1892.

Under Secretary's Order No. 12477.

April 28, 1893.—The preliminary work of continuing the wall through the northerly line of Twenty-fifth street, through Twenty-sixth street, until it meets the wall in front of Bellevue Hospital, was begun on this date.

Bulkhead-wall Proper.

DREDGING.

November 14 to December 28, 1892.—2,332 cubic yards of crib-work were excavated and removed from site of bulkhead-wall by the Morris & Cumings Dredging Company, under Treasurer's orders therefor.

TEST BORINGS.

December 28, 1892, to January 10, 1893.—Borings were taken over site of wall foundation, with the borer "Woodcock," to ascertain the nature of the river bottom.

STONE FILLING.

December 15 to 18, 1892, and April 5 to 15, 1893.—605 cubic yards of cobble stone and 160 cubic yards of rip-rap stone were delivered and deposited on wall foundation by H. P. Sheridan and John A. Bouker, under Treasurer's orders therefor.

PILING AND WOODWORK.

Vertical Piling.

February 9 to April 25, 1893.—176 vertical piles were driven, regulated and stay-lathed and 1 broken in driving.

Sawing off Piles.

March 14 and 15 and April 27 and 28, 1893.—108 foundation piles, on which the concrete blocks were to be set, were sawed off with the saw-cutting machine, and 2 extra piles driven in the wall foundation were sawed off by hand by the divers.

Locating Foundation Piles.

March 23 to March 27, 1893.—The foundation piles on which the concrete blocks were set, were located by the divers by means of wire screens.

MASONRY.

Concrete Blocks.

March 17 to March 22, 1893.—2 concrete foundation blocks (special "B" blocks made for the East One Hundred and Second Street Section) were loaded by the derrick "City of New York" on a scow at the East Seventeenth Street Yard. Mattresses were prepared for setting the blocks on, and 2 concrete blocks were set in the wall by the derrick "City of New York," assisted by the divers.

Chain Holes.

March 24, 1893.—The chain holes between the blocks were filled with concrete in bags.

Granite.

March 28, 1893.—7 pieces of granite were set on the base course by the 12-ton derrick No. 2.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East Twenty-fifth Street Section.

In Linear Feet of Wall,

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	87.5	87.5	187.72
Rip-rap .....	.....	.....	275.22
Piles driven	87.5	87.5	187.72
Piles cut off	78.0	78.0	197.22
Base blocks	13.52	13.52	261.70
"A B" course granite.....	11.27	11.27	263.95
"C" course granite.....	8.36	8.36	266.86
"D" course granite.....	4.42	4.42	270.8
"E" course granite.....	0.10	0.10	275.12
Coping .....	.....	.....	211.87
Wall actually completed.....	.....	.....	275.22
Equivalent length of completed wall	31.08	31.08	244.14

REMOVING OLD WORK.

November 19 to November 21, 1892.—A portion of Candee & Smith's old shed in line of wall was removed to make way to build the new bulkhead-wall.

SHORING UP OLD SHED.

December 1 to December 7, 1892.—Old shed of Canda & Smith, having been disturbed by the dredging, was shored up.

FENCE.

November 21 and November 22, 1892.—A temporary fence was put up at the foot of East Twenty-fifth street to keep people from trespassing on the work.

Construction under "New Plan."

TEMPORARY APPROACH.

April 28 to May 1, 1893.—A temporary approach is being constructed to connect with pier at the foot of East Twenty-sixth street preparatory to removing old work in line of wall.

New Pier foot of East Twenty-fifth Street.

Under Unanimous Resolution of Board, September 22, 1892.

BUILDING NEW PIER.

Test Piling.

October 22 to October 24, 1892.—Test piles were driven over site of new pier to ascertain the nature of river bottom to determine lengths of piles required.

Dredging.

October 4 to November 1, 1892.—20,493 cubic yards of mud and 3,023 cubic yards of crib-work were excavated and removed from site of pier by the Morris & Cumings Dredging Company, under Treasurer's orders therefor.

Pile-driving, Stay-lathing, etc.

November 21, 1892, to April 29, 1893.—Piles delivered on the work, and at the East Ninety-sixth street timber basin, were inspected and rafted up. 818 vertical piles were driven, regulated and stay-lathed, and 1 broken in driving. 67 bracing piles were driven and secured to place, sawed off to grade and tenoned piles to receive the caps.

Timber Work.

December 19, 1892, to May 1, 1893.—Caps, rangers, horizontal and "A" braces, vertical and horizontal chocking were made and placed, sheathed the outer double rows of piles, laid deck planking and placed backing logs.

Armature Plates.

February 14 to 27, March 3 and 4, April 5 to April 30, 1893.—Trimmed for and placed armature plates.

Oak Fenders.

March 14 to April 30, 1893.—Oak fenders were prepared from time to time during the progress of the work and placed on sides of the pier.

Mooring-posts and Cleats.

March 25 to April 30, 1893.—Mooring-post foundations were framed; trimmed for and set iron cleats on the backing-logs from time to time.

Tool House.

November 7 to December 15, 1892.—A tool-house was built in which to keep the tools used in constructing the new pier.

REPAIRING PIER.

April 28 and April 29, 1893.—The outer end of the pier having been damaged by one of the Greenpoint Ferry Company's ferry boats was repaired.

BELLEVUE SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

MASONRY.

Pointing Granite.

May 20 to July 10, 1892.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, Bellevue Section.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	525.00	18.81
Cobble.....	525.00	.....
Rip-rap.....	534.00	9.81
Piles driven.....	522.42	21.39
Binding frames	522.42	21.39
Piles cut	522.42	21.39
Longitudinal caps.....	502.08	.....
Cross caps	509.00	.....
Decking	509.00	.....
Base blocks	522.42	21.39
"A B" course granite.....	522.42	21.39
"C" course granite.....	522.42	21.39
"D" course granite.....	522.42	21.39
"E" course granite.....	522.42	21.39
Coping.....	459.08	21.39
Wall actually completed.....	522.42	21.39
Equivalent length of completed wall

N. B.—No cobble, longitudinal caps, cross-caps or decking were required for about 12 feet at the southerly end of this section, and none will be required for the remaining 21.39 feet yet to be built.

REMOVING OLD WORK.

May 14 to May 18, 1892.—Old piles on which the Morgue formerly rested were cut off to make way for the earth filling.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 10024.

May 16 to 19, and July 11 to 24, 1892.—3,204 loads of earth filling were received and placed in rear of the new bulkhead-wall, from Plunkitt & Smith. Total loads received, 54,639.

Pier, Thirty-third Street, E. R.

Under Contract No. 420.

July 11 to October 15, 1892.—The existing pier at the foot of the street was removed and a new pier with appurtenances, including a sewer box, was built by Fearon & Jenks, contractors, under the above contract. The crib-bulkhead was repaired and the dredging over the site of the pier was done under the same contract.

EAST NINETY-FOURTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

STONE FILLING.

June 3 to 19, and August 3 to 11, 1892.—679 cubic yards of cobble stone and 1,815 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, under Treasurer's orders therefor; also rough stone and boulders removed from slip at the north end of East One Hundred and Twenty-fifth Street Section were transferred to and deposited in rear of wall at this section. Total to date 6,132 cubic yards of cobble stone and 6,672 cubic yards of rip-rap stone in place.

Construction under "New Plan."

PILING AND WOODWORK.

Sawing off Piles.

May 6, 1892.—Platform piles that could not be reached with the saw-cutting machine were sawed off by hand.

Capping.

May 7 to May 15, 1893.—The bracing piles were sawed off by hand, and were prepared to receive the longitudinal capping. 90 lineal feet of longitudinal capping and 9 transverse caps were placed, and chocks made and placed underneath ends of caps on the foundation blocks.

Decking.

July 8, 12 and 13, 1892.—1,086 square feet of 4-inch deck planking were placed on the caps in rear of the masonry of the bulkhead-wall.

Backing-logs.

November 7 to 10, 15 to 23 and December 2, 1892.—Holes were drilled in the coping stone, and backing logs framed and secured to the new bulkhead-wall with Ahlstrom bolts.

MASONRY.

Concrete Blocks.

May 23 to June 3, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use in setting the blocks and filling the chain holes between them; 2 special angle and 12 special blocks were loaded on scows at the East Seventeenth Street Yard. Mattresses were prepared for setting the blocks on, 2 special angle and 12 special blocks were set in the wall by the derrick "City of New York," assisted by the divers, and levels taken on same by the surveying party, assisted by a diver. Total blocks set: 19 standards, 3 special angle and 14 special blocks, making a total of 36 blocks.

Chain Holes.

June 4, 1892.—The chain holes between the blocks were filled with concrete in bags, assisted by the divers.

Granite.

June 27 to August 23, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, as required for use in setting and backing up the granite; 195 pieces of granite were set and backed up with 303 batches of concrete. Total batches in place, 963.

Coping Stone.

July 13 and 14 and August 30 to September 4, 1892.—12 pieces of coping stone were turned over at the East Seventeenth Street Yard by the 10-ton derrick, and the bottom beds dressed to the required grades; the same were loaded by the derrick "City of New York" on a scow and set on the "E" course of granite.

Pointing Granite.

August 8 to September 11, 1892.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East Ninety-fourth Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	.....	374.00	.....
Cleaning rock bottom .....	.....	77.52	.....
Concrete in bags .....	.....	77.52	.....
Concrete in mass .....	.....	77.52	.....
Cobble	52.48	294.52	.....
Rip-rap	175.08	294.52	.....
Piles driven .....	.....	294.52	.....
Binding frames .....	.....	294.52	.....
Piles cut .....	.....	294.52	.....
Longitudinal caps .....	.....	294.52	.....
Cross caps	30.00	294.52	.....
Decking	124.56	294.52	.....
Base blocks	103.09	371.16	1.92
"A B" course granite	160.35	369.52	3.56
"C" course granite	161.42	368.93	4.15
"D" course granite	166.70	368.05	5.03
"E" course granite	169.23	363.17	9.91
Coping	103.44	231.94	.....
Wall actually completed	171.06	363.17	9.91
Equivalent length of completed wall	47.03	372.58	0.5

REMOVING OLD WORK.

August 15 to 25 and September 26 to 29, 1892.—Old fencing timbers in the old bulkhead in rear of the new bulkhead-wall were removed to make way for the earth filling.

FILLING IN REAR OF WALL.

On Tickets.

June 23 to July 13, 1892.—2,207 loads of earth filling on tickets were received and placed in rear of wall by Plunkitt & Smith.

Under Unanimous Resolution of Board, October 6, 1892.

July 13 to November 26, 1892.—10,378 loads of earth filling were received and placed in rear of the new bulkhead-wall from Thomas Smith, he having bought the privilege to complete the filling in at this section. Total loads received at this section: 15,004 loads under Secretary's Order No. 9324, 10,078 loads under Secretary's Order No. 10382, 13,798 loads on tickets, 5,602 loads free, and 10,378 loads under resolution of Board, October 6, 1892, making a total of 55,040 loads.

SECTION OFFICE.

August 18 to August 21, 1892.—The section office was placed on a scow with the tool-house and tools. The office was transferred to the East Twenty-fourth Street Section, and the tool-house and tools to the East One Hundred and Second Street Section.

East Ninety-fourth Street Pier.

TEST PILING.

Under Secretary's Order No. 12081.

August 1, 1892.—Test piles were driven to ascertain the nature of river bottom for the purpose of preparing plans and specifications for building a new pier.

BUILDING NEW PIER.

Under Contract No. 430.

CLASS II.

11,179 cubic yards of rip-rap stone were delivered and deposited over site of new pier, as called for under the contract.

CLASS I.

November 29, 1892, to April 14, 1893.—A new pier at the foot of East Ninety-fourth street, as called for under the contract, 221 feet on the north side, and about 172 feet on the south side and 60 feet wide, was built by R. P. Staats, contractor.

Construction under "New Plan."

EAST NINETY-SIXTH STREET SECTION.

Under Unanimous Resolution of Board, October 31, 1889.

Bulkhead-wall Proper.

DREDGING.

May 11 to May 20, 1892.—7,819 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Morris & Cumings Dredging Company. Total to date, 19,657 cubic yards of mud, 1,444 cubic yards of rough stone and 960 cubic yards of sand.

STONE FILLING.

May 2 to 25, June 3, 20 and 22, July 12 to 16, August 9 to September 7, November 1 to December 31, 1892, and February 1 to 3, 1893.—3,284 cubic yards of cobble stone and 3,974 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, H. P. Sheridan and William Turner, under Treasurer's orders therefor. Total to date, 4,260 cubic yards of cobble stone and 4,866 cubic yards of rip-rap stone in place.

June 16, 1892.—The close row of piles at the north end of the section was secured back to the caps with galvanized iron wire rope to prevent the same from being disturbed by the filling.

December 27 to 30, 1892.—The south end of the section was bulkheaded up with 2-inch spruce plank on the close row of piles by the divers to retain the cobble filling in place.

PILING AND WOODWORK.

Vertical Piling.

May 3 to August 24, 1892.—373 vertical piles were driven, regulated and stay-lathed, and 5 broken in driving. Total to date, 633 driven and 7 broken in driving.

Bracing Piling.

August 2 to August 20, 1892.—60 bracing piles were driven and regulated. Total to date, 95 driven.

Binding Frames.

May 6 to August 20, 1892.—6 binding frames were made, and with aid of divers were sunk and keyed to place. Total frames in place, 9.

Sawing Off Piles.

May 2, 23 to 26, and August 4, 15 to 18, 1892.—123 foundation piles for the concrete blocks and 234 platform piles were sawed off with the saw-cutting machine. The butts from the work were rafted up.

Capping.

May 1 to November 8, 1892.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal capping. 320 lineal feet of longitudinal capping and 42 transverse caps placed. Chocks were made and placed underneath ends of the transverse caps on the concrete foundation blocks, and dove-tail pieces made and placed on the caps.

Locating Foundation Piles.

May 3, July 9, 11 and 14, August 9 to 14 and 24 to 29, 1892.—The foundation piles on which the concrete foundation blocks were placed were located by the divers by means of wire screens.

Decking.

June 29, August 15 and October 29, 1892.—744 square feet of 4-inch deck planking were placed on the caps in rear of the masonry of the new bulkhead-wall.

Backing-logs.

November 13 and 14, 1892, and April 24, 1893.—Backing-logs were placed and secured to the new bulkhead-wall with Ahlstrom bolts.

MASONRY.

Concrete Blocks.

May 7 to 9, May 31 to June 2, July 22 to 26 and August 22 to September 3, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, for use in setting the blocks and filling the chain holes between them. 16 standards and 1 special concrete foundation block were loaded by the derrick "City of New York" on scows. Mattresses were prepared for setting the blocks on, and 16 standard blocks and 1 special block were set in the wall by the derrick "City of New York," assisted by the divers.

May 23 and June 22 1892.—Levels were taken on the concrete blocks by the surveying party, assisted by a diver.

July 15, 1892.—Measurements of the joints between the blocks were taken by the divers.

October 19 to October 23, 1892.—2 concrete foundation blocks having been displaced were taken up and reset by the derrick "City of New York."

Chain Holes.

May 9, June 3 and September 3, 1892.—The chain holes between the concrete blocks were filled with concrete, in bags, assisted by the divers.

Granite.

October 13 to 26, 1892, February 13 to March 3 and April 12 to 18, 1893.—Cement, sand, broken stone and granite were loaded on scows at the East Seventeenth Street Yard. 106 pieces of granite were set and backed up with 287 batches of concrete. Total batches to date, 287 in place.

Coping.

January 9 and February 23, March 8 to 15 and April 12 to 18, 1893.—7 pieces of coping were set on the "E" course of granite by the 12-ton derrick, No. 1. 6 pieces of coping were turned over at the East Seventeenth Street Yard by the derrick "City of New York," and the bottom beds dressed to the required grade. Same transferred to deck of the 12-ton derrick, No. 2, and set on the "E" course of granite.

Pointing Granite.

October 19 to November 11, 1892, April 4, 5, 6, and 18 to 24, 1893.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at East Ninety-sixth Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	75.48	200.48	0.44
Cobble	180.48	200.48	0.44
Rip-rap	180.48	200.48	0.44
Piles driven	121.48	200.48	0.44
Binding frames	131.48	200.48	0.44
Piles sawed off	131.48	200.48	0.44
Longitudinal caps	157.38	200.48	0.44
Cross caps	200.48	200.48	0.44
Decking	51.00	51.00	149.92
Base blocks	200.78	200.78	0.44
"A B" course granite	96.76	96.76	104.16
"C" course granite	96.76	96.76	104.16
"D" course granite	96.76	96.76	104.16
"E" course granite	96.76	96.76	104.16
Coping	96.76	96.76	44.16
Wall actually completed	96.76	96.76	104.16
Equivalent length of completed wall	124.65	165.9	35.02

Construction under "New Plan."

General Charges.

REPAIRING BULKHEAD OF A. B. JOHNSON & CO.

June 21 to June 24, 1892.—The bulkhead of A. B. Johnson & Co., having been disturbed by the dredging for this Department, was repaired.

GUARD PILING.

October 27 to 29 and November 1 to 6, 1892.—Second-hand piles were driven at the south end of the section to protect the work at this point.

FILLING IN REAR OF WALL.

December 28 and 29, 1892, January 13 to 17, 1893.—Earth filling removed from the East Twenty-fourth Street Yard, in grading it up, was transferred and deposited in rear of the new bulkhead-wall.

TOOL HOUSE.

November 4, 1892.—The tool house was placed on a scow to be transferred to the East One Hundred and Second Street Section.

EAST NINETY-NINTH STREET SECTION.

Under Unanimous Resolution of Board, September 1, 1892.

Bulkhead-wall Proper.

DREDGING.

March 10 to April 5, 1893.—9,296 cubic yards of mud and 6,218 cubic yards of sand were excavated and removed from site of bulkhead-wall by the Morris & Cumings Dredging Company.

STONE FILLING.

April 6 to 18 and April 24, 1893.—308 cubic yards of cobble stone were delivered and deposited on wall foundation by John A. Bouker, under Treasurer's order therefor.

TEST PILING.

April 14, 1893.—2 test piles were driven over site of wall foundation to ascertain the nature of the river bottom.

PILING AND WOODWORK.

Vertical Piling.

April 12 to April 28, 1893.—39 vertical piles were driven, regulated and stay-lathed.

Sawing off Piles.

April 18 and April 19, 1893.—22 foundation piles, on which the concrete blocks are to be placed, were sawed off with the saw-cutting machine.

Locating Foundation Piles.

April 20, 1893.—The foundation piles, on which the concrete blocks are to be set, were located by the divers by means of wire screens.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East Ninety-ninth Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	150.00	150.00	214.42
Cobble.....	150.00	150.00	214.42
Piles driven.....	14.5	14.5	349.92
Equivalent length of completed wall.....	25.5	25.5	338.92

General Charge.

February 21 to February 24, 1893.—Old ferry bridge at the foot of East One Hundredth street was broken up and removed.

EAST ONE HUNDRED AND SECOND STREET SECTION.

Under Unanimous Resolution of Board, July 17, 1890. Amended May 21, 1891.

Bulkhead-wall Proper.

DREDGING.

May 2 to 9 and August 1 to 18, 1892.—7,576 cubic yards of mud and 10,721 cubic yards of sand were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company, under Treasurer's orders therefor. Total to date, 40,117 cubic yards of mud, 32,686 cubic yards of sand, 5,614 cubic yards of mud, sand and rough stone, and 3,965 cubic yards of crib-work.

STONE FILLING.

May 2 to 17, August 3 to 20 and October 19 to 22, 1892, February 2 to 22 and April 20, 1893.—1,049 cubic yards of cobble stone and 1,150 cubic yards of rip-rap stone were delivered and deposited on wall foundation by John A. Bouker, Brown & Fleming and H. P. Sheridan, under Treasurer's orders therefor. Total to date, 2,026 cubic yards of cobble stone and 6,475 cubic yards of rip-rap stone. Mud was pumped off over the cobble stone area with a wrecking pump, operated with steam from the 12-ton derrick, No. 1, assisted by the divers, prior to putting it in, and the cobble was leveled off over the concrete block area by the divers prior to setting them.

PILING AND WOODWORK.

Vertical Piling.

May 12, 1892, to April 18, 1893.—1,110 vertical piles were driven, regulated and stay-lathed, and 15 broken in driving. Total to date, 2,111 driven and 21 broken in driving.

Bracing Piling.

June 7 to 11 and 20, November 5 to 10, 1892, and January 4 to 18, 1893.—60 bracing piles were driven and regulated.

Binding Frames.

September 7, 1892, to January 6, 1893.—6 binding frames were made, and with aid of the divers were sunk and keyed to place.

Sawing Off Piles.

June 13 and 14, July 11, August 25 to 28, November 9 to 13 and 28 to December 1, 1892, January 23 to 28, February 3 and 4, March 6 and 30 and April 1, 4 and 6, 1893.—702 foundation piles for the concrete blocks and 162 platform piles were sawed off with the saw-cutting machine, and extra piles driven in wall foundation for the blocks were sawed off by the divers.

Locating Foundation Piles.

July 13 to 14, 1892, and April 5 to 15, 1893.—The foundation piles on which the concrete blocks were placed were located by the divers by means of wire screens.

Capping.

March 7 to April 3 and 24 to May 1, 1893.—The bracing piles were sawed off by hand and prepared to receive the longitudinal capping. 186 lineal feet of longitudinal capping and 8 transverse caps placed.

MASONRY.

Concrete Blocks.

April 20 to 28, October 15 to 20, 1892, and April 19 to 25, 1893.—Cement, sand and broken stone were loaded on scows at the East Seventeenth and the East Twenty-fourth Street Yards, for use in setting the blocks and filling the chain holes between them. 22 concrete foundation blocks were loaded by the derrick "City of New York" on scows. Mattresses were prepared for setting the blocks on, and 16 special and 6 standard blocks were set in the wall by the derrick "City of New York," assisted by the divers. Total, 85 blocks.

Chain Holes.

May 5, August 20, October 22, 1892, and April 26 and 27, 1893.—The chain holes between the concrete blocks were filled with concrete in bags; assisted by the divers.

Granite.

May 2 to 8, and September 23 to October 9, 1892.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, as required to set and back up the granite. 118 pieces of granite were set and backed up with 169 batches of concrete. Total batches to date, 653 in place.

Construction under "New Plan."

Coping.

December 29, 1892, to January 7, 1893.—20 pieces of coping were turned over at the East Seventeenth Street Yard, and the bottom beds dressed to the required grade. Same loaded on scows and set on the "E" course of granite by the derrick "City of New York."

Pointing Granite.

May 9 to June 9, October 14 to 22, and November 15 to 19, 1892, April 5 and 18 to 21, 1893.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East One Hundred and Second Street Section, South End.

WALL OF 1876.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	144.7	144.7	.....
Cobble.....	50.0	50.0	94.7
Rip-rap.....	.....	.....	144.7
Piles driven.....	144.7	144.7	.....
Binding frames.....	144.7	144.7	.....
Piles sawed off.....	144.7	144.7	.....
Longitudinal caps.....	144.7	144.7	.....
Cross caps.....	26.0	26.0	118.7
Decking.....	.....	.....	144.7
Base blocks.....	.....	72.45	72.25
"A B" course granite.....	.....	.....	144.7
"C" course granite.....	.....	.....	144.7
"D" course granite.....	.....	.....	144.7
"E" course granite.....	.....	.....	144.7
Coping.....	.....	.....	144.7
Wall actually completed.....	.....	.....	144.7
Equivalent length of completed wall.....	112.33	112.33	32.37

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East One Hundred and Second Street Section, North End.

EAST ONE HUNDRED AND SECOND STREET WALL.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	173.95	703.95	.....
Rip-rap.....	164.00	450.0	253.95
Piles driven.....	284.65	703.95	.....
Piles cut off.....	293.95	703.95	.....
Base blocks.....	97.14	479.65	224.3
"A B" course granite.....	114.92	434.86	369.09
"C" course granite.....	111.1	430.1	273.85
"D" course granite.....	105.07	420.17	283.78
"E" course granite.....	104.85	415.55	288.40
Coping.....	145.23	410.63	293.32
Wall actually completed.....	145.23	410.63	293.32
Equivalent length of completed wall.....	120.23	528.85	175.1

Backing-logs.

January 9, and April 3 and 4, 1893.—Holes were drilled in the coping-stone, to receive Ahlstrom bolts. Backing-logs were framed and secured to the new bulkhead-wall with Ahlstrom bolts, and galvanized iron cleats placed upon them for mooring purposes.

TEST PILING.

August 1 to August 6, 1892.—Borings were taken with the borer "Woodcock" over site of wall foundation before proceeding with the work on the old plan.

FILLING IN REAR OF WALL.

Under Engineer's Order No. 11262.

May 2, 1892.—33 loads of earth filling were received and placed in rear of the new bulkhead-wall from Thomas Smith to close the above order.

Under Secretary's Order No. 11688.

May 2 to 29, November 12 to December 28, 1892.—7,374 loads of earth filling were received and placed in rear of the new bulkhead-wall from Thomas Smith. Total to date under Secretary's Order No. 11498, 1,500 loads; Secretary's Order No. 11629, 3,000 loads; Secretary's Order No. 11649, 3,000 loads; Secretary's Order No. 11688, 10,496 loads; Engineer's Order No. 11262, 949 loads; making a total of 18,945 loads.

February 4, 1893.—Steam ashes, the surplus of a load (scow) delivered at the East Twenty-fourth Street Yard was deposited by Plunkitt & Smith in rear of the new bulkhead-wall.

TEMPORARY SEWER-BOX.

May 7 to May 28, 1892.—A temporary sewer-box was placed on the newly made land between One Hundred and Third and One Hundred and Fourth streets to carry off the sewage in rear of the bulkhead-wall.

TEMPORARY TIMBER BASIN.

July 7, 1892.—Second hand piles were driven to form a temporary timber basin for piles and timber.

KANE & WRIGHT'S BULKHEAD.

Under Secretary's Order No. 11437.

May 5 and May 6, 1892.—Second hand piles were driven, fastened and chocked to place to make the necessary repairs to the bulkhead, the same having been disturbed by this Department in building the new sea-wall.

MOORING-PILES.

September 3, 1892.—Clusters of mooring piles were driven for mooring purposes and for holding pile-drivers and derricks in position while driving piles and in setting the granite and concrete blocks.

Foot of One Hundred and Fourth Street.

Under Engineer's Order No. 12086.

May 3, 1892.—Timber curbs were laid to connect with the coping-stone of the new bulkhead-wall in order that the pavement could be laid up to the contract.

Construction under "New Plan."

Between One Hundred and Seventh and One Hundred and Tenth Streets.

RECEIVING GRANITE.

Under Contract No. 414.

January 9 to January 11, 1893.—Second-hand timber was transferred from the East One Hundred and Second Street Section and cut up into pieces to place underneath the granite delivered at the section under the above contract.

EAST ONE HUNDRED AND TENTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

MASONRY.

Pointing Granite.

May 12 to June 24, 1892.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East One Hundred and Tenth Street Section.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1893-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	760.00	95.86
Cobble.....	760.00	.....
Rip-rap.....	760.00	95.86
Piles driven.....	760.00	95.86
Binding frames.....	760.00	.....
Piles cut.....	760.00	95.86
Cross caps.....	760.00	.....
Longitudinal caps.....	760.00	.....
Decking.....	740.00	.....
Base blocks.....	756.15	99.71
"A B" course granite.....	753.70	102.16
"C" course granite.....	752.95	102.91
"D" course granite.....	752.08	103.78
"E" course granite.....	750.85	105.01
Coping.....	698.06	32.44
Wall actually completed.....	750.85	105.01
Equivalent length of completed wall.....

No cobble, longitudinal caps, cross caps or decking will be required for the remaining 105.01 feet of this section.

FILLING IN REAR OF WALL.

Under Secretary's Order No. 10897.

May 1 to July 29, 1892.—6,770 loads of earth filling were received and placed in rear of the new bulkhead wall from Plunkitt & Smith. Total to date—Under Secretary's Order No. 10529, 12,105 loads; under Secretary's Order No. 10897, 35,484 loads; from the Department of Street Cleaning, 65 loads; from gas-house, 78 loads—Making a total of 47,732 loads.

Foot of East One Hundred and Ninth Street.

REMOVING SHANTIES.

Under Secretary's Order No. 12119.

July 15, 1892.—Work of removing shanties was begun July 15, 1892, and stopped the same day, the lessee having started in to do the work under Secretary's Order No. 12066.

East One Hundred and Twentieth to One Hundred and Twenty-fourth Street.

TEST BORINGS.

May 2 and May 3, 1892.—Test borings were taken on the river bottom, with the borer "Woodcock," to ascertain the nature of the river bottom.

EAST ONE HUNDRED AND TWENTY-FIFTH STREET SECTION.

Under Unanimous Resolution of Board, March 28, 1889.

MASONRY.

Pointing Granite.

June 2 to 12, August 3 to 20, October 4 and November 1 to 14, 1892.—Joints in the granite were cleaned out and pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East One Hundred and Twenty-fifth Street Section.
In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1892-1893.	Total to Date.	
	Feet.	Feet.	Feet.
Cleaning rock bottom.....	367.27	.....
Concrete in bags.....	230.00	.....
Concrete in mass.....	367.27	.....
Base blocks.....	362.70	4.57
"A B" course granite.....	362.70	4.57
"C" course granite.....	362.70	4.57
"D" course granite.....	362.70	4.57
"E" course granite.....	362.70	4.57
Coping.....	5.68	362.70	4.57
Wall actually completed.....	5.68	362.70	4.57
Equivalent length of completed wall.....

BACKING-LOGS.

June 6 and 17 and October 20, 1892.—Holes were drilled in the coping stone for Ahlstrom bolts, backing-logs were framed, placed and secured to the new bulkhead-wall with Ahlstrom bolts.

General Charge.

PUMPING MUD, REMOVING LOOSE STONE, ETC.

May 1 to November 10, 1892.—Holes were drilled in bed rock on river bottom in slip at the north end of the section with a drilling machine, operated with steam from the 12-ton derrick No. 1. The holes were charged with explosives and blasted. Mud sand and gravel were pumped from, and the loose stone and boulders removed from rock bottom with the 10-ton derrick and 12-ton derricks Nos. 1 and 2, assisted by the divers.

May 11 to May 22, 1892.—3,887 cubic yards of mud, sand, rock, etc., were excavated and removed from the slip by the Atlantic Dredging Company.

Construction under "New Plan."

REPAIRING TIMBER BASIN.

December 3, 1892.—16 second-hand piles were driven to repair timber basin of Rapp & Johnson, which was disturbed by the work done at this point by the Department of Docks.

East One Hundred and Twenty-fifth Street, H. R.

Under Secretary's Order No. 12343.

A temporary pavement was laid behind the bulkhead-wall at East One Hundred and Twenty-fifth Street Section, under Treasurer's Order No. 12480. Begun November 25 and finished December 21, 1892.

Temporary Construction under "New Plan."

WORK OF TEMPORARY CONSTRUCTION UNDER "NEW PLAN."

CHAPTER 567, LAWS OF 1887.

Pier, old 25, N. R.

Under Secretary's Order No. 11430.

February 22 to June 30, 1892.—Pier, old 25, was extended out to the pierhead-line of 1871 by the New York Central and Hudson River Railroad Company, a distance of 137.05 feet, measured on the northerly side.

SHED, ETC.

July 18 to October 22, 1892.—An iron shed was built on the extension of the pier, also piles driven for the north rack of the Barclay Street Ferry were strengthened under the pier. The north rack of the Barclay Street Ferry was also extended.

Pier, old 27, N. R.

Under Secretary's Order No. 11149.

March 5 to July 22, 1892.—Pier, old 27, was extended out to the pierhead-line of 1871 by the New York Central and Hudson River Railroad Company, a distance of about 140 feet.

SHED.

Under Secretary's Order No. 11505.

June 30 to September 1, 1892.—An extension to the shed was built on the new portion of the pier by the New York Central and Hudson River Railroad Company.

Pier, old 28, N. R.

Under Secretary's Order No. 12423.

October 15, 1892, to April 18, 1893.—Pier, old 28, was extended out to the pierhead-line of 1890 by the Old Colony Steamboat Company, a distance of 274.81 feet, measured on the northerly side.

Pier, old 41, N. R.

Under Secretary's Order No. 12361.

December 28, 1892, to March 21, 1893.—Pier, old 41, was extended to the pierhead-line of 1890 by the New Jersey Steamboat Company, a distance of 285.63 feet, measured on the northerly side.

Pier, old 42, N. R.

Under Contract No. 433.

February 16 to March 16, 1893.—The outer 205 feet of Pier, old 42, was removed by Morris & Cumings Dredging Company, under the above contract.

Temporary Pier on the Site of Pier, old 42, N. R.

Under Contract No. 434.

April 24 to April 30, 1893.—Sights were placed and preparations made to drive piles. The 26th, 27th, 28th, 29th, 30th and 31st rows of piles were driven with 80 to 90 foot piles. Piles were regulated and stay-lathed.

Pier at West Eleventh Street, N. R.

Under Contract No. 411.

February 11 to May 6, 1892.—The pier was extended under the above contract by B. S. Cronin, contractor, a distance of 160.77 feet.

Pier at Bethune Street, N. R.

Under Contract No. 419.

June 16 to September 22, 1892.—The pier was extended and widened by J. H. Staats, contractor, under the above contract. The extension covered a distance of 134.83 feet.

Pier on the Site of Pier, old 22, E. R.

Under Contract No. 413.

March 24 to June 30, 1892.—A pier, with appurtenances, was built on the site of the old pier at the foot of Fulton street, East river, and the existing crib-bulkhead was repaired by Fearon & Jenks, contractors, under the above contract.

Construction not under "New Plan."

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

Pier, old 42, N. R.

BUILDING TEMPORARY DUMPING-BOARD.

Under Secretary's Order No. 11738.

March 12 to May 10, 1892.—The work of building a temporary dumping-board at this pier has been done by Department labor.

West Forty-seventh and West Forty-eighth Streets.

CRIB-BULKHEAD.

Under Secretary's Order No. 11513.

December 28, 1891, to date.—A temporary wooden bulkhead has been built between West Forty-seventh and West Forty-eighth streets, North river, about 55 feet easterly of the established bulkhead-line; a return crib was built to the old bulkhead-line and the space filled in with earth-filling. The remainder of the work under this order has been suspended.

West Forty-seventh Street, N. R.

Engineer's Order.

REMOVING BACKING-LOGS.

June 21 to June 23, 1892.—The backing-logs on the approach to West Forty-seventh Street Pier were removed to allow earth-filling to be placed in rear of crib-bulkhead.

Under Contract No. 399.

October 8, 1891, to May 6, 1892.—Preparing for and building a crib-bulkhead from a point about 100 feet north of Ninety-seventh street, North river, to a point about 29 feet 6 inches north of West Ninety-ninth street, North river, and for dredging thereat.

Bulkhead from One Hundred and Twenty-ninth to One Hundred and Thirtieth Street, N. R.

Under Contract No. 427.

Building crib-bulkhead from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth street, North river. Begun December 19, 1892; in progress.

West One Hundred and Twenty-eighth and West One Hundred and Twenty-ninth Streets.

EXAMINATION.

Under Secretary's Order No. 10267.

June 2 to 23, 1892, and March 11 to 21, 1893.—Borings were made and test piles driven to ascertain the nature of river bottom between West One Hundred and Twenty-eighth and West One Hundred and Twenty-ninth streets.

West One Hundred and Twenty-ninth Street.

EXAMINATION OF SUNKEN BULKHEAD.

Under Engineer's Order.

June 27 to July 1, 1892.—Mud was pumped from area and examination made of sunken bulkhead at West One Hundred and Twenty-ninth street.

Construction not under "New Plan."

Pier 61, E. R.

Under Contract No. 422.

A new dumping-board for Department of Street Cleaning was built at this pier by H. L. Spearin under the above contract. Begun August 4 and finished September 7, 1892.

East Twenty-second and East Twenty-third Streets, E. R.

A ferry structure was erected at above premises by Brooklyn and New York Ferry Company, under permit granted by the Board of Docks. Begun September 29, 1891, and finished June 4, 1892.

Bulkhead, One Hundred and Thirty-eighth to One Hundred and Fortieth Street, H. R.

Under Secretary's Order No. 11226.

FILLING BEHIND BULKHEAD.

Received 24,022 truck-loads; received 9,482 cart-loads. Begun August 28, 1891; in progress.

One Hundred and Thirty-eighth Street, H. R.

A crib-bulkhead is in course of construction on the easterly side of above premises by John H. Cheever, under permit of the Board. Begun May 2, 1892; in progress.

Madison Avenue, H. R.

Under Secretary's Order No. 12317.

A second-hand pavement of Belgian blocks was laid on the west side of the approach to the bridge and extending from One Hundred and Thirty-seventh street to connect with the old pavement at One Hundred and Thirty-eighth street, under Treasurer's Order No. 16464. Begun November 14 and finished November 16, 1892.

Mott Haven Canal, Easterly Side of Harlem River.

A crib-bulkhead is in course of construction at above premises by John H. Cheever, under permit of the Board. Begun September 3, 1892; in progress.

One Hundred and Fiftieth Street, H. R.

A crib-bulkhead and the necessary filling-in behind same was erected on the easterly side of Harlem river, at above premises, by W. W. Astor, under permit of the Board. Begun September 30, 1889, and finished June 6, 1892.

Eighth Avenue, H. R.

An elevated coaling and switching station of iron and wood is being erected at above premises by Manhattan Railway Company, under permit of the Board. Begun March 9, 1893; in progress.

Oak Point, Leggett's Creek.

The water-front in the vicinity of above premises is being improved by filling-in, etc., by East Bay Land and Improvement Company, under permit of the Board. Begun September 15, 1891; in progress.

General Repairs.

STATEMENT OF REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1893, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

NORTH RIVER.

Platform at Castle Garden, N. R.

Secretary's Order No. 11887.—The damage done to southerly end of platform was repaired with second-hand material; the rangers, side caps and backing-log were renewed, and repairs made; also, fender-piles were refastened. Begun May 9 and finished May 12, 1892.

Secretary's Order No. 11915.—15 oak spring piles (793 lineal feet) were driven and fastened at berth assigned to the Knickerbocker Steamboat Company. Begun May 13 and finished May 17, 1892.

Secretary's Order No. 11929.—The deck and sheathing on platform were repaired with 1,273 feet, B. M., of 4-inch, and 5,500 feet, B. M., of 3-inch spruce plank. Begun May 17 and finished May 18, 1892.

Secretary's Order No. 12074.—The loose fenders on wharf were refastened and planking repaired. Begun July 19 and finished August 9, 1892.

Secretary's Order No. 12108.—Three signs were made, lettered and painted, forbidding the landing of boats, and the signs were placed and fastened on platform. Begun July 12 and finished August 6, 1892.

Secretary's Order No. 12284.—The shed on wharf was torn down by the Department force. Begun September 20 and finished September 21, 1892.

Boat-landing—Battery.

Secretary's Order No. 12306.—The granite blocks at the boat-landing at the southerly side of Pier "A," North river, were cleaned and repointed. Begun October 21, 1892; suspended.

Pier "A," N. R.

WINDOW AWNINGS.

Under Engineer's Order.

October 8, 1892.—Window awnings at building on Pier "A" were removed and stored.

STORM SASHES.

October 29 to November 4, 1892.—Sashes were cleaned and placed in position at building on Pier "A."

RAFTING OLD TIMBERS.

January 7, 1893.—A raft of old timber (drift) was made and fastened south side of Pier "A," North river, and afterwards removed.

Secretary's Order No. 11826.—The boat-landing adjacent to pier was repaired; grates and other necessary timbers were renewed; used 2,000 lineal feet of 1 7/8 by 2 inches and 2,000 lineal feet of 3/4 by 2 inch oak. Begun May 13 and finished May 31, 1892.

Engineer's Order.—Loose spring piles and chocks on pier were refastened and securely bolted. Begun August 19 and finished August 20, 1892.

Secretary's Order No. 12305.—The work of painting plate girders, tie-rods, etc., was done by Department labor, and consisted of the removal of the rust and scale from all the exposed iron work below the deck of the above pier, and the painting of the iron work after the cleaning was done, with 3 heavy coats of crocus paint. Begun October 15, 1892, and finished January 4, 1893.

Secretary's Order No. 12360.—The damage done to fender-pile by fire-boat "New York" was repaired and painted. Begun and finished November 9, 1892.

Secretary's Order No. 12503.—Loose piles on outer end of pier were pulled to place and refastened. Begun January 20 and finished January 21, 1893.

Bulkhead between Pier "A" and Pier, new 1, N. R.

Engineer's Order.—A trench was excavated and wooden drain-box built and placed in same to drain paved new-made land at this point. Begun August 1 and finished August 6, 1892.

Engineer's Order.—Loose hanging fenders on bulkhead were refastened. Begun and finished March 8, 1893.

Secretary's Order No. 12307.—The work of cleaning and repointing joints of the granite of the bulkhead-wall between Pier "A" and Pier, new 1, North river. Begun October 26, 1892, by Department labor, and is now suspended.

Secretary's Order No. 12396.—The work of replacing the pavement taken up by the Department of Public Works to put in a new hydrant was done by Department labor. Begun March 4 and finished March 5, 1893.

Under Resolution of Board, May 12, 1892.

Pavement was cleaned on new-made land between the above points. Begun May 1, 1892, and finished April 30, 1893.

Between Pier "A" and West Tenth Street, N. R.

Secretary's Order No. 12329.—The work of cleaning the silt basins and keeping the same in good order has been done. Begun October 14, 1892.

Bulkhead North of Pier, new 1, N. R.

Secretary's Order No. 12378.—The work of cleaning and repointing joints of the granite of the bulkhead-wall north of the north side of Pier, new 1, North river, excepting those adjoining the coping, was begun by Department labor November 3, 1892, and is now suspended.

General Repairs.

Cleaning Pavement between Dey and Vesey Streets.

Under Resolution of Board, May 12, 1892.

Treasurer's Order No. 16816.—Pavement was cleaned and sprinkled on new-made land between the above points. Begun May 1, 1892, and finished April 30, 1893.

Pier, new 14, N. R.

Engineer's Order.—Work of pumping out and raising sunken canal-boat; no progress was made. Begun December 14 and suspended same day.

Secretary's Order No. 12669.—The sunken canal-boat at the south side of the pier was removed by the Baxter Wrecking Company, under Treasurer's Order No. 16805. Begun April 4 and finished April 11, 1893.

Cleaning Piers, new 14 and 15, N. R.

Under Resolution of Board, May 12, 1892.

Piers, new 14 and 15, North river, and bulkhead between, were cleaned and cleared of snow, the greater part of which was deposited by the Street Cleaning Department. Begun November 26, 1892, and finished April 15, 1893.

Between Piers New 14 and 15, N. R.

CLEANING BULKHEAD.

Secretary's Order No. 12439.—The work of cleaning bulkhead between Piers, new 14 and 15, North river, was done by Department labor, and consisted in the removal of earth, stone, sand, etc., lying easterly of the backing-log, which had accumulated from boats unloading between the piers, and the material so removed was placed to fill depressions in the new-made land at this point. Begun December 16 and finished December 17, 1892.

Pier, new 15, N. R.

Secretary's Order No. 12587.—The break on the south side of the pier was repaired. Begun February 15 and finished February 18, 1893.

Pavement South of Pier, new 20, N. R.

Secretary's Order No. 11796.—The pavement on the new-made land adjacent to the westerly side of West street was raised and repaired. The work consisted of 382 square yards of pavement taken up and relaid with coal-tar and gravel-joints, so as to conform to the grade of the pavement recently laid by the Department of Public Works; also, arrangements were made for the proper drainage of the pavement. Begun April 21 and finished May 26, 1892.

Bulkhead between Piers, old 28 and 29, N. R.

Secretary's Order No. 12199.—The bulkhead was cleaned by Department labor, and the material removed was used to fill depressions in the new-made land between the piers. Begun September 17 and finished September 20, 1892.

Pavement at Chambers Street, N. R.

Secretary's Order No. 11797.—The pavement on the new-made land adjacent to the westerly side of West street was raised and repaired; 93 square yards of pavement were taken up and relaid with coal tar and gravel joints so as to conform to the grade of the pavement recently laid by the Department of Public Works on West street; also arrangements were made for the proper drainage of the pavement. Begun April 27, and finished May 7, 1892.

Cleaning Pavement between Warren and Jay Streets.

Under Resolution of Board, May 12, 1892.

Treasurer's Order No. 16816.—Pavement was cleaned and sprinkled on new-made land between the above points. Begun May 12; in progress.

Cleaning Silt Basins between Warren and Jay Streets.

Secretary's Order No. 9780.—Silt basins between the above points were cleaned out and kept in good order, from time to time, when necessary, by Department labor. Begun January 10, 1890, and finished August 20, 1892. Similar work was also done under unanimous resolution of the Board, May 12, 1892.

Pier, new 24, N. R.

Secretary's Order No. 12298.—The work of removing the southerly outshore spur on Pier, new 24, North river, was done by Department labor, and consisted in taking down that portion of the iron shed that had been built on the spur named above; also, the replacing of the fender piles and chocks making the south side of the pier, formerly occupied by the spur, similar in regard to the fender system to that portion of the pier lying outshore from the spur. Begun October 13 and finished November 17, 1892.

Secretary's Order No. 12384.—Three gangways were cut on this pier at the request of the Homer Ramsdell Transportation Company. Begun November 11, 1892, and finished March 16, 1893.

Pier, new 25, N. R.

REPAIRING PAVED APPROACH.

Engineer's Order.—Paving blocks were taken up and relaid to repair pavement. Begun August 25 and finished September 3, 1892.

Cleaning Pavement, Bulkhead between Franklin and Vestry Streets.

Under Resolution of Board, May 12, 1892.

Treasurer's Orders Nos. 16140 and 16816.—Pavement was cleaned on new-made land between the above points; also sprinkled. Begun May 1, 1892, and finished April 30, 1893.

SILT BASINS.

Engineer's Order.

August 22 to August 25, 1892.—Silt basins on new made land were cleaned out between the above points.

Pier, new 26, N. R.

Secretary's Order No. 11456.—The work of repaving the approach has been done partly by the Old Dominion Steamship Company and partly by Department labor, and consisted in taking up and repaving of about 170 square yards of paving and the placing of about 160 lineal feet of bridge-stone and the repaving of about 84 square yards of paving by the Old Dominion Steamship Company. Begun April 8 and finished September 1, 1892.

Bulkheads North of Canal Street.

REPAIRING PAVEMENT ON NEW-MADE LAND.

Secretary's Order No. 11785.—The work of repairing the pavement on the new-made land north of Canal street, North river, has been done by Department labor in front of Pier, new 34, Pier, new 36, between Piers, new 34 and 35, about in front of Pier, new 40, and about in front of Pier, new 42, North river. Begun May 23, 1892, and finished April 17, 1893.

Secretary's Order No. 11786.—The bulkheads were cleaned by Department labor. Begun April 15, 1892, and now in progress under resolution of Board, May 12, 1892.

Pavement at Spring Street, N. R.

Secretary's Order No. 11875.—The pavement on the new-made land adjacent to the westerly line of West street, commencing at a point 200 feet northerly of Spring street, was raised and repaired; 218 square yards were taken up and relaid with coal-tar and gravel joints so as to conform to the grade of pavement recently laid by the Department of Public Works on West street, and arrangements were made for the proper drainage of the pavement. Begun May 9 and finished June 20, 1892.

Secretary's Order No. 11877.—The pavement on the new-made land adjacent to the westerly line of West street, commencing at the southerly side of Spring street, was taken up and relaid with coal-tar and gravel joints, so as to conform to the grade of the pavement recently laid by the Department of Public Works, and arrangements made for the proper drainage of the pavement. Begun May 3 and finished June 20, 1892.

Between Spring and West Tenth Streets.

CLEANING SILT BASINS.

Under Unanimous Resolution of Board, June 2, 1886.

May 1 to August 22, 1892.—Silt basins on new made land were cleaned out and mud removed when necessary from time to time.

Pier, new 36, N. R.

Secretary's Order No. 11901.—The pavement on new-made land adjacent to the westerly line of West street, commencing at about the centre line of Pier, new 36, was taken up and relaid with coal-tar and gravel joints so as to conform to the grade of the new pavement recently laid by the Department of Public Works, and arrangements were made for the proper drainage of the pavement. Begun May 18 and finished June 23, 1892.

General Repairs.

Pavement South of Charlton Street, N. R.

Secretary's Order No. 11988.—The pavement on the new-made land adjacent to the westerly line of West street, about 224 square yards, was taken up and relaid with coal-tar and gravel joints so as to conform to the grade of the pavement recently laid by the Department of Public Works on West street, and arrangements were made for the proper drainage of the pavement. Begun June 21 and finished July 8, 1892.

Pavement South of King Street.

Secretary's Order No. 12029.—The pavement on the new-made land adjacent to the westerly line of West street, about 123 square yards, was taken up and relaid with coal-tar and gravel joints so as to conform to the grade of the pavement recently laid by the Department of Public Works on West street, and arrangements were made for the proper drainage of the pavement. Begun June 28 and finished July 8, 1892.

Pavement at Houston Street, N. R.

Secretary's Order No. 12080.—The pavement on the new-made land adjacent to the westerly line of West street, about 203 square yards, commencing north of the southerly line of Houston street, was taken up and relaid with coal-tar and gravel joints so as to conform to the grade of the pavement recently laid by the Department of Public Works on West street, and arrangements were made for the proper drainage of the pavement. Begun July 5 and finished July 21, 1892.

Bulkhead between Piers, new 39 and 40, N. R., South End.

Secretary's Order No. 12732.—Iron cleats were placed and fastened on backing-log. Begun and finished April 12, 1893.

Pier, new 40, N. R.

Secretary's Order No. 12493.—The sewer box at this pier is being repaired. Begun January 3, 1893; in progress.

The damage done by steamship "Umbria," to the south side of Pier, new 40, North river, was repaired. Begun and finished December 10, 1892.

Pavement, Clarkson Street, N. R.

Secretary's Order No. 12094.—The pavement on the new-made land adjacent to the westerly line of West street, 211 square yards, was taken up and relaid with coal tar and gravel joints so as to conform to the grade of the pavement recently laid by the Department of Public Works on West street, and arrangements were made for the proper drainage of the pavement. Begun July 9 and finished July 26, 1892.

Pier, new 41, N. R.

Secretary's Order No. 12359.—A new iron mooring-post was placed and fastened and properly chocked on north side of pier; used 181 feet B. M. of yellow pine. Begun and finished November 25, 1892.

Bulkhead, between Piers, new 41 and 42, N. R.

HUDSON RIVER TUNNEL OUTLET.

Under Resolution of Board, June 9, 1892.

A second-hand Belgian block pavement was laid around the above outlet, by contractor Thomas Smith, over the unpaved area formerly inclosed by fence, the area paved being 708 square yards. Begun June 29 and finished July 15, 1892.

Pavement between Morton and Christopher Streets, N. R.

Secretary's Order No. 12152.—The pavement on the new-made land adjacent to the westerly line of West street between these points was raised. About 250 square yards of paving were taken up, cleaned and relaid with coal tar and gravel joints so as to conform to the grade of the pavement recently laid on West street by the Department of Public Works. Also arrangements were made for the proper drainage of the pavement. Begun July 21 and finished August 9, 1892.

Piers, new 43 and 44, N. R.

Secretary's Order No. 12163.—The pavement on the new-made land adjacent to the westerly line of West street in the vicinity of Piers, new 43 and 44, was relaid with coal tar and gravel joints; also about 43 lineal feet of crosswalk stone on the new-made land about opposite the southerly side of Barrow street was placed, and arrangements made for the proper drainage of pavement at this point, done by Department labor. Begun August 24 and finished September 14, 1892.

Christopher Street Ferry, N. R.

Secretary's Order No. 12797.—The pavement at Christopher Street Ferry was taken up and relaid to enable the Hoboken Ferry Company to repair the water supply pipe. Begun April 20, 1893; in progress.

Pier, new 45, N. R.

Secretary's Order No. 12742.—The pavement on the new-made land was repaired by Department labor. Begun April 10, 1893; in progress.

Bulkhead between West Tenth and Charles Streets, N. R.

Contract No. 416.—The crib-bulkhead between the above points was repaired by the contractor, Barth S. Cronin, under the above contract; the crib was filled with broken stones and the ground in the rear of the bulkhead was paved with second-hand Belgian blocks. Begun August 5 and finished November 7, 1892.

Approach South of Pier, new 46, N. R.

Secretary's Order No. 12170.—The deck and sheathing on approach was patched with 528 feet, B. M., of 4-inch, and 3,565 feet, B. M., of 3-inch spruce plank. Begun August 9 and finished August 15, 1892.

Piers, new 46 and 47, N. R.

Under Resolution of Board, May 12, 1892.

CLEANING APPROACHES.

Approaches to above piers were cleaned and cleared of snow. Begun February 25 and finished March 4, 1893.

Approach to Piers, new 46 and 47, N. R.

Secretary's Order No. 12235.—The sheathing on approach was patched; used 20,197 feet, B. M., of 3-inch spruce plank. Begun September 28 and finished October 15, 1892.

Secretary's Order No. 12751.—The sheathing was patched with 7,412 feet, B. M., of 3-inch spruce plank. Begun April 13 and finished April 24, 1893.

North of Approach to Pier, new 47, N. R.

Secretary's Order No. 12713.—Iron cleats were removed from the backing-log. Begun and finished April 12, 1893.

Bulkhead Platform South of Pier, old 54, N. R.

Secretary's Order No. 12097.—The deck of platform was repaired with 2,653 feet, B. M., of 3-inch spruce plank. Begun July 9 and finished July 12, 1893.

Pier, old 54, N. R.

Secretary's Order No. 11899.—The sheathing on deck of pier was patched with 8,139 feet, B. M., of 3-inch spruce plank. Begun May 21 and finished June 2, 1892.

Secretary's Order No. 12154.—The sheathing was patched with 7,043 feet, B. M., of 3-inch spruce plank. Begun August 27 and finished September 1, 1892.

Secretary's Order No. 12430.—The sheathing was patched with 2,895 feet, B. M., of 3-inch spruce plank. Begun December 23 and finished December 28, 1892.

Secretary's Order No. 12733.—A cleat was placed and fastened on the southwest corner of pier. Begun and finished April 12, 1893.

Pier at Horatio Street, N. R.

Secretary's Order No. 12245.—A wooden curbing was laid along the approach; used 720 feet, B. M., of yellow pine. Begun December 21 and finished April 3. New pavement was also laid under Treasurer's Order No. 16595, which was finished April 8, 1893.

Pier Foot of Jane Street, N. R.

Secretary's Order No. 12242.—A wooden curbing was laid along approach; used 360 feet, B. M., of yellow pine. Begun December 21, finished April 4. New pavement was laid under Treasurer's Order No. 16596, which was finished April 8, 1893.

Bulkhead between Gansevoort and Bogart Streets, N. R.

Secretary's Order No. 11959.—A pavement of second-hand Belgian blocks was laid on the above premises under Treasurer's Order 16082. Begun June 24 and finished July 2, 1892.

Pier Foot of Bogart Street, N. R.

Secretary's Order No. 11896.—Five second-hand pine piles were driven and fastened; used 32 pounds of chain. Begun May 12 and finished May 13, 1892.

General Repairs.

Approaches to Piers, old 57, 58 and 59, and the Bulkhead between Piers, old 58 and 59, N. R.

Contract No. 429.—The above premises were paved with second-hand Belgian blocks under the above contract by Thomas Smith, contractor. Begun December 17, 1892, and finished April 5, 1893.

Bulkhead between Piers, old 57 and 58, N. R.

Secretary's Order No. 12098.—A pavement of second-hand Belgian blocks was laid on the above premises under Treasurer's Order No. 16212. Begun July 20 and finished August 1, 1892.

Secretary's Order No. 12416.—A new backing-log was put on along the bulkhead; used 5,400 feet, B. M., of 12-inch by 12-inch yellow pine and 1,008 feet, B. M., of 3-inch spruce plank. Begun November 26 and finished November 29, 1892.

Pier, old 58, N. R.

Secretary's Order No. 12055.—The fender-piles on north side of Pier were repaired and fastened in place. Begun and finished May 13, 1892.

Bulkhead between Piers, old 58 and 59, N. R.

Secretary's Order No. 12216.—The backing-log on the bulkhead was repaired; used 576 feet, B. M., of 12-inch by 12-inch yellow pine. Begun and finished November 9, 1892.

Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 11909.—The surface of pier was cleaned of dirt, and deck and sheathing were patched with 13,288 feet, B. M., of 3-inch spruce. There were also 12 half-round oak fenders put on and fastened. Begun May 21, and finished June 2, 1892.

Pier at Thirteenth Street, N. R.

Secretary's Order No. 12099.—Bearing and fender piles were driven, mooring-posts, cross caps and backing-log were placed, also the necessary capping and chocking were put on and fastened, new deck and sheathing were laid, used 12,003 feet, B. M., of 4-inch and 5,000 feet, B. M., of 3-inch spruce. Begun July 19 and finished August 5, 1892.

Secretary's Order No. 12133.—The sheathing on approach to pier was patched with 9,666 feet, B. M., of 3-inch spruce plank. Begun and finished August 6, 1892.

Secretary's Order No. 12650.—7 spruce spring piles were driven and fastened on outer end of pier and properly chocked. Other piles were pulled to place and fastened; used 720 feet, B. M., of yellow pine. Begun March 25 and finished March 27, 1893.

Secretary's Order No. 12795.—The sheathing on deck was patched with 1,550 feet, B. M., of 3-inch spruce; a portion of pier was fenced off; used 520 feet, B. M., of 4-inch spruce. Begun April 27 and finished April 29, 1893.

Engineer's Order.—The Dock Master's office at the pier at the foot of the street was repaired. Begun and finished January 18, 1893.

Pier at Fifteenth Street, N. R.

Secretary's Order No. 12596.—Loose projecting spikes were redriven and 8 half round oak fenders were put on and fastened. Begun March 6 and finished March 8, 1893.

Pier at Nineteenth Street, N. R.

Secretary's Order No. 11953.—Caps and fenders were spliced and repaired; 2 oak spring piles (107 lineal feet) were driven and fastened; mooring-posts were set and chocks were put on; used 5,788 feet, B. M., of yellow pine, and patched the sheathing with 10,552 feet, B. M., of 3-inch spruce plank. Begun May 23 and finished May 30, 1892.

Secretary's Order No. 12259.—The sheathing on deck of pier was patched with 11,690 feet, B. M., of 3-inch and 220 feet, B. M., of 4-inch spruce plank. Begun September 17 and finished November 1, 1892.

Secretary's Order No. 12412.—The horizontal sheathing on outer end of pier was repaired; used 264 feet, B. M., of 4-inch spruce plank. Begun November 24 and finished December 1.

Secretary's Order No. 12471.—The sheathing on approach to pier was patched with 2,675 feet, B. M., of 3-inch spruce plank. Begun December 19 and finished December 22, 1892.

Secretary's Order No. 12702.—8 oak fender piles (508 lineal feet) were driven and chocked; the sheathing was patched; used 2,000 feet, B. M., of 3-inch spruce and 200 yards of chain. Begun April 26; in progress.

Secretary's Order No. 12793.—The armature plate on outer corner of pier was refastened. Begun and finished April 29, 1893.

Bulkhead, West Twentieth Street, N. R.

Contract No. 403.—The crib-bulkhead at the foot of West Twentieth street, North river, was rebuilt to grade from mean low-water, in connection with the work of building West Twentieth street pier, by Contractor John S. Gillies. Begun November 17, 1891, and finished June 15, 1892.

Pier at Twentieth Street, N. R.

Secretary's Order No. 12096.—Loose fender-piles on outer end of pier were refastened. Begun and finished July 8, 1892.

Secretary's Order No. 12146.—8 oak spring piles, (425 lineal feet), were driven and fastened on outer end and side of pier; used 234 feet, B. M., of yellow pine for chocks and 180 pounds of chain. Cost to be collected from the Al. Foster Steamboat Company. Begun July 28 and finished July 29, 1892.

Secretary's Order No. 12369.—Loose fenders on southerly outer corner of pier were replaced and refastened, and piles were also refastened; used 50 pounds of chain. Begun and finished October 29, 1892.

Pier, new 55, N. R.

Secretary's Order No. 12335.—A new armature plate was put on and fastened on outer upper corner of pier. Begun December 13 and finished December 14, 1892.

Pier, new 59, N. R.

Contract No. 431.—This pier was repaired under Contract No. 431 by M. A. Ryan, contractor. Begun December 1, 1892, and finished January 4, 1893.

Secretary's Order No. 12247.—8 oak fender-piles were driven and oak fenders, backing-logs and sheathing of Pier, new 59, were repaired. Begun September 30 and finished December 16, 1892.

Pier at Thirtieth Street, N. R.

Secretary's Order No. 12502.—6 oak fender piles (302 lineal feet) were driven and fastened and chocked; a derrick was also repaired; used 150 pounds of chain. Begun January 17 and finished January 21, 1893.

Pier at Thirty-fourth Street, N. R.

Secretary's Order No. 11803.—An awning frame was erected on pier near outer end and seats were placed under the awning; used 2,676 feet B. M. of 3-inch spruce and 64 feet of 2-inch spruce. Begun May 26 and finished July 1, 1892.

Secretary's Order No. 11882.—The sheathing on deck of pier was patched with 17,078 feet, B. M., of 3-inch spruce plank. Begun June 24 and finished July 9, 1892.

Secretary's Order No. 12085.—A second-hand iron cleat was put on and fastened on outer end of pier. Begun and finished July 6, 1892.

Secretary's Order No. 12258.—Loose spring piles were pulled to place and refastened on outer southwest corner of pier. Begun and finished September 27, 1892.

Secretary's Order No. 12414.—The sheathing on deck of pier was patched with 16,073 feet, B. M., of 3-inch spruce plank. Begun December 2 and finished December 17, 1892.

Pier at Thirty-fifth Street, N. R.

Secretary's Order No. 12321.—Backing-log and fenders were repaired, fastened in place and chocks were put on, also new caps and braces; fender piles were refastened and the sheathing was patched; used 5,655 feet, B. M., of 3-inch, and 2,500 feet, B. M., of 4-inch spruce and 2,954 feet, B. M., of yellow pine. Begun October 24 and finished November 7, 1892.

Pier and Approach at West Thirty-seventh Street, N. R.

Contract No. 426.—The pier and approach at West Thirty-seventh street, North river, were repaired by R. P. Staats, contractor, in accordance with plans and specifications. Begun November 22, 1892, and finished April 4, 1893.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 11954.—The backing-log and fenders on this pier were renewed, new chocks were put on and mooring-posts repaired; used 2,735 feet, B. M., of yellow pine; the sheathing was patched with 24,936 feet, B. M., of 3-inch spruce plank. Begun May 31 and finished June 15, 1892.

Secretary's Order No. 11878.—A new armature plate was put on and fastened on outer lower corner of pier. Begun and finished June 13, 1892.

Pier at Forty-seventh Street, N. R.

Secretary's Order No. 12104.—The sheathing on deck of pier was patched with 5,055 feet, B. M., of 3-inch spruce plank. Begun August 20 and finished August 26, 1892.

General Repairs.

Secretary's Order No. 12370.—The sheathing on deck was patched with 1,000 feet, B. M., of 3-inch spruce plank. Begun December 1 and finished December 2, 1892.

Secretary's Order No. 12549.—The sheathing on deck of pier was patched with 13,191 feet, B. M., of 3-inch spruce plank. Begun January 27 and finished February 16, 1892.

Pier at Forty-eighth Street, N. R.

Secretary's Order No. 12146.—14 oak spring piles (839 lineal feet) were driven, fastened and chocked on end and side of pier; used 400 feet, B. M., of 8-inch by 8-inch yellow pine and 400 pounds of chain. Begun July 27 and finished July 28, 1892.

Pier at Fiftieth Street, N. R.

Secretary's Order No. 12083.—The backing-log and damage done to pier by tug "G. W. Bride" were repaired; used 854 feet, B. M., of yellow pine. Begun July 13 and finished July 14, 1892.

Secretary's Order No. 12624.—The sheathing on deck of pier was patched with 10,733 feet, B. M., of 4-inch and 5,012 feet, B. M., of 3-inch spruce plank. Begun March 14 and finished April 6, 1892.

Pier at Fifty-second Street, N. R.

Secretary's Order No. 12082.—Loose fender piles on outer lower corner of pier, were refastened; used 70 pounds of chain. Begun and finished July 6, 1892.

Secretary's Order No. 12481.—Loose fender piles on outer end of pier were pulled to place and refastened; used 75 pounds of chain. The approach to pier was patched with 1,020 feet, B. M., of 3-inch spruce. Begun December 29 and finished December 30, 1892.

Pier at Fifty-fifth Street, N. R.

Secretary's Order No. 12223.—The sheathing on deck of Pier was patched with 6,790 feet, B. M., of 3-inch spruce. Begun September 7, and finished September 14, 1892.

Secretary's Order No. 12480.—The sheathing on deck of pier was patched with 5,265 feet, B. M., of 3-inch spruce plank. Begun January 13 and finished January 26, 1892.

Pier at Fifty-sixth Street, N. R.

Secretary's Order No. 12223.—The sheathing on pier was patched with 2,163 feet, B. M., of 3-inch spruce plank. Begun and finished September 14, 1892.

West Fifty-seventh Street Yard, N. R.

Resolution of Board, May 12, 1892.

Bins were made for receiving the dirt and rubbish taken from piers and bulkheads; used 510 pieces of 2-inch and 1½-inch spruce. Begun June 21 and finished July 6, 1892.

Pier at West Fifty-seventh Street, N. R.

Engineer's Order.—Oak fenders were put on south side of pier and fastened; bearing and spring piles were also refastened; used 256 feet, B. M., of oak and 96 feet, B. M., of 8-inch by 8-inch yellow pine. Begun and finished May 21, 1892.

Bulkhead between Seventy-sixth and Seventy-seventh Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from the surface of bulkhead. Finished May 27, 1892.

Bulkhead between Seventy-seventh and Seventy-eighth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from surface of bulkhead. Finished May 21, 1892.

Bulkhead between Seventy-eighth and Seventy-ninth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from surface of bulkhead. Finished May 16, 1892.

Foot of Seventy-ninth Street, N. R.

Secretary's Order No. 12162.—The premises thereat were graded and the pavement relaid. Begun August 15 and finished August 27, 1892.

Pier foot of Seventy-ninth Street, N. R.

Secretary's Order No. 12577.—12 oak fender piles (640 lineal feet) and 4 bearing piles were driven, fastened and chocked; used 571 feet, B. M., of yellow pine and 300 pounds of chain. Begun March 9 and finished March 21, 1893.

Bulkhead at Ninety-sixth Street, N. R.

Secretary's Order No. 12424.—The sheathing on bulkhead was repaired; used 6,056 feet, B. M., of 4-inch, and 3,224 feet, B. M., of 3-inch spruce plank. Begun March 1 and finished March 13, 1893.

Pier at One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 12656.—The surface of pier was cleaned and the dirt removed. Begun March 20 and finished March 21, 1893.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 12071.—The bulkhead was fenced off; used 2,040 feet, B. M., of 3-inch spruce plank. Begun July 6 and finished July 7, 1892.

Pier at One Hundred and Thirty-second Street, N. R.

Secretary's Order No. 12113.—The sheathing on deck was patched with 24,528 feet, B. M., of 3-inch spruce plank. Begun July 16 and finished August 6, 1892.

Secretary's Order No. 12144.—The inshore end of pier was blocked up, wedged and placed at proper grade; used 1,224 feet, B. M., of 12 inches by 12 inches yellow pine. Begun July 26 and finished August 9, 1892.

Pier at One Hundred and Thirty-third Street, N. R.

Secretary's Order No. 11804.—A side-cap was spliced and repaired; chocks were renewed; used 432 feet, B. M., of yellow pine. Begun and finished May 18, 1892.

Secretary's Order No. 12114.—The structure was blocked up, raised and wedged to proper grade. Begun July 14 and finished July 25, 1892.

* EAST RIVER.

Pier, new 6, E. R.

Secretary's Order No. 11888.—The sheathing on deck was patched with 9,113 feet, B. M., of 3-inch spruce. Begun and finished May 20, 1892.

Secretary's Order No. 12545.—2 old oak piles were reset and 2 new oak fender-piles were driven and fastened; used 200 pounds of chain; the sheathing on deck was also patched and repaired; used 11,556 feet, B. M., of 3-inch, and 2,576 feet, B. M., of 4-inch spruce plank. Begun February 17 and finished March 2, 1893.

Pier 12, E. R.

Secretary's Order No. 12750.—The sheathing on south side of pier was patched with 2,035 feet, B. M., of 3-inch spruce. Begun April 25 and finished April 26, 1893.

Pier 19, E. R., west half.

Secretary's Order No. 12376.—The sheathing on deck was patched with 5,008 feet, B. M., of 3-inch spruce plank. Begun November 21 and finished November 28, 1892.

Secretary's Order No. 12455.—A mooring-pile was placed, fastened and chocked and 4 half-round oak fenders were put on; used 836 feet, B. M., of yellow pine. Begun January 9 and finished January 12, 1893.

Secretary's Order No. 12579.—Holes were bored through deck and sheathing to drain off water. Begun and finished March 4, 1893.

Secretary's Order No. 12709.—Two mooring-posts were set, fastened and properly chocked; used second-hand material and 720 feet, B. M., of yellow pine. Begun April 7 and finished April 10, 1893.

Pier, new 29, E. R.

Secretary's Order No. 11923.—The sheathing on deck was patched with 9,612 feet, B. M., of 3-inch spruce plank. Begun June 3 and finished June 10, 1892.

Secretary's Order No. 12056.—2 second-hand iron mooring-posts were placed and fastened on northerly side of pier; used 516 feet, B. M., of yellow pine for chocks. Begun July 11 and finished July 16, 1892.

Secretary's Order No. 12111.—2 oak fender-piles (114 lineal feet) were driven and fastened in place; used 20 pounds of chain. Begun and finished July 18, 1892.

Secretary's Order No. 12295.—The sheathing on deck was patched with 5,016 feet, B. M., of 3-inch spruce plank. Begun October 20 and finished October 25, 1892.

Secretary's Order No. 12379.—The pavement at entrance to pier was taken up; premises graded and pavement relaid. Begun November 5 and finished November 23, 1892.

General Repairs.

Secretary's Order No. 12594.—A second-hand iron mooring-post was placed and fastened on inshore end of pier; the bulkhead was also repaired. Begun March 3 and finished March 6, 1893.

Secretary's Order No. 12711.—2 oak fender-piles (124 lineal feet) were driven, fastened and chocked; used 251 pounds of chain and 360 feet, B. M., of yellow pine. Begun April 5 and finished April 6, 1893.

Bulkhead between Piers, new 29, and old 38, E. R.

Secretary's Order No. 11962.—The pavement along the bulkhead was repaired, dangerous holes were filled in and pavement relaid. Begun May 28 and finished June 1, 1892.

Pier, new 32, E. R.

Secretary's Order No. 11924.—The sheathing on deck of pier was patched with 7,966 feet, B. M., of 3-inch spruce plank. Begun June 10 and finished June 23, 1892.

Secretary's Order No. 12077.—Four oak fender-piles (232 lineal feet) were driven and fastened and chocked; used 203 feet, B. M., of yellow pine and 40 pounds of chain. Begun and finished July 14, 1892.

Secretary's Order No. 12390.—The sheathing was patched with 4,540 feet, B. M., of 3-inch spruce plank. Begun November 12 and finished November 21, 1892.

Secretary's Order No. 12450.—Four oak fender-piles (239 lineal feet) were driven and fastened on outer corners of pier; used 100 pounds of chain. Begun January 12 and finished January 13, 1893.

Pier 43, E. R.

Secretary's Order No. 12146.—2 oak spring-piles (112 lineal feet) were driven and fastened on each outer corner of pier; used 20 pounds of chain. Begun and finished July 20, 1892.

Secretary's Order No. 12456.—4 second-hand iron mooring-posts were placed and chocked on westerly side of pier; used 1,536 feet, B. M., of yellow pine and 100 pounds of chain. Begun January 4 and finished January 7, 1893.

Secretary's Order No. 12652.—The sheathing on deck of pier was patched with 7,518 feet, B. M., of 3-inch spruce plank. Begun March 27 and finished April 1, 1893.

Bulkhead between Piers 43 and 44, E. R.

Secretary's Order No. 11925.—The pavement on the bulkhead was repaired. Begun May 24 and finished May 27, 1892.

Pier 44, E. R.

Secretary's Order No. 11952.—The sheathing on deck of pier was patched with 5,689 feet, B. M., of 3-inch spruce plank. Begun June 11 and finished June 23, 1892.

Secretary's Order No. 12023.—A dangerous hole in deck of Pier 44, East river, was repaired with 189 feet, B. M., of 3-inch spruce plank. Begun and finished June 7, 1892.

Secretary's Order No. 12332.—The pavement at entrance to pier was repaired, graded and pavement relaid in a proper manner. Begun November 9 and finished November 12, 1892.

Secretary's Order No. 12351.—The sheathing on deck of pier was patched with 2,535 feet, B. M., of 3-inch spruce plank. Begun November 26 and finished December 1, 1892.

Secretary's Order No. 12579.—Holes were bored through sheathing and deck to drain off water. Begun and finished March 4, 1892.

Secretary's Order No. 12698.—Four oak fender-piles (243 lineal feet) were driven, fastened and chocked; used 300 pounds of chain and 360 feet, B. M., of yellow pine. Begun April 3 and finished April 6, 1893.

Pier 48, E. R.

Secretary's Order No. 11939.—A dangerous hole in deck of pier was repaired with second-hand spruce plank. Begun and finished May 17, 1892.

Secretary's Order No. 12136.—A hole in sheathing and deck of pier was patched with 6,199 feet, B. M., of 3-inch, and 1,884 feet, B. M., of 4-inch spruce plank. Begun August 12 and finished August 20, 1892.

Secretary's Order No. 12192.—The outer end of pier was repaired, rangers were spliced and fastened, also repaired horizontal sheathing and backing-log; mooring-piles were driven, fastened and properly chocked; used 2,760 feet, B. M., of yellow pine; 6 spruce and 220 lineal feet of oak bearing piles were driven; 11 half-round oak fenders were put on; the deck and sheathing on outer end were repaired with 7,020 feet, B. M., of 3-inch, and 420 feet, B. M., of 4-inch spruce. Begun August 23 and finished September 6, 1892.

Secretary's Order No. 12387.—The sheathing on deck of pier was patched with 2,160 feet, B. M., of 3-inch, and 333 feet, B. M., of 4-inch spruce plank. Begun November 11 and finished November 25, 1892.

Secretary's Order No. 12391.—Replaced and refastened plank and fenders around Dock Master's office. Begun and finished November 25, 1892.

Pier 56, E. R.

Secretary's Order No. 12651.—The sheathing on deck of pier was patched with 2,485 feet, B. M., of 3-inch spruce plank. Begun April 7 and finished April 11, 1893.

Pier 58, E. R., easterly half.

Secretary's Order No. 12408.—The sheathing was patched with 14,845 feet, B. M., of 3-inch spruce plank; the pavement at entrance was repaired. Begun December 31, 1892, and finished January 12, 1893.

Secretary's Order No. 12622.—6 oak fender-piles (340 lineal feet) were driven, fastened and chocked; used 224 feet, B. M., of yellow pine and 200 pounds of chain. Begun March 22 and finished March 24, 1893.

Pier 61, E. R.

Secretary's Order No. 12164.—The sheathing on deck was patched with 2,520 feet, B. M., of 3-inch spruce plank. Begun September 2 and finished September 6, 1892.

Secretary's Order No. 12568.—The sheathing was patched with 2,564 feet, B. M., of 4-inch, and 676 feet, B. M., of 3-inch spruce plank. Begun February 16 and finished February 24, 1893.

Foot of Third Street, E. R.

Secretary's Order No. 12368.—Obstructions consisting of old office, shanties, etc., were removed. Begun October 29 and finished October 31, 1892.

Pier at Fifth Street, E. R.

Secretary's Order No. 11639.—Three oak fender-piles (145 lineal feet) were driven and fastened along the side of Pier. Finished July 11, 1892.

Bulkhead at Fourteenth Street, E. R.

Secretary's Order No. 11646.—The bulkhead was built up and properly repaired; second-hand material was used, also 167 feet, B. M., of 3-inch spruce, 283 feet, B. M., of yellow pine and 26 half-round oak fenders; the pavement on bulkhead was relaid. Begun June 18 and finished August 2, 1892.

Pier at East Eighteenth Street.

REPAIRING PAVEMENT.

Secretary's Order No. 11982.—The approach to the new pier was graded up and prepared to be paved with second-hand paving-blocks by the force of the Department, and 252 square yards of paving was done by Edward Holden, under Treasurer's Order No. 16157. Begun June 20 and finished June 25, 1892.

Under Unanimous Resolution of the Board, May 12, 1892.—The new pier has been kept cleaned up and snow removed as required; 130 loads of sweepings were removed by Peter Murray, under Treasurer's orders therefor. Begun November 1, 1892; in progress.

Pier at Twenty-eighth Street, E. R.

Under Unanimous Resolution of the Board, May 12, 1892.—The new pier has been kept cleaned up and snow removed as required; 50 loads of sweepings were removed by Peter Murray, under Treasurer's orders therefor. Begun November 1, 1892; in progress.

Bulkhead at Pier Thirty-third Street, E. R.

Under Contract No. 420.

The crib-bulkhead was repaired by Fearon & Jenks, contractors, under the above contract, in conjunction with the building of a new pier thereat. Begun July 11 and finished October 15, 1893.

Bulkhead at Thirty-eighth Street, E. R.

Secretary's Order No. 12183.—The sewer was raised to proper grade and the pavement on bulkhead relaid. Begun August 29 and finished September 3, 1892.

Pier at Thirty-eighth Street, E. R.

Secretary's Order No. 12320.—The sheathing on deck was patched with 2,537 feet, B. M., of 3-inch spruce plank. Begun October 17 and finished October 19, 1892.

Pier at Forty-sixth Street, E. R.

Secretary's Order No. 11929.—The pier was fenced off from public use with second-hand material. Begun and finished May 14, 1892.

General Repairs.

Pier and Bulkhead at Forty-sixth Street, E. R.

Contract No. 421.—The pier, dumping-board and crib-bulkhead at Forty-sixth street, East river, were repaired under the above contract by J. W. Flaherty, contractor. Begun July 13 and finished September 21, 1892.

Bulkhead at Fifty-third Street, E. R.

Secretary's Order No. 12563.—The surface of bulkhead was resheathed; used 4,481 feet, B. M., of 3-inch spruce plank. Begun February 24 and finished February 28, 1893.

Bulkhead at Fifty-fourth Street, E. R.

Secretary's Order No. 12302.—The bulkhead was repaired, new courses of timber were placed and new planking laid on bulkhead; used 7,520 feet, B. M., of 3-inch spruce and 1,440 feet, B. M., of 12 inches by 12 inches yellow pine. Begun October 11 and finished October 15, 1892.

Pier at Sixty-second Street, E. R.

Secretary's Order No. 12304.—Two old mooring-posts were removed and two new ones were put in their place and properly fastened. Begun October 10 and finished October 11, 1892.

Secretary's Order No. 12346.—The approach was blocked up to place and deck was patched; also pavement at entrance was repaired; used 1,208 feet, B. M., of 3-inch spruce plank. Begun November 1 and finished November 5, 1892.

Bulkhead at Seventy-eighth Street, E. R.

Secretary's Order No. 12030.—Stairs were placed and repairs made at Blackwell's Island landing; used 900 feet, B. M., of 4-inch spruce plank. Begun June 16 and finished June 17, 1892.

Secretary's Order No. 12425.—The pavement on the bulkhead was repaired. Begun and finished November 30, 1892.

Secretary's Order No. 12347.—Loose fender-piles were pulled to place and refastened; used 100 pounds of chain. Begun and finished October 26, 1892.

Lower Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 12345.—The sheathing on deck was renewed; used 12,113 feet, B. M., of 3-inch, and 525 feet, B. M., of 4-inch spruce. Begun November 2 and finished November 11, 1892.

Bulkhead North of East Eighty-sixth Street, E. R.

Secretary's Order No. 12550.—The bulkhead was repaired, new courses of timber were laid, fastened and braced; used 1,531 feet, B. M., of yellow pine; 5 oak fender-piles (267 lineal feet) were driven, fastened and choked. Begun February 3 and finished February 8, 1893.

Pier at Ninety-fifth Street, E. R.

Unanimous Resolution of the Board, May 12, 1892.—The new pier has been kept clean and snow removed as required. Begun November 1, 1892; in progress.

Pier at East One Hundred and Tenth Street, E. R.

Unanimous Resolution of the Board, May 12, 1892.—The new pier has been kept cleaned up as required and snow removed under the above resolution of the Board. Begun November 1, 1892; in progress.

Secretary's Order No. 12621.—New chocks were put on and loose chocks were refastened; used 224 feet, B. M., of yellow pine. Begun and finished March 23, 1893.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 12011.—The pavement on bulkhead was repaired. Begun June 17 and finished June 18, 1892.

Landing at One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 12395.—Landing was repaired, fender-piles were driven and new deck laid; used second-hand piles and 2,400 feet, B. M., of 3-inch spruce plank. Begun November 19 and finished November 23, 1892.

Bulkhead at Second Avenue and One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 12828.—A fence was erected across Second avenue back from bulkhead. Begun May 5 and finished May 7, 1892.

Bulkhead at Lincoln Avenue, H. R.

Secretary's Order No. 12224.—The deck and sheathing thereon were repaired; used 5,020 feet, B. M., of 3-inch spruce plank. Begun September 15 and finished September 17, 1892.

Bulkhead Foot of One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 12564.—This bulkhead was repaired, used 6 oak fender-piles (313 lineal feet); and 81 pounds of chain; the backing-log was also repaired; used second-hand material. Begun February 13 and finished February 16, 1893.

Bulkhead Foot of One Hundred and Thirty-ninth Street, H. R.

Secretary's Order No. 12565.—The loose oak fender-piles on corner of pier were pulled to place and refastened. Begun and finished February 11, 1893.

Bulkhead between One Hundred and Thirty-ninth and One Hundred and Fortieth Streets, H. R.

Secretary's Order No. 12375.—The pavement on bulkhead was repaired. Begun November 24 and finished November 28, 1892.

Pier foot of One Hundred and Fortieth Street, H. R.

Secretary's Order No. 12566.—Fender-piles on corner of pier were pulled and reset and fastened; used 30 pounds of chain. Begun February 8 and finished February 9, 1893.

Cleaning Piers and Bulkheads.

Resolution of Board, May 12, 1892.—Piers and bulkheads not leased were cleaned as required, and material deposited at the nearest Street Cleaning Department dump; also, during winter snow was cleared from same. Begun May 31, 1892, and finished April 29, 1893.

Floating Property.

FLOATING PROPERTY.

The floating property of the Department consists of the following:

- 100-ton derrick "City of New York."
- 12-ton derrick No. 1.
- 12-ton derrick No. 2.
- 12-ton derrick No. 3.
- 10-ton derrick.
- Tug "Manhattan."
- Tug "Pier."
- 14 pile-drivers Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14.
- 15 deck scows "B," "C," "D," "E," "F," "H," "I," "K," "L," "M," "N," "O," "P," "R" and "S."
- 4 divers' scows "A," "G," "N" and "S."
- Boring machine "Woodcock."
- Steam launch "Inspector."
- Naphtha engine launch.
- 29 yawl boats, 2 skiffs, 2 bateaux, 1 row-boat and 5 sounding-boats.
- 2 sets landways, one 30 feet high and one 45 feet high.
- 1 set 50 feet inclined pile-driver ways.
- Rock-drilling machine, with ways 19 feet high.

The 100-ton Derrick "City of New York."

(Built in the years 1871 and 1872.)

During the year the derrick has been engaged shifting, handling and loading on scows, concrete base blocks, sewer blocks, coping stones, granite, etc., at East Seventeenth Street Yard, East Twenty-fourth Street Yard and West Fifty-seventh Street Yard, and set concrete base blocks, sewer blocks, coping stones, etc., in the bulkhead-wall on the North River Sections and East River Sections and did other miscellaneous work as follows:

May 5, 1892.—Placed a new set of 60 feet vertical ways on deck of Pile-driver No. 8 and hoisted out of the water one end of Pile-driver No. 8 in order to make slight repairs to same.

June 10, 1892.—Placed a set of landways and a pile-driver hammer on scows "C" for use of West Washington Market Section.

June 13, 1892.—Placed scow of 12-ton derrick No. 3 in the water at West Fifty-seventh Street Yard, also placed mast, booms, etc., aboard 12-ton derrick No. 3.

June 14, 1892.—Removed inclined ways, pile-driver hammers and engine-house from Pile-driver No. 11.

June 27, 1892.—Placed launch "Inspector" in the water and placed machinery on deck of 12-ton Derrick No. 3 at West Fifty-seventh Street Yard.

Floating Property.

June 28, 1892.—Removed vertical ways from deck of Pile-driver No. 11 and placed same on bulkhead at West Fifty-seventh Street Yard, also removed engine and boiler from deck of Pile-driver No. 11 and placed same on Pier at West Fifty-seventh street.

June 29 and 30, 1892.—Removed old piles from scow "R," and placed same on bulkhead at West Fifty-seventh street.

June 30 and July 1, 1892.—Placed crib-work in the bulkhead at West Fifty-second Street Section, north end.

July 2, 1892.—Placed new scow of Pile-driver No. 13 in the water at West Fifty-seventh Street Yard.

July 5, 1892.—Hoisted out of the water and placed on pier at West Fifty-seventh street old scow of Pile-driver No. 11 for repairs.

July 13, 1892.—Placed mast in position on 12-ton derrick No. 3.

July 20, 1892.—Divers examined the bottom of derrick, and found it in about the same condition as when last examined, except that one of the butts of the sheathing is loose and one of the iron corner-fenders is cracked.

July 21, 1892.—Placed boiler and engines on deck of Pile-driver No. 13, and Dock Master's office of District No. 2 on scow "R," at West Fifty-seventh street.

July 30, 1892.—Placed gallows-frame on deck of Pile-driver No. 13.

August 3, 1892.—Placed Pile-driver No. 6 on West Fifty-seventh street for repairs; also, pulled five piles at timber-basin.

August 4, 1892.—Placed new set of adjustable ways on scow of Pile-driver No. 13, and hoisted timber and ten trusses for new shed at West Fifty-seventh Street Yard.

August 10, 1892.—Placed Pile-driver No. 6 in the water at West Fifty-seventh Street Yard and placed launch "Inspector" on scow "I" for painting bottom, etc.

August 13, 1892.—Placed launch "Inspector" in the water at West Fifty-seventh street.

September 2, 1892.—Placed launch "Inspector" on scow "B" for painting, etc.

September 3, 1892.—Placed launch "Inspector" in the water at West Fifty-seventh street.

September 24 and 26, 1892.—Removed from bulkhead at West Fifty-seventh street and placed on scow "B" four sets of old pile-driver ways, also one old pile-driver hammer; levelled off a pile of old railroad iron on bulkhead and hoisted old piles from raft and placed them on bulkhead.

September 27, 1892.—Placed new deck scow "M" in the water at West Fifty-seventh street.

September 30, 1892.—Placed 7 oak piles on scow "N" at West Fifty-seventh street.

October 1, 1892.—Cleaned off old material on bulkhead between West Fifty-sixth and Fifty-seventh streets, and placed 28 oak piles on scow "N" to be taken to West Seventy-fifth street.

October 3, 1892.—Unloaded from scow "N" at West Seventy-fifth street 35 oak piles and placed them on bulkhead.

October 4, 1892.—Placed 4 sets of ways and 1 pile-driver hammer on bulkhead at West Seventy-fifth street.

October 6, 1892.—Placed launch "Inspector" on West Fifty-seventh Street Pier for painting, etc.

October 7, 1892.—Placed deck scow "B" on pier at West Fifty-seventh street for repairs, and placed launch "Inspector" in the water.

November 17, 1892.—Took down one of the derricks at East Seventeenth Street Yard.

November 19, 1892.—Police Department inspected boiler of derrick.

December 1, 1892.—Placed old house of Pile-driver No. 11 on scow "R" at West Fifty-seventh street.

December 3, 1892.—Placed scow of new Pile-driver No. 14 in the water at West Fifty-seventh street; also, placed mixing scow "S" in the water.

December 5, 1892.—Placed Pile-driver No. 1 on deck of West Fifty-seventh Street Pier; placed engine on Pile-driver No. 14, and shifted machinery and boiler of Pile-driver No. 11 at West Fifty-seventh street.

December 10, 1892.—Placed old blacksmith-shop at East Seventeenth Street Yard on Scow "S."

December 15, 1892.—Placed ways and gallows-frame on deck of Pile-driver No. 14, and placed Pile-driver No. 1 in the water at West Fifty-seventh street.

December 16 to 21, 1892.—Placed landways on bulkhead, machinery, boiler, set mast, anchor blocks, boom, etc., for use of derrick at West Fifty-seventh Street Yard.

December 23, 1892.—Placed launch "Inspector" on deck of pier at West Fifty-seventh street.

February 7, 1893.—Placed new deck scow "P" in the water at West Fifty-seventh street; also placed propeller wheel of tug "Pier" on deck of derrick.

February 8, 1893.—Placed Pile-driver No. 9 on deck of West Fifty-seventh Street Pier, for repairs; removed coal pockets from scow "F" and placed them on scow "I," while coal scow "F" was under repairs.

February 9, 1893.—Placed scow "F" on West Fifty-seventh Street Pier for repairs; also placed propeller wheel on tug "Pier."

February 15, 1893.—Hoisted sunken Pile-driver No. 4 out of the water, and held it while it was pumped out at East Twenty-fourth street.

March 3, 1893.—Placed Pile-driver No. 9 and coal scow "F" in the water at West Fifty-seventh street.

March 4, 1893.—Placed coal pockets on scow "F," removed from scow "E."

April 4 and 5, 1893.—Divers examined bottom and sides of 100-ton derrick while at West Fifty-fifth street.

April 10, 1893.—Placed vertical ways of Pile-driver No. 11 on scow "P" at West Seventy-fifth street.

April 11, 1893.—Placed vertical ways of Pile-driver No. 11 on West Fifty-seventh Street Pier; also old engine-boom, anchor, etc.; also placed Pile-driver No. 7 on West Fifty-seventh Street Pier.

April 12, 1893.—Placed launch "Inspector" in the water at West Fifty-seventh street, also placed a lot of pile butts on bulkhead, between West Fifty-sixth and Fifty-seventh streets, to be used in building platform.

April 15, 1893.—Placed new scow of Pile-driver No. 11 in the water at West Fifty-seventh street.

The force of the Department repaired carriage on boom, canvas on roof, deck, circle sides, roof around smoke-stack, sea-cock, piping to steam-pump, steam-pipes, machinery, keys in tower, lines, pins in blocks, purchase blocks profile (used for setting blocks); packed valves; put glass in windows of house; fitted up purchase blocks; painted inside of house and engines; cleaned boiler and machinery and did the general work aboard derrick.

Under Secretary's Order No. 12688 repaired damage done to derrick by tug "James A. Dumont" on March 21, 1893, at East Seventeenth Street Yard. Begun repairs on April 1, 1893, and finished April 14, 1893.

April 28, 1893.—New York Central tug No. 6 ran into the derrick and did considerable damage to the derrick above the water-line. The derrick lay at East Seventeenth Street Yard at the time of the accident, and is at work there at present.

The 12-ton Derrick No. 1.

(Finished January 1890.)

Under Unanimous Resolution of the Board, April 25, 1889.

The force of the Department repaired machinery, pump, fair leaders, wearing pieces, hoisting drums, tackle blocks, rigging, house, windlass, steam-pipes and blocks; painted blocks, boom, house, etc.; put glass in windows of engine-house; made wooden washers for pump, ladder, hanging ladder, canvas cover for pump and awning; cleaned boiler, machinery and blocks and kept in repair.

November 3, 1892.—Police Department inspected boiler.

This derrick has been in commission almost constantly during the year.

The 12-ton Derrick No. 2.

(Finished December, 1891.)

Under Unanimous Resolution of the Board, June 11, 1891.

The force of the Department repaired pump, machinery, windows, rail and wearing pieces; painted house; put glass in windows of engine-house, cleats on rail and eye-bolts in deck, also put down and fastened deck cleats; made wooden washers for pipes of pump, ladder, hanging fenders and pike poles; cleaned boiler, machinery, rigging, blocks and kept derrick in repair.

October, 1892.—Police Department inspected boilers of derrick.

This derrick has been in commission almost constantly during the year.

The 12-ton Derrick No. 3.

(Finished August 1892.)

Under Unanimous Resolution of the Board, January 7, 1892.

Built by the force of the Department under the above resolution. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons.

June 13, 1892.—The 100-ton derrick placed scow of derrick in the water at West Fifty-seventh street, also placed mast, booms, etc., aboard scow.

June 28, 1892.—Placed machinery aboard derrick; built and painted engine-house; fitted up rigging, mast, booms, machinery, pumps, etc.

July 16, 1892.—Police Department inspected the two (2) new boilers of derrick. This derrick was begun on January 19, 1892 and on August 25, 1892, went in commission at West Washington Market section.

Floating Property.

The force of the Department made the following repairs to derrick since its completion: Put glass in windows of engine-house, repaired machinery, pump and pipe for same, blocks, iron work on booms; made hanging fenders, cleaned boiler, machinery, rigging, etc., and kept in repair.

H. A. Rogers, under Treasurer's Order No. 15941, furnished block and galvanized iron work, castings, etc., and under Treasurer's Order No. 15942, furnished 16 galvanized chain plates, with spikes for same, and under Treasurer's Order No. 16065, furnished engines, boilers, pumps and all fittings for same.

Graves & Steers, under Treasurer's Order No. 15913, furnished new yellow pine timber for scow of derrick.

George Karr & Co., under Treasurer's Order No. 16058, furnished novelty siding, roofing and spruce for engine-house of derrick.

John Loyd, under Treasurer's Order No. 15952, furnished mast, mast base, booms and attachments for derrick.

John A. Roebbing's Sons Company, under Treasurer's Order No. 16122, furnished 1,000 feet cast-steel rope, $\frac{5}{8}$ -inch diameter.

Robert Deeley & Co., under Treasurer's Order No. 16088, furnished fair leaders, drums, sheaves, chain, etc.

Alexander Pollock, under Treasurer's Order No. 16177, furnished 28 blocks for use of derrick. August 23, 1892.—Mr. Sullivan, under Treasurer's Order No. 16286, covered boilers and all live steam-pipes with asbestos fire-felt covering.

This derrick has been in commission constantly since its completion.

The 10-ton Derrick.

(Built in the Year 1874.)

The force of the Department repaired wearing pieces, house machinery, fenders and steam-pipes; fitted grate-bars; put on deck-cleats and caulked ends of scow; cleaned boiler, machinery, rigging, blocks and kept in repair.

June 25, 1892.—Police Department inspected boiler of derrick.

This derrick has been in commission constantly during the year.

Tug "Manhattan."

(Built in the Year 1874.)

1,023½ hours of actual work done by the "Manhattan" during the year. Laid up to clean boiler, repair machinery, rudder, and out of commission, as follows: May 1 to 15, 1892; July 24 to 31, 1892; August 1 and 16 to 25, 1892; September 1 to 3, 1892. On September 3, 1892, the "Manhattan" went in the service of Doctor Jenkins, Health Officer of the Port, at Quarantine and remained on duty there until September 17, 1892. Out of commission again from September 24 to 30, 1892; October 1 to 5, 12 to 26; November 1 to 10, 1892; 17 to 24, 26 to 30; December 1 and 2, 4 to 8, 10 to 21, 25 to 31, 1892; January 1 to 19 and 24 to 31, 1893; February 1 to 7, 15 to 28, 1893; March 1 to 31, 1893; April 4 and 5 and 8 to 23, and April 28, 1893.

The force of the Department painted hull, house, smoke-stack, deck, life-boats and cabin; repaired machinery, boiler, bulwarks, house, steering gear, rudder, flag staff, sashcord, windows, guard pieces, cavil, hanging fenders, rope bow-fenders, deck, windlass, chocks on rail, ladder, floor in fire and engine rooms, ice cutter, pike poles, side plank, hatches, copper on rail and bottom, water-closet, steam-pipes, water-pipes, iron work, doors; put up new stairs to upper deck; laid new linoleum on floor of engine-house, saloon and pilot house; cleaned out bilges, boiler and machinery; laid new floor on platform in engine room; made new rudder stock and post cap for rudder; hanging fenders, ladder, pike poles, flag poles, covers for pipe, hatch gratings, windlass heavers, caulked butts, deck, hull, side under hatch coamings, lettered and regilded name boards.

May 13, 1892.—The United States Local Inspectors of Steam Vessels inspected hull, boiler and machinery and granted a license to the "Manhattan."

August 2, 1892.—The "Manhattan" went on screw dock at Pike street, and David Clark, under Treasurer's Order No. 16257, cleaned and painted bottom from water line down with two (2) coats of Wetterstedt's copper paint. Finished at 5 P. M. August 3, 1892, and returned to West Fifty-seventh street.

September 3, 1892.—The "Manhattan" was ordered to report to Doctor Jenkins, Health Officer of the Port, at Quarantine, and was in his service until September 17, 1892, under Secretary's Order No. 12243.

September 23, 1892.—The "Manhattan" went to Port Liberty for the purpose of taking in coal, and after leaving there the wheel of the tug picked up about 1,400 feet of one inch wire cable, then was towed to West Fifty-seventh Street Yard, and the Department divers removed the said cable from wheel by September 26, 1892.

October 6, 1892.—The "Manhattan" broke down in the forenoon while on the way for the City Paymaster, and was laid up at Blackwell's Island. Made temporary repairs to machinery and resumed running in the afternoon.

October 27, 1892.—At about 4 P. M. the tug, on her way down the North river, between Twenty-sixth and Twenty-seventh street, was run into by the tug "Edwin Hartley" about 30 feet from bow on port side and broke the upper and lower guards of the "Manhattan."

October 26, 1892.—Department force fitted up new Worthington steam-pump furnished under Treasurer's Order No. 16454.

October 11, 1892.—The "Manhattan" was in the naval parade.

December 19, 1892.—The "Manhattan" went on dry dock at Fourteenth street, Hoboken, and Messrs. Wall, Kelley & Co., under Treasurer's Order No. 16473, repaired copper-pipes, etc., of tug. Finished on December 20, 1892, and returned to West Fifty-seventh Street Yard.

February 21, 1893.—In the forenoon the "Manhattan" broke her rudder-stock in the ice in trying to get out of her berth at West Fifty-seventh street.

March 25, 1893.—The "Manhattan" went on screw-dock between Piers 39 and 40, East river, and the force of the Department placed rudder in place, painted hull with Wetterstedt's copper paint, repaired copper on hull and also caulked hull, and on March 31, 1893, at 8.30 A. M., the "Manhattan" left screw dock and returned to West Fifty-seventh street.

Tug "Pier."

(Built in the Year 1891.)

Contract No. 366.

1,340½ hours of actual work done by the "Pier" during the year. Laid up for repairs and out of commission as follows:

May 14, 1892.—At about 2 P. M., while the "Pier" was at West Fifty-seventh Street Yard, one of the tubes in the boiler blew out, and on May 24, 1892, the "Pier" was taken to Forty-third street, Brooklyn, and under Treasurer's Order No. 16075, Cowles Engineering Works made the necessary repairs to furnace, etc., of tug, and finished same on June 17, 1892; also beaded all of the tube ends in boiler except those in the side pipe on mud drum, and at about 11 A. M. the tug went down the bay on a trial trip, starting from Forty-third street, Brooklyn, and returned to West Fifty-seventh Street Yard and laid up.

June 25, 1892.—Got up steam and ran from West Fifty-seventh street to West Forty-third street, Brooklyn, Cowles Engineering Works.

June 29, 1892.—The "Pier" left Forty-third street, Brooklyn, on a trial trip for the purpose of testing boiler, and returned to Cowles Engineering Works, Forty-third street, Brooklyn, and laid up for further alterations to boiler.

July 23, 1892.—Left Forty-third street, Brooklyn, went on a trial trip and returned to West Fifty-seventh Street Yard and laid up.

July 25, 1892.—The "Pier" went in commission again. Again out of commission August 2 to 15, 26 to 31; September 1 to 19; October 6, 8 to 10; 27 to 30.

August 12, 1892.—The "Pier" went on screw dock foot of Pike street and David Clark, under Treasurer's Order No. 16285, painted bottom of "Pier" from water line down to keel. Finished and left dock on August 15, 1892.

August 27, 1892.—The United States Local Inspectors of Steam Vessels inspected boiler, hull and machinery of the "Pier."

September, 1892.—Cowles Engineering Works, under Treasurer's Order No. 16355, furnished and fitted three new tubes in boiler and an extra flange and repaired joint on steam pipe of the "Pier."

October 31, 1892.—While in slip between West Forty-third and West Forty-fourth streets the wheel of the "Pier" picked up a rope which stopped the engine of the "Pier." The "Manhattan" towed the "Pier" to West Fifty-fifth street, and Department divers removed the rope from the wheel. Again out of commission November 11 to 16, 24 and 25; December 23 and 24, 1892, and January 20 to 23, 1893.

November 10, 1892.—The "Pier," while leaving the New Haven Railroad bulkhead at One Hundred and Twenty-eighth street, Harlem river, struck something under the water and broke off blades of the wheel. The tug then did some towing and returned to West Fifty-seventh street.

November 14, 1892.—The "Pier" went on Brown's Dry Dock, Jersey City, and Messrs. Brown & Miller, under Treasurer's Order No. 16539, removed broken propeller wheel and fitted up in its place another wheel furnished by the Department, and returning to West Fifty-seventh street on November 16, 1892.

November 25, 1892.—The "Pier" blew out one of the tubes in boiler and laid up at West Fifty-seventh street. Again out of commission February 8 to 14, 21 to 28; April 1 to 3, 24 to 26, 1893.

February 7, 1893.—While the "Pier" was going in slip on the south side of Pier, old 42, North river, with one of Brown & Fleming's scows, No. 20, in tow, another one of Brown & Fleming's scows (dumper) lay on the other end of said pier and said scow was shoved over by the tug "Wise" against the stern of the "Pier" and broke her propeller wheel.

Floating Property.

February 11, 1893.—The "Pier" went on dry dock, and Messrs. Brown & Miller, under Treasurer's Order No. 16719, removed the old wheel and put a new propeller wheel in its place, and on February 14, 1893, the "Pier" returned from the dry dock.

February 21, 1893.—The "Pier" broke her propeller wheel by the ice in trying to get out of her slip at West Fifty-seventh street.

February 24, 1893.—Left West Fifty-seventh street and went on dry dock at Jersey City, and Brown & Miller, under Treasurer's Order No. 16749, removed the old propeller wheel and put another one in its place. Finished same and returned to West Fifty-seventh street February 27, 1893.

April 25, 1893.—Cowles Engineering Works put two new tubes in boiler of tug "Pier."

The force of the Department repaired chocks on rail, boilers, machinery, rope bow-fenders, bitts, steam-pipes, rails, steering gear, cavil, chocks, brass on rails, doors of house, locks, box for compass, window awnings of pilot-house and grate-bar patterns; painted house, smoke-stack, engine and fire room, hull, hold, tank, deck, etc.; lettered and regilded name-boards; calked deck; made ladder, hanging fenders, rope bow-fender, bitts, flag-pole, slide for ash buckets, pattern for bearing-bar, window sash frame; cleaned boiler, engines and machinery; covered steam-pipes; put glass in windows and a new set of grate-bars, on December 24, 1892.

Hired Tugs.

During the year hired tugs have assisted the Department tugs and done the work required by the Department while the "Manhattan" and "Pier" were laid up for repairs.

PILE DRIVERS.

Pile-driver No. 1.

(Built in the Year 1871.)

FITTED UP WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department repaired boom, used for handling granite, etc., side shore of ways, chocks, house, machinery, ways, wire guy rope, hatches, fenders, tackle blocks, rigging and coal bunkers; painted ways, hull and house; calked deck, side and bottom; fitted wire guy; put glass in windows of engine-house; cleaned boilers, engine and machinery; fastened deck cleats and bottom plank; fitted up Worthington pump removed from Pile-driver No. 4.

December 5, 1892.—Placed on deck of West Fifty-seventh street for repairs and calking, and finished and placed same in the water on December 15, 1892; fitted up an additional boiler on this pile-driver for use at Pier, new 14, North river.

December 22, 1892.—Police Department inspected the additional boiler on No. 1.

Pile-driver No. 2.

(Built in the Year 1871.)

FITTED UP WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department repaired machinery, ways, corner bands, wearing pieces and house; fitted steam-pipes; put cap on bitts, glass in windows of engine-house and fastened deck cleats; painted house; made coal bunkers and hatchway gratings; cleaned boiler and machinery.

June 20, 1892.—Police Department inspected boiler.

Pile-driver No. 3.

(Built in the Year 1871.)

FITTED UP WITH A SET OF 50 FEET VERTICAL WAYS.

The force of the Department repaired ways, machinery, deck, hatch covers, windlass, cleats, chocks, gear, tank engine and boiler; made bench vise and and hatch covers, and calked deck; fastened deck cleats, engine-frame, bed and ways; fitted steam pipes; put glass in windows of engine-house; cleaned boiler and machinery; also, made and fitted up a boom on ways for use in handling and setting granite, and now in use at West Forty-third street.

Under Treasurer's Order No. 16203, W. A. Crook & Brothers Company repaired engine of No. 3.

October 18, 1892.—Police Department inspected boiler.

Pile-driver No. 4.

(Finished June, 1890.)

Under Unanimous Resolution of the Board, August 6, 1889.

FITTED UP WITH A SET OF ADJUSTABLE WAYS, 60 FEET HIGH.

The force of the Department repaired guys on ways, spud, machinery, windlass, corner-bands, ways, bitts and hoisting-drum; calked and painted; fastened deck cleats and chocks; altered grate bars; made template for pile guide and hatch covers; fitted up Worthington pump (removed from Pile-driver No. 3) in position; drilled iron work and cleaned boiler and machinery.

May 26, 1892.—Police Department inspected boiler.

February 14 to February 20, 1893.—Pile-driver No. 4, having sunk on the night of February 13, was raised up by the derrick "City of New York," assisted by the divers; also, the divers searched for and secured tools, etc., lost overboard.

Pile-driver No. 5.

(Finished January, 1892.)

Under Unanimous Resolution of the Board, February 5, 1891.

FITTED UP WITH A SET OF ADJUSTABLE WAYS 60 FEET HIGH AND PILE SAWING ATTACHMENT.

The force of the Department repaired windlass, ways, machinery, tank, hatch-cover and deck; calked tank and deck; put up closet and shelves in engine-house, also half deck chocks and cleats on bitts and ways; painted house, gallow frame and ways; covered boiler; made hatchway and gratings; put glass in windows of engine-house and fitted up new Worthington pump; cleaned boiler and machinery.

May 22, 1893.—H. W. Johns Manufacturing Company, under Treasurer's Order No. 15765, covered boiler and all live steam-pipes on boiler with asbestos.

November 1, 1892.—Police Department inspected boiler.

Pier-driver No. 6.

(Rebuilt in the Years 1891 and 1892.)

FITTED UP WITH A SET OF 60 FEET VERTICAL WAYS WITH PILE-FOLLOWER ATTACHMENT.

The force of the Department repaired ways, machinery, vise bench, friction on drums, wearing pieces, house, deck, windlass, hatches, hatch covers, rail and hull; fitted wire guys in ways; made hatch covers and gratings; calked bottom and deck; put on and fastened deck cleats; put glass in windows of engine-house and painted ways and house; cleaned boiler and machinery.

August 3, 1892.—Placed on West Fifty-seventh Street Pier for repairs. Finished same and placed it in the water on August 10, 1892.

December 1, 1892.—Police Department inspected boiler of No. 6.

ALTERATIONS.

May 23 to May 26, 1892.—An oak pile was made into a follower, fitted up with the necessary iron work and placed on the pile-driver.

Pile-driver No. 7.

(Built in the Year 1874.)

FITTED UP WITH A SET OF VERTICAL WAYS, 50 FEET HIGH.

The force of the Department repaired machinery, house, ways, engine, tank, bulkhead and scow all over; calked, pitched and painted scow; calked tank and cleaned boiler and machinery.

April 12, 1893.—Placed on West Fifty-seventh Street Pier for repairs and calking, and the same will be finished in about two weeks.

November 27, 1892.—Police Department inspected boiler of No. 7.

Pile-driver No. 8.

(Built in the Year 1874.)

FITTED UP WITH A SET OF VERTICAL WAYS, 60 FEET HIGH.

The force of the Department made a cupola for engine-house, and ladder; repaired house, iron work, ways, machinery, deck, corner-band and chocks; fastened deck cleats and chocks; fitted up engine, boiler, ways and machinery; cleaned boiler and machinery.

May 5, 1892.—Placed a new set of 60 feet vertical ways on deck of No. 8.

June 2, 1892.—H. W. Johns Manufacturing Company, under Treasurer's Order No. 15056, covered boiler and all live steam-pipes with asbestos fire-felt covering.

August 16, 1892.—Police Department inspected boiler of No. 8.

Pile-driver No. 9.

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, May 11, 1888.

FITTED UP WITH A SET OF VERTICAL WAYS, 60 FEET HIGH.

The force of the Department repaired ways, bitts, machinery, windlass, house, deck cleats, wearing pieces and fenders; calked deck and sills of house; painted boiler covering, ways and house; cleaned boiler and machinery.

Floating Property.

February 8, 1893.—Placed on West Fifty-seventh Street Pier for repairs and calking. Finished said repairs and placed in the water on March 3, 1893.
July 21, 1892.—Police Department inspected boiler of No. 9.

Pile-driver No. 10.
(Built in the Year 1881.)

FITTED UP WITH TWO SETS OF WAYS, VERTICAL AND INCLINED, 75 FEET HIGH.
The force of the Department repaired house, machinery, ways, hatches, tubes in boiler and head of ways; fitted bolts for manhole plates and fastened deck cleats; calked deck and tank; painted ways, boiler cover and house, and cleaned boiler and machinery.
May 26, 1893.—Police Department inspected boiler of No. 10.
July 26, 1892.—Chalmers Spence Company, under Treasurer's Order No. 15348, covered boiler and all live steam pipes with asbestos fire-felt covering.

Pile-driver No. 11.
(Built in the Year 1881.)

UNDER REPAIRS AT WEST FIFTY-SEVENTH STREET YARD.
June 14, 1892.—Derrick "City of New York" removed inclined ways, pile-driver hammers and engine-house from deck of No. 11; and on
June 28, 1892.—Removed vertical ways, engine and boiler, and placed same on West Fifty-seventh Street Pier.
July 5, 1892.—Hoisted out of the water old scow of No. 11 and placed it on West Fifty-seventh Street Pier for repairs.
The old scow of No. 11 was thoroughly overhauled and put in first-class order by the Department force, under the unanimous resolution of the Board, September 1, 1892, and is now known as deck scow "S."
The force of the Department, under unanimous resolution of the Board, September 1, 1892, built a new scow for Pile-driver No. 11.
April 15, 1893.—Placed new scow of No. 11 in the water at West Fifty-seventh street; painted ways, also repaired same and building a new engine house.
The boiler and engine of Pile-driver No. 11 were fitted up temporarily and used at West Fifty-seventh Street Yard for handling granite. When completed No. 11 will be fitted up with a vertical set of ways, 75 feet high. No. 11 was formerly fitted up with two sets of ways, vertical and inclined, 75 feet high.

Pile-driver No. 12.
(Finished November, 1890.)

Under Unanimous Resolution of the Board, October 10, 1889.
FITTED UP WITH A SET OF VERTICAL WAYS, 60 FEET HIGH, WITH PILE-SAWING ATTACHMENTS.
The force of the Department repaired ways, tackle blocks, machinery, side plank and chocks on pulley shaft; altered grate bars; fitted bolts for pile-cutting saw and cleaned boiler and machinery.
October 26, 1892.—Police Department inspected boiler of No. 12.

Pile-driver No. 13.
(Finished September, 1892.)

Under Unanimous Resolution of the Board, February 11, 1892.
FITTED UP WITH A SET OF ADJUSTABLE WAYS, 60 FEET HIGH, AND PILE-SAWING ATTACHMENT.
Built by the force of the Department under the above resolution. Begun March 12, 1892, and finished September, 1892. Its dimensions are as follows: Length of scow 46 feet, width 23 feet, depth 5 feet 6 inches aft and 6 feet forward.
July 2, 1892.—Placed new scow of No. 13 in the water at West Fifty-seventh street.
July 21, 1892.—Placed boiler and engine on No. 13 and fitted up same.
July 30, 1892.—Placed gallow frame (to hold ways) on No. 13.
August 4, 1892.—Placed new set of adjustable ways on scow of No. 13.
August 8, 1892.—Police Department inspected new boiler on No. 13.
September, 1892.—H. W. Johns Manufacturing Company, under Treasurer's Order No. 16336, covered boiler and all live steam pipes with asbestos fire-felt covering.
The force of the Department repaired machinery and windlasses; fitted hinges on platform and iron work on ways; put on fair leaders, hooks, iron bands and bolts; cleaned boiler and machinery and kept in repair.
Alexander Pollock, under Treasurer's Order No. 16775, furnished 1 Worthington pump, 6 by 4 by 6, with fittings for salt water, on March 20, 1893.

Pile-driver No. 14.
(Finished January, 1893.)

Under Unanimous Resolution of the Board, February 11, 1892.
FITTED UP WITH A SET OF ADJUSTABLE WAYS, 60 FEET HIGH, AND PILE-SAWING ATTACHMENT.
Begun September, 1892; finished January, 1893. Built by the force of the Department under the above order. Its dimensions are as follows: Length of scow, 46 feet; width, 23 feet; depth, 5 feet 6 inches aft and 6 feet forward.
December 3, 1892.—Placed new scow of No. 14 in the water at West Fifty-seventh street.
December 5, 1892.—Placed engine, boiler, etc., on deck of No. 14.
December 15, 1892.—Placed ways and gallow frame on deck of No. 14.
No. 14 went in commission on February 1, 1893. Since that time the force of the Department kept No. 14 in repair.
January 13, 1893.—Police Department inspected new boiler of No. 14.
January 28, 1893.—Mr. Sullivan covered boiler and all live steam-pipes with asbestos fire-felt covering, under Treasurer's Order No. 16676.
Alexander Pollock, under Treasurer's Order No. 16541, furnished 1 Worthington pump, 6 by 4 by 6, with fittings, fitted for salt water, on November 17, 1892.
Alexander Pollock, under Treasurer's Order No. 16682, furnished suction hose, nipples, globe valves and corporation nipple for No. 14 on January 13, 1893.

DECK SCOWS.

Scow "B."
(Built in the Year 1875.)

October 7, 1892.—Placed scow on deck of West Fifty-seventh Street Pier for repairs.
The force of the Department cut out old and decayed timbers, planks and 6-inch hackmatack knees in scow and replaced same with new timbers, planks and knees; also calking and painting scow. This scow will be in first-class order when the above repairs are completed.
The above work is being done under unanimous resolution of the Board, February 2, 1893.

Scow "C."
(Built in the Year 1875.)

The force of the Department repaired hatch, wearing pieces, and kept scow in repair.

Scow "D."
(Built in the Year 1875.)

The force of the Department trimmed wearing pieces; put on and fastened corner bands, cavil on bits and fenders; repaired wearing pieces, windlasses and corner bands; painted sides and ends and kept scow in repair. At present this scow is fitted up with steps on one side and used as a man-of-war landing at West Ninety-sixth street.

Scow "E."
(Built in the Year 1875.)

The force of the Department fastened corner bands; repaired rails, plank, deck, gratings, end fenders and wearing pieces; calked deck and side; painted sides and ends and kept scow in repair. At present this scow is fitted up with steps on one side and end and used as a man-of-war landing at West Twenty-third street.

Scow "F."
(Built in the Year 1874.)

Fitted up with 10 pockets and used for carrying coal to the different parts of the work.
The force of the Department put on and fastened corner bands; made hatch covers; painted; calked around bits and scow; repaired wearing pieces, bits, end and kept scow in repair.
February 9, 1893.—Placed on deck of West Fifty-seventh Street Pier for repairs and calking; finished and placed same in the water on March 3, 1893.

Scow "H."
(Built in the Year 1887.)

Under Unanimous Resolution of the Board, December 8, 1886.
The force of the Department repaired wearing pieces, fenders, cavils, windlasses, corner bands and kept scow in repair.

Floating Property.

Scow "I."

(Built in the Years 1887 and 1888.)

Under Unanimous Resolution of the Board, December 8, 1886.
The force of the Department repaired wearing pieces, fenders, deck and iron work; calked side and deck; fastened deck cleats and kept scow in repair.

Scow "K."

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, December 8, 1886.
The force of the Department repaired end fenders, wearing pieces and windlasses; fastened rails and kept scow in repair.

Scow "L."

(Built in the Year 1889.)

Under Unanimous Resolution of the Board, October 5, 1888.
The force of the Department repaired rails, fenders, windlasses and kept scow in repair.

Scow "M."

(Finished October, 1892.)

Under Unanimous Resolution of the Board, July 16, 1891.
Built by the force of the Department at West Fifty-seventh Street Yard, under the above resolution. Begun May 26, 1892, and finished October 1892. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep.
September 27, 1892.—Placed scow in the water at West Fifty-seventh street.

Scow "N."

(Built in the Years 1890 and 1891.)

Under Unanimous Resolution of the Board, May 22, 1890.
The force of the Department put on corner-fenders; calked deck; painted; repaired windlass and kept scow in repair.

Scow "O."

(Built in the Year, 1891.)

Under Unanimous Resolution of the Board, May 22, 1890.
The force of the Department repaired rails, cavil on bits; calked deck and kept scow in repair.

Scow "P."

(Finished March 25, 1893.)

Under Unanimous Resolution of the Board, July 16, 1891.
Built by the force of the Department at West Fifty-seventh Street Yard, under the above resolution. Begun November 4, 1892, and finished March 25, 1893. Its dimensions are, length, 70 feet; breadth, 30 feet, and depth, 7 feet 6 inches.
February 7, 1893.—Placed Scow "P" in the water at West Fifty-seventh street.

Scow "R" (Scow of Old Pile-driver No. 5).
(Built in the Year 1873.)

The force of the Department repaired fenders, hatches and kept scow in repair.

Scow "S" (Old Scow of Pile-driver No. 11).
(Rebuilt in the Year 1892.)

Under Unanimous Resolution of the Board, September 1, 1892.
The force of the Department thoroughly overhauled, calked, painted and put in first-class order old scow of Pile-driver No. 11. Its dimensions are, length on deck, 50 feet 4 inches; length of scow, 46 feet 2 inches; breadth, 26 feet, and depth, 5 feet 7 inches.
December 3, 1892.—Placed scow in the water at West Fifty-seventh street.
All the deck scows of the Department have been in use almost constantly, except scow "B," which is laid up for repairs.

Boring Machine "Woodcock."

(Built in the Year 1870.)

The force of the Department repaired bits, boiler, tubes, tubes in boiler, rods, machinery, boring rods, wearing pieces, tools, house, steam-fittings and cross-head frame; fastened corner bands; calked around rails, bits and end logs; made patterns for grate bars; fitted steam-pipes and bench vise; also cleaned boiler and machinery.
June 20, 1892.—Police Department inspected boiler.
The borer has been in use from time to time at East One Hundred and Second Street Section until August 10.
December 22, 1892, to January 23, 1893.—At East Twenty-fourth Street Section.
March 14 to 17, 1893.—At East Twenty-fourth Street Section.
March 18 to April 1, 1893.—At Stanton Street Section, and is now laid up at West Fifty-seventh Street Yard awaiting orders.

DIVERS' SCOWS.

Scow "A."

(Built in the Year 1888, under Secretary's Order No. 8174.)

The force of the Department put glass in windows of house; made ladder for divers' use; repaired end; painted house and kept scow in repair.

Scow "G."

(Built in the Year 1883.)

The force of the Department kept scow in repair.

Scow "N."

(Built in the Year 1889, under Secretary's Order No. 9288.)

The force of the Department painted house, repaired rail and divers' ladder, and kept scow in repair.

Scow "S."

(Built in the Year 1891.)

Under Unanimous Resolution of the Board, February 5, 1891.
The force of the Department repaired roof of house with new canvas; painted house and kept in repair.
All the divers' scows have been in commission constantly during the year.

Steam Launch, "Inspector."

(Built in the year 1892, under Contract No. 408.)

May 14, 1892.—The rudder of the launch got out of order while off of West Fourteenth street and returned to West Fifty-seventh street.
May 17, 1892.—The launch was taken to Morris Heights and the Gas Engine and Power Company repaired rudder.
June 17, 1892.—The rudder of the launch was lost at the outer end of West Fifty-seventh street pier. Divers searched the river bottom for same without success.
June 20, 1892.—The 12-ton derrick No. 1 placed the launch on deck of scow and Department force painted hull, decks, etc.; varnished rails and deck; put on stern irons; fitted in place new rudder and fittings (furnished by the Gas Engine and Power Company, under Treasurer's Order No. 16159, on June 25, 1892).
June 27, 1892.—Placed launch in the water. Since then the launch has been taken out of the water and placed on West Fifty-seventh Street Pier for painting, etc., on August 10, 1892; September 2, 1892; October 6, 1892, and December 23, 1892, and placed in the water on August 13, 1892; September 3, 1892; October 7, 1892, and April 12, 1893.
The force of the Department made a companion-way, slide hatches, spar buoys, canvas covers for seats, rope fenders and mats, ballast mold, cradle chocks, canvas cover, oak fenders, window brackets, flag staffs, canvas cover for smokestack, also a cradle to hold launch when out of the water and under repairs; painted life preservers, hull and deck; varnished inside, regilded name boards; repaired pump, machinery, deck tiller, steam-pipe, steering gear, fenders and windlasses; put in ballast, also put on a new steering rope; cleaned boiler and machinery and kept in repair.
April 21, 1893.—The United States Local Inspectors of Steam Vessels inspected boiler, hull, etc., of launch.

Naphtha Engine Launch.

(Built in the Year 1888.)

May 12, 1892.—The launch lost her smokestack overboard at East Seventeenth Street Yard, and a temporary smokestack was made and put in place.
May 19 to May 31, 1892.—Gas Engine and Power Company under Treasurer's Order No. 16061, made repairs to engine and furnished a new brass smokestack, and on July 20, 1892, under Treasurer's Order No. 16233, repaired the engine of launch. Finished repairs on July 29, 1892.

Floating Property.

August 31, 1892.—This launch was loaned to Doctor Jenkins, Health Officer of the Port, at Quarantine, and on October 25, 1892, the Department sent for and received the said launch at Quarantine, and brought same to West Fifty-seventh Street Yard on October 26, 1892.

The force of the Department repaired engine, bow, fenders and rudder; painted and lettered; made ballast bags, bottom boards, floor canvas, cork fenders, canvas cover, cushions and davits; fastened deck cleats, chocks, flag-pole sockets; cleaned engine launch and kept in repair.

November 4, 1892.—Under Secretary's Order No. 12367, the Gas Engine and Power Company furnished a set of canvas, cork filled cushions, city flag, speed indicator, funnel, whistle, flag-pole sockets, bronze cleat and iron asbestos retort lining, under Treasurer's Order No. 16497.

It has been in use from time to time on examination of water-front and carrying tools and small parcels of material to different parts of the work.

Small Boats.

The force of the Department have repaired, painted, calked and lettered yawl boats, sounding boats, etc., from time to time, as required to keep them serviceable.

August, 1892.—Alexander Pollock, under Treasurer's Order No. 16046, furnished 6 15-foot yawl boats.

Landways.

The landways have been kept in repair and are now at the following places:

The set, 30 feet high, is now at bulkhead at West Seventy-fifth street; the set, 45 feet high, is now in use at Pier, new 14, North river.

The set of inclined ways, removed from Pile-driver No. 8, is now on bulkhead at West Seventy-fifth street.

One set of ways (vertical), 75 feet high, removed from Pile-driver No. 11, is now on bulkhead at West Fifty-seventh street.

The other set of ways (inclined), 75 feet high, removed from Pile-driver No. 11, is now on bulkhead at West Seventy-fifth street.

Rock-drilling Machine.

(Built in the Year 1889.)

Under Unanimous Resolution of the Board, March 28, 1889.

The force of the Department kept this machine in repair.

It is now at Pier, new 14, North river.

East Seventeenth Street Yard.

The force of the Department cleaned boiler, repaired machinery, boiler, engine and derrick, and kept same in repair; fitted water pipe at yard.

January 23, 1893.—Police Department inspected boiler.

The force of the Department are now engaged removing property of the Department.

One of the masts, booms, etc., formerly used at East Seventeenth Street Yard, is now in use at West Fifty-seventh Street Yard.

Pier "A," North River, and Building Thereon.

The force of the Department repaired building, office furniture, doors, awnings, mats and steam pipes; placed anchor buoy about 100 feet from boat landing for use of launch "Inspector"; fitted steam pipes, water pipes and waste pipes; cleaned boilers and waste pipes; altered trap in police station; packed valves; steam engineers at work attending boiler for supplying heat to office and building.

August 26, 1892.—Police Department inspected steam-heating boilers.

The force of the Department unloaded from scows and placed in bins on pier 138½ gross tons of egg coal, purchased under Treasurer's order, from time to time, as required; made step ladder, bookcase for fire-proof rooms, closet for telephone room, cases for Rooms Nos. 21 and 23, and box for Room No. 4, and put lights of glass in windows of building.

Miscellaneous Work Done at West Fifty-seventh Street Yard.

The force of the Department made saw slides, pike poles, fenders for scows and pile-drivers, guide clamps for rock drills, templates for sewer-box at West Thirtieth street, Third street and Pier, new 40, North river, tide gauge staffs, saw benches, pike poles, windlass heavers, drawing board for office use, canvas curtain for use of Surveyors.

Fitted up machinery, boiler, steam circular saw, iron testing machine, rubbing bed and plant, built and painted an extension to the west end of the blacksmith's shop, 20 feet by 30 feet, in accordance with unanimous resolution of the Board, April 21, 1892.

Heated pitch, handled timber, machinery and floating property laid up; filed cross-cut saws and augers; repaired purchase blocks, bucksaw frame, tools, ladders, sounding rods, patterns, blocks, iron-cutting machine, float stages; spun oakum; made and fitted closet in Superintendent of Machinery's office.

Painted deck cleats, iron work, patterns, tide gauge staffs.

Repaired, excavated, shifted and placed water-pipe in position at yard.

September 19, 1892.—Police Department inspected new boiler at yard.

Built and painted a shed at the north end of West Fifty-seventh Street Yard.

Shifted small boiler-house from inner end of pier to the outer end of West Fifty-seventh Street Yard cement shed.

Broke up old engine-house of pile-driver.

Fitted up shelves in additional storehouse of floating property on pier.

Put glass in windows of blacksmith shop and machine shop.

Prepared iron work, steam-fittings, etc., used in rock-drilling machine at Pier, new 14, North river.

Attending to engine, boiler, circular saw, machinery, etc., in machine shop at yard.

December, 1892.—Fitted up stone derrick on bulkhead between Fifty-sixth and Fifty-seventh streets, North river. The boiler and engine used belong to Pile-driver No. 11, and is fitted up for temporary use only.

October 10, 1892.—M. Sullivan, under Treasurer's Order No. 19384, covered boiler and all live steam pipes on boiler in machine shop at West Fifty-seventh street.

Secretary's Order No. 12316.—Furnished one ton nut coal at Dock Master's office, One Hundred and Thirty-eighth street and Madison avenue.

Secretary's Order No. 12322.—October 11, 1892.—On naval parade day two life boats with two men in each were on duty at Pier "A," North river, to run life lines and look after visitors on scows, etc.; also a man was stationed at the outer end of Pier "A" and one man on each scow to look after same.

Secretary's Order No. 12341.—October 25, 1892.—Sent to Doctor Jenkins, Health Officer of the Port, at Quarantine, for the naphtha engine launch, loaned August 31, 1892, and on October 26 brought the launch to West Fifty-seventh Street Yard in a filthy condition, and some of the fittings were missing.

Secretary's Order No. 12367.—The force of the Department repaired, painted and fitted out naphtha engine launch in accordance with said order.

Secretary's Order No. 12380.—The force of the Department repaired the damage to the tug "Manhattan" caused by a collision with the tug "Edward Hartley" on October 27, 1892, at a cost of \$163.50. Finished repairs on November 17, 1892.

Secretary's Order No. 12440.—The force of the Department made a coal-box for use of Dock Master Wood's office at West Washington Market Section, and placed same thereat in December, 1892; also furnished a hanging lamp.

Secretary's Order No. 12665.—The force of the Department repaired the damage done to Pile-driver No. 3 caused by the tug "Chauncey M. Depew." Begun March 13 and finished March 16, 1893.

Secretary's Order No. 12688.—The force of the Department repaired the damage done the 100-ton derrick "City of New York" caused by the tug "James A. Dumont." Begun April 1 and finished April 14, 1893.

Miscellaneous Work Done at Other Localities by the Force of the Department.

Repaired office at East One Hundred and Second Street Section; repaired and connected water-pipe at West Fifty-second Street Section, north end.

Fitted halyards, painted flag-pole and put glass in windows of Chambers street office; fitted up and connected water-pipes at West Washington Market Section, removed from Franklin Street Section.

May 20, 1892.—Made an examination of canal-boat "R. Penn Smith" at Daniel McWilliams' Dry Dock, Communipaw, N. J.; repaired roof of office at East Ninety-fourth street; painted fence at East One Hundred and Fourth street, north side, as per Secretary's Order No. 11478; repaired water-pipe at West Forty-third Street Section; put glass in windows of Dock Master's office at West Washington Market District No. 2; fitted up stove-pipe in West Twenty-fourth street office; also put glass in windows of said office and repaired desk; put glass in windows of office at West Forty-fourth street; put glass in windows of office at East One Hundred and Second street.

Floating Property.

Dock Master's Office.

Secretary's Order No. 12032.—The work of building one new portable office (on wheels), 10 feet by 15 feet, was begun on June 30 and finished July 20, 1892.

July 21, 1892.—Placed house on scow "R," towed scow to Pier, new 15, North river, and placed new office at West Washington Market Section, District No. 2; also furnished new stove and fittings for office.

Surveyor's Office.

Secretary's Order No. 12193.—The work of building one new portable office (on wheels), 10 feet by 15 feet, was finished and the office placed on bulkhead between West Twenty-fourth and West Twenty-fifth streets on November 15, 1892; it was begun September 9, 1892; also placed and fitted up new stove and fittings.

Department Yards.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard, N. R.

WORK DONE AT THE YARD.

May 1, 1892, to April 30, 1893.—Iron work was made and repaired for Construction Work, General Repairs, Surveying Party, Floating Property and for Improvement of West Fifty-seventh Street Yard.

May 1, 1892, to April 30, 1893.—Molds and cores were stripped and set up, and 66 special base blocks, containing 1,789.72 cubic yards and 58 bulkhead-wall blocks, containing 2,138.77 cubic yards, were made.

May 1, 1892, to April 30, 1893.—Scows were loaded with sand, broken stone and cement for Construction Work; buildings in yard were painted; 13,000 barrels of Portland cement were received and stored and samples tested and recorded. Samples from 7,998 barrels of Portland cement, received at East Seventeenth Street Yard, were tested and recorded.

May 1, 1892, to April 30, 1893.—Tests were made from the following samples of Portland cement and the results reported and recorded:

Secretary's Order No. 11864.—Test of Standard brand.

11880.—	"	Beaver brand.
11938.—	"	Lighthouse brand.
12234.—	"	Skanska brand.
12571.—	"	Scales brand.
12643.—	"	Castle brand.
12686.—	"	Eagle brand.

EXTENSION TO YARD.

October 14, 1892, to date.—An extension was made to West Fifty-seventh Street Yard to the north line of West Fifty-sixth street and the west line of Twelfth avenue, and fence 12 feet 10 inches high was put up around same and painted and the yard graded; a new platform 50 feet long was erected for the fabrication of concrete blocks.

East Seventeenth Street Yard.

CARE AND MAINTENANCE.

May 1, 1892, to February 4, 1893.—Granite spalls were collected up from about the granite dressed in the yard, placed on the bulkhead and broken up into the regular size for concreting purposes.

Concrete molds and cores were repaired, building and wheelbarrows repaired; awnings used to protect the employees of the Department from the sun were repaired.

Guys of the yard derricks were cleaned and oiled up.

Old, empty, broken cement barrels were collected; the store-house, engine-house, concrete block and mixing platforms and the yard were cleaned up and rubbish burnt up; water-pipe leading to the hoisting engine was repaired.

Oak wedges were made for general use about the yard.

Concrete blocks were shifted on the platform by the derrick "City of New York."

Granite headers and stretchers were transferred from the east to the west bulkhead in order to take down the derrick for use at the West Fifty-seventh Street Yard.

A hand derrick was made to place granite in the concrete blocks for the Canal Street Section.

The roof of new engine-house was painted; the old engine-house temporarily used as a blacksmith's shop, transferred to the West Washington Market Section.

Blacksmith's forge and tools used at this yard were transferred to the East Twenty-fourth Street Yard.

Snow was cleaned from the concrete block and mixing platforms and from scows.

WORK DONE AT THE YARD.

May 1, 1892, to February 8, 1893.—Concrete molds and cores were set up and taken down as required to make the concrete foundation blocks; 77 standards, 32 special for the East One Hundred and Second Street Section, 6 special for the East Ninety-fourth Street Section, 1 special for the East Ninety-sixth Street Section, and 1 special for the West Washington Market Section, making a total of 117 blocks made at this yard, containing about 3,989 cubic yards of concrete.

Iron-work was made and repaired by the blacksmiths for work on construction on the East River Sections, for new pier at the foot of East Twenty-fifth street and the East Twenty-fourth Street Yard; also for the Canal Street Section on the North river.

5,992 barrels of Portland cement were received and stored for Department use, under Treasurer's orders therefor, and samples sent to the West Fifty-seventh Street Yard, to be tested and recorded.

3,000 barrels received under Treasurer's orders, and samples sent to the West Fifty-seventh Street Yard, to be tested and recorded, not coming up to the required tests, were rejected, and taken away by the parties furnishing it (1,196 barrels were issued from the West Fifty-seventh Street Yard).

Granite was got out, dressed and loaded on scows for the various sections on the East river as required, cores and knees were made for a standard mold, and mold altered to make special blocks for the East Ninety-sixth Street and the West Washington Market Sections.

REMOVING PROPERTY OF THE DEPARTMENT.

Under Secretary's Order No. 12570.

February 4 to May 1, 1893.—The cement was removed from the storehouse and transferred to the East Twenty-fourth Street Yard.

Granite headers, stretchers and coping were loaded on scows and transferred to the new pier at the foot of East Twenty-fifth street; concrete blocks were loaded on scows by the derrick "City of New York," transferred and set at the East Twenty-fourth, East Twenty-fifth and the East One Hundred and Second Street Sections, and the special blocks made for the Canal Street Section were also loaded on scows and transferred to said section; gravel was loaded on a scow and transferred to sections north of West Fourteenth street; paving blocks loaded on a scow and sent to the West Fifty-seventh Street Yard; the old refuse material and rubbish were collected and burnt up, to make way for the Health Department to occupy the premises.

Under Secretary's Order No. 12627.

March 16 to March 22, 1893.—The old anchor blocks in way of the Health Department in putting up the Reception Hospital were removed by the derrick "City of New York," placed on a scow and sent to the West Fifty-seventh Street Yard.

East Twenty-fourth Street Yard.

Under Unanimous Resolution of Board, September 29, 1892.

BUILDING FENCE.

September 29, 1892, to March 1, 1893.—A fence was put up and painted on the newly made land between East Twenty-fourth and Twenty-fifth streets, to inclose an area for a new Department Yard.

BUILDING NEW OFFICE.

October 27, 1892, to March 11, 1893.—Foundation piles were driven, and a new office erected upon them by Department labor and painted; the plastering work was done by Francis Tocher, under Treasurer's Order No. 16545; the roof tinned and gutters placed by N. Harrison & Son, under Treasurer's Order No. 16550.

BLOCK MIXING PLATFORMS, SHOPS, ETC.

November 1, 1892, to May 1, 1893.—Piles were driven in the newly made land and the earth filling removed in rear of wall down to the decking in rear of the masonry of the new bulkhead-wall, and sills and posts set; after the posts were set the filling was replaced and brought up to grade; the piles and posts were sawed off to grade and the caps placed to carry the floor of the platform; blacksmith's and carpenter's shops, store-house and store-rooms, were put up and sheathed up with corrugated iron; a water-closet was built and fitted up for the employees.

Department Yards.

CEMENT SHED.

November 1, 1892, to May 1, 1893.—Piles for the foundation were driven, sills placed and floored over, on which Robert Deeley & Co. are erecting an iron shed for the storage of cement for Department use. Erection of shed was begun April 12, 1893; in progress.

CROTON WATER AND DRAIN PIPES.

October 27, 1892, to April 6, 1893.—Croton water-pipes were placed in the newly made land to connect with office and outbuildings in the yard, also with the mixing platform, and drain pipes placed to carry off the drainage.

March 20 to March 29, 1893.—The drain pipe at the north end of the yard having been disturbed by the cave-in of earth filling was repaired.

ROADWAY.

January 4 to 7, March 27 to April 15, and April 17 to 26, 1893.—The earth filling from entrance to the yard to the shops and cement shed was excavated and brought up to grade; wood curbing placed and made ready for Thomas Smith to pave the roadway area, under Treasurer's Order No. 16645, which was begun April 18 and finished April 26, 1893.

MAINTENANCE OF YARD.

February 4 to May 1, 1893.—Temporary bins were placed on the concrete block platform to hold sand and broken stone.

Snow and ice were cleaned from the platforms, from about the office building and shops. A temporary track was laid to the sand and broken-stone bins; a temporary derrick put up to hoist the broken stone from scows when delivered at this yard, and a temporary mixing platform and mortar boxes placed to proceed with the making of the concrete foundation blocks.

Old material transferred from the East Seventeenth Street Yard was collected and piled up in the yard.

Concrete molds and cores were made and repaired, as required.

WORK DONE AT THE YARD.

Concrete molds and cores were set up and taken down, as required, to make the concrete blocks in, and the following blocks were made: 9 standards and 8 special "B" blocks for the East One Hundred and Second Street Section, containing 610 cubic yards of concrete; iron work was made and repaired by the blacksmiths for work on construction on the East River Sections and for the new pier at the foot of East Twenty-fifth street.

500 barrels of Portland cement were received from James Brand, under Treasurer's Order No. 16828, and stored for Department use; a sample of same sent to the West Fifty-seventh Street Yard to be tested and recorded.

Timber Basins.

TIMBER BASINS.

West Fifty-second, Fifty-seventh and Seventy-fifth Streets.

TIMBER RECEIVED.

May 1, 1892, to April 29, 1893.—Timber was received and inspected under Contracts Nos. 410 and 428, also Treasurer's Orders Nos. 16422 and 16510.

Piles were received and inspected under Treasurer's Order No. 16435.

TIMBER ISSUED.

May 1, 1892, to April 29, 1893.—Timber was selected and rafted for Construction Work, Floating Property and General Repairs.

West Fifty-second Street Basin.

August 8 to October 18, 1892.—Mud was excavated by Morris & Cumings, under Treasurer's Orders Nos. 16284 and 16029, and clusters of piles were driven and boom logs placed to form timber basin.

Sale of Old Material.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on March 20, 1893, and was removed by the purchasers:

At East Seventeenth Street Yard.

- Lot 1. About 1,400 pounds of old galvanized iron.
- " 2. About 2,900 pounds of old cast-iron scrap.
- " 3. About 4,500 pounds of old wrought-iron scrap.
- " 4. One old boiler iron mortar mixer; estimated weight, 4,000 pounds.
- " 5. About 675 pounds of old rope.
- " 6. Lot of old gas-pipe; estimated weight, about 250 pounds.
- " 7. About 63 pairs old rubber boots.
- " 8. About 525 feet rubber hose.
- " 9. Lot of old wrought iron pipe and rods, 1½ inches diameter; estimated weight, about 750 pounds.
- " 10. Two old galvanized iron rolling shutters.
- " 11. Lot of old black walnut partitions.
- " 12. Lot of old wheelbarrows.

General Expense.

GENERAL EXPENSE.

Pier, new 15, N. R.

Secretary's Order No. 12588.—The snow dumped at this pier was examined. Begun and finished February 24, 1893.

Bulkhead between Piers, new 23 and 24, N. R.

SIGNS AGAINST STORING TRUCKS.

Secretary's Order No. 12127.—A wooden sign, about 3 feet long by 18 feet wide, was placed on new-made land between Piers, new 23 and 24, warning and forbidding the owners of trucks, carts, etc., against storing same thereat. Begun July 19 and finished July 23, 1892.

Engineer's Order.—Signs were painted, warning owners of trucks, carts, etc., against storing same on new-made land between the above piers. Begun August 22 and finished August 27, 1892.

West Thirteenth Street, N. R.

REMOVING DOCK MASTER'S OFFICE.

Secretary's Order No. 12744.—The work of transferring the Dock Master's office from the foot of Thirteenth street to the foot of Bloomfield street, North river, has been done by Department labor. Begun April 17, and finished April 29, 1893.

At West Fifty-seventh Street Yard, N. R.

Engineer's Order.—Receiving and inspection of half-round oak fenders from John I. Goodrich, delivered under Treasurer's Order No. 16162. Begun and finished July 12, 1892.

Granite.

Statement of Granite, Received, Issued and on Hand at Granite Yards, East Twenty-fourth and West Fifty-sixth Streets, for the Year ending April 30, 1893.

CLASS.	CONTRACT OR TREASURER'S ORDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1892.	RECEIVED DURING THE YEAR.	RETURNED FROM SECTIONS.	ISSUED TO SECTIONS.	ON HAND MAY 1, 1893.	PRICE PER CUBIC FOOT.	AMOUNT.
Headers and stretchers cut.....	Treasurer's Order No. 13608.....	Feb. 4, 1889	Cubic feet. 39.0	Cubic feet.	Cubic feet.	Cubic feet.	Cubic feet.		
"	" 13798.....	May 17, "	10.2				10.2	60	6 12
"	" 14267.....	Oct. 24, "	26.7				26.7	99	26 43
"	Secretary's Order No. 16145.....	June 15, 1892		1,551.9	93.6	1,071.0	574.5	64	367 68
"	Contract No. 112.....	Mar. 26, 1880	11.08				11.08	63	6 97
"	" 230.....	Nov. 23, 1886	15.18			15.18		69	
"	" 268.....	Mar. 29, 1888	14.5				14.5	1 03	14 93
"	" 298.....	Apr. 1, 1889	74.0			59.5	14.5	99	14 35
"	" 316.....	Dec. 16, "	58.8			14.9	43.9	80	35 12

General Expense.

Engineer's Order.—Receiving and inspection of oak piles from Graves & Steers, delivered under Treasurer's Order No. 16094. Begun July 12 and finished September 6, 1892.

Engineer's Order.—Receiving and inspection of lumber from Graves & Steers for boxes, delivered under Treasurer's Order No. 16227. Begun and finished September 2, 1892.

Engineer's Order.—Tearing down and removing old shanty formerly used as General Repairs store-room. Begun and finished September 30, 1892.

Engineer's Order.—Placing and regulating the tools and material in General Repairs new store-room. Begun October 5 and finished October 7, 1892.

For foot of Forty-second Street, N. R.

Secretary's Order No. 12758.—A float was built to be used as a landing for small boats from man-of-war visiting ships naval parade. Begun April 11 and finished April 21, 1893. A platform was erected on these premises. Begun April 18 and finished April 21, 1893. A day and night man were detailed to watch and care for same; in progress.

For foot of Fifty-ninth Street, N. R.

Secretary's Order No. 12759.—A float was built for use as a landing for small boats from man-of-war visiting ships during naval parade. Begun April 11 and finished April 22, 1893. A day and night man were detailed to watch and care for same; in progress.

For foot of Eighty-second Street, N. R.

Secretary's Order No. 12760.—A float was built for use as a landing for small boats from man-of-war visiting ships during naval parade. Begun April 11 and finished April 24, 1893. A day and night man were detailed to watch same; in progress.

At West Seventy-fifth Street Timber Basin, N. R.

Engineer's Order.—Watching and caring for timber in basin; in progress.

Pier 48, E. R.

Secretary's Order No. 11689.—The Dock Master's office on pier was repaired; a closet and shelves were placed and the roof was repaired. Begun May 23 and finished May 27, 1892.

Secretary's Order No. 12746.—A sunken canal boat was removed and towed from Twenty-fourth street, East river, and beached just north of Fort Washington, North river. Begun and finished April 11, 1893.

One Hundred and Thirty-eighth Street and Fifth Avenue, H. R.

Engineer's Order.—Watching and caring for fence and other property in charge of Department; in progress.

From Fifth to Seventh Avenue, H. R.

Resolution of Board, January 19, 1893.—A day watchman was detailed to prevent the dumping of material on premises. Begun January 23, 1893; in progress.

Inventories.

August 1 to 9, October 29 to November 4, 1892, February 1 to 4, 1893.—The inventories of Department property were taken.

NAVAL REVIEW.

BOAT LANDINGS.

West Twenty-third and Ninety-sixth Streets.

Secretary's Orders Nos. 12757 and 12781.

April 10, 1893, to date.—Bulkheads were repaired and scows prepared and moored at West Twenty-third and Ninety-sixth streets, North river, as boat landings for visiting ships.

LANDINGS FOR HOWITZERS, ETC.

West Thirty-fourth, Thirty-eighth, Forty-eighth and Fiftieth Streets.

Secretary's Order No. 12803.

April 24, 1893, to date.—Scows were moored at West Thirty-fourth, Thirty-eighth, Forty-eighth and Fiftieth streets and provided with gangways for landing howitzers or machine guns; battens were placed on the sides of same piers to allow sailors to land for land parade.

West Twenty-seventh Street, N. R.

STORAGE FOR TRUCKS.

Secretary's Order No. 12641.

March 20, 1893, to date.—A fence inclosing a space of 100 feet square was erected north of West Twenty-seventh street to form a storage for trucks removed by Dock Masters.

REPORT OF STOCK.

Report of Stock.

Report of Stock on Hand, Purchased, Fabricated and Issued from West Fifty-seventh Street Yard for the Year Ending April 28, 1893.

Balance of stock on hand April 29, 1892.....	\$13,943 03 1/2
Purchased from April 29, 1892, to April 28, 1893.....	66,809 62
Purchased from April 29, 1892, to April 28, 1893, no bills.....	733 18
Fabricated (66 special base blocks).....	15,453 54
Fabricated (58 bulkhead-wall blocks).....	20,224 80
Received from sections.....	1,277 00
To be accounted for.....	\$118,441 17 1/2

Issued to the following sections—

Floating Property.....	\$4,833 12
Sections north of West Fourteenth street, North river.....	46,291 18 1/2
Sections south of West Fourteenth street, North river.....	15,332 08 1/2
General Repairs Account.....	2,209 79
East River Sections.....	6,543 39
Surveying Party.....	62 09
Platform between West Fifty-seventh and Fifty-eighth streets, North river.....	702 93
Special base blocks.....	8,936 49
Bulkhead-wall blocks.....	11,835 00
West Fifty-seventh Street Yard, North river.....	498 96
Pier "A," North river.....	12 42
Improvement to yard.....	1,309 11
Extension to yard.....	295 05
Balance on hand April 28, 1893.....	19,579 55 1/2
	\$118,441 17 1/2

Granite.

Granite.

Granite.

CLASS.	CONTRACT OR TREASURER'S ORDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1892.	RECEIVED DURING THE YEAR.	RETURNED FROM SECTIONS.	ISSUED TO SECTIONS.	ON HAND MAY 1, 1893.	PRICE PER CUBIC FOOT.	AMOUNT.
Headers and stretchers cut	Contract No. 338.....	July 11, 1890	Cubic feet. 46.3	Cubic feet.	Cubic feet.	Cubic feet. 30.8	Cubic feet. 15.5	\$0 99	\$15 34
"	" 357.....	Nov. 5, "	1,143.0	.....	.....	781.2	361.8	95	343 71
"	" 373.....	May 4, 1891	420.6	.....	26.9	194.4	253.1	90	227 79
"	" 396.....	Oct. 21, "	2,058.7	.....	10.8	1,898.9	180.6	97	175 18
"	" 398.....	Oct. 28, "	95.3	17,783.4	78.8	15,605.7	2,351.8	91	2,140 14
"	" 412.....	Mar. 21, 1892	.....	2,050.1	.....	1,510.7	539.4	97	523 22
"	" 414.....	Apr. 14, "	.....	23,800.0	304.1	13,254.0	10,850.1	99	10,741 60
Coping stones cut.....	" 338.....	July 11, 1890	82.8	.....	.....	.....	82.8	1 15	95 22
"	" 357.....	Nov. 5, "	2,661.9	.....	.....	2,422.7	239.2	1 13	270 30
"	" 373.....	May 4, 1891	79.2	.....	.....	.....	79.2	1 13	89 50
"	" 398.....	Oct. 28, "	.....	9,960.0	.....	7,073.0	2,887.0	1 11	3,204 57
"	" 414.....	Apr. 14, 1892	.....	9,175.3	.....	.....	9,175.3	1 45	13,304 19
			6,847.26	64,320.7	514.2	43,931.98	27,750.18	.....	\$31,642 53
Paving Blocks.....	Contract No. 357.....	Nov. 5, 1890	Number 15,215	.....	.....	.....	15,215	Price per Thousand \$70 00	\$1,065 05

Work Done for Other Departments.

WORK DONE FOR OTHER DEPARTMENTS.

WORK DONE FOR FINANCE DEPARTMENT.

During the year the Department tugs have been in the service of the City Paymaster 346½ hours.

Also hired tugs under Treasurer's Orders Nos. 16249, 16686 and 16731, 16½, 7 and 8 hours, respectively, making a total of 31½ hours for hired tugs in use of the City Paymaster.

WORK DONE FOR THE DEPARTMENT OF CHARITIES AND CORRECTION.

Pier at Twenty-sixth Street, E. R.

Secretary's Order No. 12303.—10 oak spring piles (557 lineal feet), were driven, fastened and chocked, new backing log was put on; used 1,643 feet, B. M., of yellow pine, and 200 pounds of chain; also repaired the sheathing with 2,518 feet, B. M., of 3-inch spruce plank. Begun October 17 and finished October 22, 1892.

Secretary's Order No. 12492.—10 oak spring piles (569 lineal feet) were driven, fastened and chocked; used 203 feet, B. M., of 8 inches by 8 inches yellow pine, patched deck with 8,640 feet, B. M., of 4 inch, and 3,023 feet, B. M., of 3 inch spruce. Begun January 23 and finished February 2, 1893.

Charity Hospital Pier, Blackwell's Island, E. R.

Secretary's Order No. 12486.—The landing of launch "Wickham" was moved from the south side and placed and secured to north side of pier; the same was repaired. 5 oak spring piles (293 lineal feet), were driven, chocked and braces were put in; used 3,890 feet, B. M., of 12 inches by 12 inches yellow pine, 1,505 feet, B. M., of 3-inch spruce and 200 pounds of chain. Begun December 29, 1892, and finished January 3, 1893.

Coal Dock Pier, Blackwell's Island, E. R.

Secretary's Order No. 12225.—Repairing, enlarging and widening outer end of Pier; bracing piles were driven and caps were put on, and mooring-posts were set; used second-hand material and 9,852 feet, B. M., of yellow pine. Begun September 7 and finished September 21, 1892.

Penitentiary Coal Dock Pier, east side of Blackwell's Island, E. R.

Secretary's Order No. 12420.—Piles were driven, fastened and chocked, and a new deck was laid; used 5,664 feet, B. M., of 12 inches by 12 inches yellow pine, 231 lineal feet of oak piles, 4 spruce piles and 8,527 feet, B. M., of 4-inch spruce plank. Begun December 2 and finished December 28, 1892.

Bakery Dock Pier, East Side of Blackwell's Island, E. R.

Secretary's Order No. 12355.—This pier was repaired by driving of bearing piles, capping and bracing and placing of rangers and chocks. A new deck was also laid; used 8,075 feet, B. M., of yellow pine and 9,023 feet, B. M., of 4-inch spruce plank. Begun November 30 and finished December 15, 1892.

Pier at Ward's Island, lately occupied by Commissioners of Emigration.

Secretary's Order No. 11975.—The structure was repaired, new caps, backing-log and mooring-posts were placed and fastened, and new sheathing laid; used 22,595 feet, B. M., of 3-inch spruce plank, 1,133 feet, B. M., of yellow pine for chocks and 101 pounds of chain. Begun August 8 and finished August 22, 1892.

Secretary's Order No. 12248.—A float for the accommodation of steam launch was constructed; used 1,998 feet, B. M., of 3-inch, and 1,181 feet, B. M., of 4-inch spruce, 8 pieces of 1¼-inch and 12 pieces of 2 inches by 4 inches spruce; 20 second-hand piles were driven and fastened; used 200 pounds of chain. Begun October 3 and finished October 8, 1892.

Secretary's Order No. 12399.—Two clusters of piles were driven and fastened; used 16 oak piles (869 lineal feet), and 401 pounds of chain. Begun November 14 and finished November 18, 1892.

Bulkhead at Randall's Island, H. R.

Secretary's Order No. 11802.—Piles were driven, backing log was put on and mooring posts were set, and chocks put on; 14 half-round oak fenders were put on and fastened, and deck of bulkhead was repaired; used 5,220 feet, B. M., of 4-inch spruce plank. Finished May 7, 1892.

Coal Dock at Randall's Island.

Secretary's Order No. 11802.—The deck of dock was patched with 10,010 feet, B. M., of 3-inch spruce plank. Finished May 4, 1892.

Bulkhead at Randall's Island.

Secretary's Order No. 11882.—The passenger landing and gangway were repaired; used second-hand material, and put on and fastened 10 half-round oak fenders. Begun May 2 and finished May 5, 1892.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

PUBLIC BATHS.

Foot of Duane Street, N. R.

Secretary's Order No. 11917.—The gangway for access to bath was opened, a platform built, and necessary repairs made; used second-hand material and 262 feet, B. M., of 3-inch spruce plank. Begun June 10 and finished June 15, 1892.

Secretary's Order No. 12250.—The gangway to bath was closed. Begun and finished September 20, 1892.

Foot of Horatio Street, N. R.

Secretary's Order 11917.—The gangway for access to bath was opened, and necessary repairs made. Begun and finished June 11, 1892.

Secretary's Order No. 12250.—The gangway to bath was closed, and made necessary repairs thereat; used 240 feet, B. M., of yellow pine and 190 feet, B. M., of 3-inch spruce plank. Begun and finished September 24.

Work Done for Other Departments.

Foot of Twenty-ninth Street, N. R.

Secretary's Order 11917.—The gangway was opened and repairs made for access to bath; used 184 feet, B. M., of 3-inch spruce plank. Begun and finished June 16, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 20, 1892.

Pier foot of Fiftieth Street, N. R.

Secretary's Order No. 11917.—The gangway for access to bath was opened and necessary repairs were made; used 156 feet, B. M., of yellow pine and 192 feet, B. M., of 3-inch spruce for platform. Begun and finished June 4, 1892.

Secretary's Order No. 12250.—The gangway to bath was closed. Begun and finished September 20, 1892.

Foot of One Hundred and Thirty-second Street, N. R.

Secretary's Order No. 12035.—Opened gangway and built platform for access to bath; used 180 feet, B. M., of 3-inch spruce and 145 feet, B. M., of yellow pine. Begun and finished June 21, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 21, 1892.

Pier, new 29, E. R.

Secretary's Order No. 11917.—A gangway for access to bath was opened and proper platform prepared; used 444 feet, B. M., of 3-inch spruce. Begun and finished June 3, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 23, 1892.

Pier at Grand Street, E. R.

Secretary's Order No. 11917.—The gangway for access to bath was opened and platform built used 192 feet, B. M., of 3-inch spruce. Begun and finished June 8, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 22, 1892.

Pier at Fifth Street, E. R.

Secretary's Order No. 11917.—A gangway was opened for access to bath; 3 mooring-posts were also set and fastened. Begun and finished June 8, 1892.

Secretary's Order No. 12250.—Closed gangway and made necessary repairs thereat; used 90 feet, B. M., of 3-inch spruce and 120 feet, B. M., of yellow pine. Begun and finished September 26, 1892.

Pier at Eighteenth Street, E. R.

Secretary's Order No. 11917.—The gangway was opened for access to bath; used 196 feet, B. M., of 3-inch spruce and 216 feet, B. M., of yellow pine. Begun June 9 and finished June 10, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 22, 1892.

Foot of Twenty-eighth Street, E. R.

Secretary's Order No. 11989.—A platform was built and gangway opened for access to bath; used 180 feet, B. M., of 3-inch spruce. Begun and finished June 17, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 22, 1892.

Bulkhead at Ninetieth Street, E. R.

Secretary's Order No. 11917.—Fenders were put on and platform erected for access to bath; used 288 feet, B. M., of 3-inch spruce and 216 feet, B. M., of yellow pine. Begun June 15 and finished June 22, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 21, 1892.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 11917.—Opened up gangway and made necessary repairs for access to bath; used 216 feet, B. M., of yellow pine and 240 feet, B. M., of 3-inch spruce. Begun and finished June 18, 1892.

Secretary's Order No. 12250.—Closed gangway to bath. Begun and finished September 21, 1892.

WORK DONE FOR THE HEALTH DEPARTMENT.

Pier at North Brother's Island.

Secretary's Order No. 12239.—Rangers were placed and fastened and chocks were put on; the deck and sheathing renewed where necessary; used 7,520 feet, B. M., of 4-inch, and 13,014 feet, B. M., of 3-inch spruce plank and 4,320 feet, B. M., of yellow pine and 167 pounds of chain; 14 half-round oak fenders were also put on and fastened. Begun September 22 and finished October 3, 1892.

Riker's Island.

BUILDING NEW PIER.

Secretary's Order No. 12257.—A new pier was constructed at Riker's Island, in accordance with request of the Health Department. Begun September 16 and finished October 14, 1892.

PLACING CROSS-PIECE ON END OF PIER.

Secretary's Order No. 12283.—A cross-piece was placed on the end of the pier, instead of a float as it was first recommended. Begun September 29 and finished October 14, 1892.

WORK DONE FOR THE FIRE DEPARTMENT.

Pier 55, E. R.

Secretary's Order No. 12383.—Preparing a berth for fire-boat "Havemeyer"; 7 oak spring piles (395 lineal feet) were driven, fastened and chocked; used 203 feet, B. M., of 8 inches by 8 inches yellow pine, and 250 pounds of chain. Begun November 10 and finished November 12, 1892.

WORK DONE FOR DEPARTMENT OF STREET CLEANING.

West Thirty-fifth Street.

REMOVING DUMPING BOARD.

Secretary's Order No. 12143.—The dumping-board foot of West Thirty-fifth street, North River, was removed by Department labor. Begun July 27 and finished July 31, 1892.

Work Done for Other Departments.

Foot of West Fifty-fifth Street, N. R.

Engineer's Order.—3,807 loads of material were dumped by Street Cleaning Department, and 2,704 loads were removed by Street Cleaning Department. Begun January 24, 1893; in progress.

Foot of West Seventy-ninth, N. R.

Secretary's Order No. 12535.—6,340 loads of material were dumped by the Street Cleaning Department, and same number of loads of material were removed to scows by Street Cleaning Department. Begun January 16 and finished April 24, 1893.

Bulkhead, Ninety-seventh to Ninety-eighth Street, N. R.

Secretary's Order No. 12533.—12,036 loads of material were dumped behind bulkhead by Street Cleaning Department. Begun January 16, 1893; in progress.

Burling Slip, E. R.

Secretary's Order No. 12538.—158 loads of material were dumped by Street Cleaning Department, and the same were removed to scows by Street Cleaning Department. Begun January 18 and finished February 8, 1893.

Rutgers Slip, E. R.

Secretary's Order No. 12539.—783 loads of material were dumped by Street Cleaning Department, and the same were removed to scows by Street Cleaning Department. Begun January 18 and finished April 8, 1893.

Jackson Slip, E. R.

Secretary's Order No. 12689.—At the request of the Department of Street Cleaning, test piles were driven at the foot of Jackson street, East river, to ascertain the nature of the river bottom in the vicinity of the old dumping-board. Begun and finished April 10, 1893.

Recapitulation of Dredging Done for Street Cleaning Department.

LOCALITY.	AMOUNT CUBIC YARDS.	AUTHORIZATION.	BEGUN.	FINISHED.
Canal street, N. R., Dumping-board	2,015	Secretary's Order No. 12444	Dec. 15, 1892	Dec. 15, 1892
West Twelfth street, N. R., Dumping-board	1,308	Contract No. 424	Oct. 6, 1892	Oct. 7, 1892
West Nineteenth street, N. R., Dumping-board	4,342	Contract No. 424	Oct. 6, 1892	Oct. 7, 1892
West Forty-seventh street, N. R., Dumping-board	4,265	Contract No. 424	Oct. 24, 1892	Oct. 26, 1892
West Seventy-ninth street, N. R., Dumping-board (outh side)	2,514	Contract No. 423	Aug. 18, 1892	Aug. 19, 1892
East Seventeenth street, E. R., Dumping-board	1,962	Contract No. 424	Sept. 29, 1892	Sept. 30, 1892
East Seventeenth street, E. R., Dumping-board	1,472	Secretary's Order No. 12642	Apr. 4, 1893	Apr. 5, 1893
East Thirty-eighth street, E. R., Dumping-board	874	Contract No. 424	Oct. 3, 1892	Oct. 3, 1892
East Seventieth street, E. R., Dumping-board	959	Secretary's Order No. 12461	Jan. 4, 1893	Jan. 5, 1893
Total	19,752			

Work Done for Owners, Lessees, etc.

WORK DONE FOR OWNERS, LESSEES, ETC.

WORK DONE, INCLUDING DREDGING FOR ALLEGED OWNERS, LESSEES AND OTHERS BY AGREEMENT WITH SAME, OR ON THEIR REFUSAL OR NEGLECT TO COMPLY WITH THE ORDER OF THE BOARD AND AT THE EXPENSE OF THE PARTIES FOR WHOM THE WORK WAS DONE.

NORTH RIVER.

Pier, new 14, N. R.

Secretary's Order No. 12018.—The work of placing additional foundations for shed under Pier, new 14 (Washington Pier), at the request of the International Navigation Company, was done by Department labor and the cost reported for collection. Begun June 14, 1892, and finished April 19, 1893.

Pier, new 15, N. R.

Secretary's Order No. 12109.—Two gangways were cut on the south side of the pier and the cost reported for collection. Begun July 15 and finished July 28, 1892.

Secretary's Order No. 12260.—The backing-log was cut on the south side of the pier to accommodate the steam-ship "Wyckoff" and the cost reported for collection. Begun and finished September 20, 1892.

Secretary's Order No. 12659.—The damage to this pier occasioned by Tug Boats was repaired by Department labor and the cost reported for collection. Begun and finished March 23, 1893.

Vesey Street, N. R.

Secretary's Order No. 12103.—A trench was opened for the purpose of laying a water-pipe to Pier, new 15, North river, and cost reported for collection. Begun and finished July 13, 1892.

Pier, new 35, N. R.

Secretary's Order No. 11815.—Fender-piles were removed from the old end of Pier, new 34, and placed along the outer end of the extension of Pier, new 35, and cost was reported for collection. Begun April 7 and finished May 9, 1892.

Opening Street at No. 328 West Street.

Secretary's Order No. 12236.—This work, done by Department labor, consisted in taken up about 9.8 square yards of paving, for the purpose of repairing sewer, and excavating to a sufficient depth to reach the break in sewer-pipe; after same being repaired, the trench was refilled and paving-blocks replaced to grade with coal tar and gravel joints. Begun September 12 and finished October 3, 1892, and cost reported for collection.

Pavement at Pier, new 42, N. R.

Secretary's Order No. 12590.—The pavement was opened in front of this pier to allow the Consolidated Gas Company to repair their gas pipes, and was relaid with coal tar and gravel joints, and the cost reported for collection. Begun February 11 and finished April 14, 1893.

Bulkhead between Piers, new 56 and 57, N. R.

Secretary's Orders Nos. 12049 and 12526.—The backing-log between Piers, new 56 and 57, North river, was taken up and refastened with 5 Ahlstrom bolts for J. B. and J. U. Cornell, lessees. Begun January 23 and finished February 6, 1893.

Pier, new 57, N. R.

MOORING POSTS.

Secretary's Order No. 12120.—Two mooring-posts were placed on Pier, new 57, North river, at the expense of the Terminal Warehouse Company. Begun July 20 and finished July 31, 1892.

Secretary's Order No. 12552.—A large cast-iron mooring-post was replaced on the southwest corner of Pier, new 57, North river, at the expense of the Terminal Warehouse Company. Begun February 14 and finished March 11, 1893.

Pier, new 60, N. R.

REMOVING BRICK.

Secretary's Order No. 12021.—About 8,000 unclaimed brick were removed from Pier, new 60, North river, and placed on new-made land between Piers, new 59 and 60, North river. Begun and finished June 4, 1892.

Cement Tests.

CEMENT TESTS.

West Fifty-seventh Street Yard.

Secretary's Order No. 11864.—One barrel of "Standard" brand of cement was tested by the force of the Department for and at the expense of B. Dreyfuss. Begun April 29 and finished May 6, 1892.

Secretary's Order No. 11880.—One barrel of "Beaver" brand of cement was tested by the force of the Department for and at the expense of Delmar & Howden. Begun May 2 and finished May 9, 1892.

Secretary's Order No. 11938.—One barrel of "Lighthouse" brand of cement was tested by the force of the Department for and at the expense of Delmer & Howden. Begun May 23 and finished May 30, 1892.

Secretary's Order No. 12234.—One barrel of "Skanska" brand of cement was tested by the force of the Department for and at the expense of F. G. Brown. Begun September 9 and finished September 16, 1892.

Cement Tests.

Secretary's Order No. 12571.—One barrel of "Scales" brand of cement was tested by the force of the Department for and at the expense of H. LaMarche's Sons. Begun February 10 and finished February 17, 1893.

Secretary's Order No. 12643.—One barrel of "Castle" brand of cement was tested by the force of the Department for and at the expense of Franklin & Ferguson. Begun March 15 and finished March 22, 1893.

Secretary's Order No. 12686.—One barrel of "Eagle No. 2" brand of cement was tested by the force of the Department for and at the expense of C. B. Richardson. Begun April 3 and finished April 10, 1893.

Contracts.

CONTRACTS UNDER WHICH WORK WAS DONE DURING THE YEAR.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT.	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
CON. NO.	CON. NO.	CON. NO.				
357	357	Furnishing granite stones for bulkhead or river-wall, and granite paving-blocks for repairs to pavement.....	Nov. 5, 1890	June 1, 1891	April 15, 1892
367	Furnishing sawed yellow pine timber	Feb. 20, 1891	Feb. 25, 1891	May 17, 1892
398	For furnishing granite stones for bulkhead or river wall.....	Oct. 28, 1891	Dec. 31, 1891	In progress.
399	For preparing for and building a crib-bulkhead, from a point about 100 feet north of West Ninety-seventh street, North river, to a point about 29 feet 6 inches north of West Ninety-ninth street, North river, and for dredging thereat.....	Oct. 8, 1891	Oct. 8, 1891	May 16, 1892
403	403	For removing the existing pier and portions of the crib-bulkhead at the foot of West Twentieth street, North river, and for preparing for and building a new wooden pier and approach, with appurtenances, including a wooden sewer, at the foot of said street, and for repairing the crib-bulkhead thereat.....	Nov. 13, 1891	Nov. 17, 1891	June 15, 1892
405	For preparing for and building a new wooden pier, with appurtenances, near the foot of Vesey street, North river, to be known as Pier, new 15, North river.....	Jan. 9, 1892	Jan. 18, 1892	June 30, 1892
406	For dredging at West Washington Market Section, on the North river.....	Jan. 8, 1892	Jan. 12, 1892	May 11, 1892
410	For furnishing sawed yellow pine timber.....	Feb. 25, 1892	Mar. 14, 1892	Jan. 12, 1893
411*	For extending the existing pier at the foot of West Eleventh street, North river, to the pierhead-line of 1890.....	Mar. 12, 1892	Feb. 17, 1892	May 6, 1892
412	For furnishing granite stones for bulkhead or river wall.....	Mar. 21, 1892	June 22, 1892	In progress.
413	413	For removing the existing pier, known as Pier 22, near the foot of Fulton street, East river, and preparing for and building a new wooden pier, with appurtenances, on the site of said pier, and for repairing the existing crib-bulkhead thereat.....	Mar. 23, 1892	Mar. 24, 1892	June 30, 1892
414	For furnishing granite stones for bulkhead or river wall.....	Apr. 14, 1892	May 3, 1892	In progress.
415	415	For removing the existing pier and portion of the crib-bulkhead at the foot of East Third street, East river, and for preparing for and building a new wooden pier, with appurtenances, including a wooden sewer, at the foot of said street, and for repairing the crib-bulkhead thereat.....	May 3, 1892	May 6, 1892	Oct. 31, 1892
416	For repairing the crib-bulkhead between West Tenth and Charles streets, North river, and for paving a portion of West street, in the rear of said crib-bulkhead.....	Aug. 5, 1892	Aug. 5, 1892	Nov. 7, 1892
417	For dredging at Pier, new 45, at bulkhead between Piers, old 58 and old 59, at Pier, old 59, at West Thirtieth Street Pier, at West Fifteenth Street Pier, at West Nineteenth Street Pier and at West Twentieth Street Pier, on the North river; also at Pier foot of East Third street, on the East river.....	May 6, 1892	May 9, 1892	June 7, 1892
418	418	For preparing for and building a new dumping-board on the pier at the foot of West Thirtieth street, North river, and for repairing the pier.....	May 23, 1892	June 13, 1892	Sept. 22, 1892
419*	For preparing for and extending and widening the pier at the foot of Bethune street, North river.....	June 24, 1892	June 16, 1892	Sept. 22, 1892
420	420	For removing the existing pier at the foot of East Thirty-third street, East river, and for building a new wooden pier, with appurtenances, including a sewer box, at the foot of said street, and for repairing the crib-bulkhead thereat, and for dredging the site of said pier.....	July 9, 1892	July 11, 1892	Oct. 15, 1892
421	For removing the dumping-board, superstructure and a portion of the substructure of the old pier and for preparing for and repairing the pier, dumping-board and a portion of the crib-bulkhead at the foot of East Forty-sixth street, East river.....	July 9, 1892	July 13, 1892	Sept. 22, 1892
422	For preparing for and building a new dumping-board on Pier 61, near the foot of Rivington street, East river.....	July 9, 1892	Aug. 4, 1892	Sept. 7, 1892
423	For dredging, from Pier, new 57, to Pier, new 63, and from West Seventy-fifth street to West Seventy-ninth street, on the North river, and at slip between Piers, old 18 and old 19, on the East river.....	Aug. 3, 1892	Aug. 8, 1892	Oct. 13, 1892
424	For dredging at dumping-board at West Twelfth street, dumping-board at West Nineteenth street, and dumping-board at West Forty-seventh street, on the North river, and at dumping-board at East Seventeenth street and dumping-board at East Thirty-eighth street, on the East river; also at West Fortieth Street Pier and West Fifty-seventh Street Pier, on the North river, and at East Eighteenth Street Pier, on the East river.....	Sept. 23, 1892	Sept. 24, 1892	Oct. 25, 1892
425	For dredging at Pier foot of West Thirty-fifth street on the North river.....	Sept. 26, 1892	Sept. 30, 1892	Oct. 28, 1892
426	For repairing pier and approach at the foot of West Thirty-seventh street, North river.....	Nov. 21, 1892	Nov. 22, 1892	Apr. 4, 1893
427	For preparing for and building a crib-bulkhead, with appurtenances, from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth street, North river, and for dredging thereat.....	Dec. 14, 1892	Dec. 19, 1892	In progress.

* Temporary.

Contracts.

UNDER NEW PLAN.	NOT UNDER NEW PLAN.	GENERAL REPAIRS.	CONTRACT.	CONTRACT DATED.	WORK BEGUN.	WORK FINISHED.
Con. No.	Con. No.	Con. No.				
428	For furnishing sawed yellow pine timber	Nov. 22, 1892	Jan. 23, 1893	In progress.
		429	For preparing for and laying pavement on the bulkhead between Piers, old 58 and 59, and on the approaches to Piers, old 57, 58 and 59, on the North river	Dec. 1, 1892	Dec. 19, 1892	Apr. 5, 1893
430	For preparing for and building a new wooden pier, with appurtenances, at the foot of East Ninety-fourth street, East river	Nov. 21, 1892	Nov. 30, 1892	Apr. 13, 1893
		431	For repairing Pier, new 59, North river, near the foot of West Twenty-ninth street, North river	Dec. 21, 1892	Dec. 1, 1892	Jan. 4, 1893
		432	For dredging at piers at foot of West Fifty-fifth street, West Fifty-sixth street, West Fifty-seventh street and West Fifty-eighth street, on the North river	Jan. 9, 1893	Jan. 19, 1893	Mar. 4, 1893
433*	For the removal of Pier, old 42, the structure thereon, and dredging over site of same, on the North river	Feb. 2, 1893	Feb. 16, 1893	Temp. susp'd.
434*	For preparing for and building a new wooden pier, with appurtenances, including two wooden sewers, near the foot of Canal street, North river	Feb. 16, 1893	Apr. 24, 1893	In progress.
		435	For dredging at Piers, new 38 and 42, Pier foot of Bethune street, Pier, new 63, and at Pier foot of West Thirty-fourth street, on the North river	Mar. 15, 1893	Mar. 16, 1893	In progress.
436	For furnishing granite stones for bulkhead or river wall	Apr. 25, 1893	.....	In progress.
437†	For preparing for and building an iron awning shed with appurtenances on the pier at the foot of West Thirty-fourth street, North river .....	.....	.....	In progress.
		438	For dredging from Pier, old No. 5, to Pier, new 7, on the East river	Apr. 25, 1893	Apr. 28, 1893	In progress.
439	For the removal of the outer portion of Pier, old 62, and dredging over site of same, and in the half slips adjoining on the East river	Apr. 26, 1893	.....	.....

* Temporary. † Construction under Chapter 238, Laws of 1892.

Forms of Contracts.

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Secretary's Order No. 11787.—For preparing for and extending and widening the pier at the foot of Bethune street, North river. Submitted May 5, 1892, and advertised as Contract No. 419.

Secretary's Order No. 11618.—For removing the existing pier at the foot of East Thirty-third street, East river; and for building a new wooden pier with appurtenances, including a sewer box, at the foot of the street; and for repairing the crib-bulkhead thereat; and for dredging the site of said pier. Submitted May 26th, 1892, and advertised as Contract No. 420.

Secretary's Order No. 11928.—For removing the dumping board, superstructure and a portion of the sub-structure of the old pier and for preparing for and repairing the pier, dumping-board and a portion of the crib-bulkhead at the foot of East Forty-sixth street, East river. Submitted May 26, 1892, and advertised as Contract No. 421.

Secretary's Order No. 12007.—For preparing for and building a new dumping-board on Pier 61, near the foot of Rivington street, East river. Submitted June 23, 1892, and advertised as Contract No. 422.

Secretary's Orders Nos. 11877, 11918 and 11963.—For dredging from Pier, new 57, to Pier, new 63, and from West Seventy-fifth street to West Seventy-ninth street, on the North river; and at the slip between Piers, old 18 and 19, on the East river. Submitted June 23, 1892, and advertised as Contract No. 423.

Forms of Contracts.

Secretary's Order No. 12015.—For preparing for and building a new dumping-board at foot of West One Hundred and Thirty-fourth street, North river. Submitted July 18, 1892.

Secretary's Order No. 12169.—For dredging at dumping-boards at West Twelfth, West Nineteenth and West Forty-seventh streets, North river, and dumping-boards at Seventeenth street and East Thirty-eighth street, also at pier West Fortieth street and West Fifty-seventh street, and bulkhead between Fifty-seventh and Fifty-eighth streets, North river. Submitted August 11, 1892, and advertised as Contract No. 424.

Engineer's Order.—For dredging at pier foot of West Thirty-fifth street, North river. Submitted August 18, 1892, and advertised as Contract No. 425.

Secretary's Order No. 12252.—For repairing pier and approach at the foot of West Thirty-seventh street, North river. Submitted September 29th, 1892, and advertised as Contract No. 426.

Secretary's Order No. 12166.—For preparing for and building a crib-bulkhead, with appurtenances, from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth street, North river, and for dredging thereat. Submitted September 29, 1892, and advertised as Contract No. 427.

Engineer's Order.—For furnishing sawed yellow pine timber. Submitted September 29, 1892, and advertised as Contract No. 428.

Engineer's Order.—For laying, with second hand Belgian paving blocks, pavement on the bulkhead between Piers, old 58 and 59, and the approaches to Piers, old 57, 58 and 59, North river. Submitted September 29, 1892, and advertised as Contract No. 429.

Secretary's Order No. 12081.—For preparing for and building a new wooden pier, with appurtenances, at the foot of East Ninety-fourth street, East river. Submitted October 6, 1892, and advertised as Contract No. 430.

Secretary's Order No. 12315.—For repairing Pier, new 59, North river, near the foot of West Twenty-ninth street, North river. Submitted October 20, 1892, and advertised as Contract No. 431.

Secretary's Order No. 12363.—For dredging piers foot West Fifty-fifth, West Fifty-sixth, West Fifty-seventh and West Fifty-eighth streets, on the North river. Submitted November 25, 1892, and advertised as Contract No. 432.

Engineer's Order.—For the removal of Pier, old 42, North river, and the structures thereon, and for dredging over site of same. Submitted December 15, 1892, and advertised as Contract No. 433.

Secretary's Order No. 11841.—For preparing for and building a new wooden pier, with appurtenances, including two wooden sewers, near the foot of Canal street, North river. Submitted December 29, 1892, and advertised as Contract No. 434.

Secretary's Order No. 11223.—For building Pier, new 22, North river. Submitted January 14, 1893.

Engineer's Order.—For the construction of a rip-rap embankment on the westerly side of Riker's Island, East river. Submitted January 30, 1893.

Engineer's Order and Secretary's Orders Nos. 12525, 12562 and 12569.—For dredging at Piers, new 38 and 42, pier foot of Bethune street, Pier, new 63, and pier foot of West Thirty-fourth street, North river. Submitted February 9, 1893, and advertised as Contract No. 435.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted and advertised as Contract No. 436.

Secretary's Order No. 11632.—For preparing for and building an iron awning shed on pier at the foot of West Thirty-fourth street, North river. Submitted and advertised as Contract No. 437.

Secretary's Order No. 12611.—For dredging from Pier, old 5, to Pier, new 7, East river. Submitted March 9, 1893, and advertised as Contract No. 438.

Engineer's Order.—For removal of Pier, old 62, East river, dredging over the site of same, and in the half-slips adjoining. Submitted March 16, 1893, and advertised as Contract No. 439.

Secretary's Order No. 12679.—For dredging in slip on northerly side Pier 61, East river. Submitted March 30, 1893, and advertised as Contract No. 440.

Secretary's Order No. 11632.—For preparing for and building an iron awning shed with appurtenances, on the Pier at the foot of East Third street, East river. Submitted March 29, 1893, and advertised as Contract No. 441.

Secretary's Orders Nos. 12365 and 12548.—For preparing for and building a new crib-bulkhead adjoining the store-house dock, Blackwell's Island, East river, and for building a boat landing and for dredging thereat. Submitted March 29, 1893, and advertised as Contract No. 442.

Secretary's Order No. 12741.—For dredging on the southerly side of Pier, new 15, North river. Submitted April 13, 1893, and advertised as Contract No. 443.

Secretary's Order No. 12665.—For preparing for and laying pavement on the bulkhead, etc., from West One Hundred and Thirty-first to West One Hundred and Thirty-third streets, North river. Submitted April 13, 1893, and advertised as Contract No. 444.

Secretary's Orders Nos. 12748 and 12749.—For preparing and laying pavement in rear of bulkhead-wall, between Ninety-fourth and Ninety-sixth streets, East river, and from East One Hundred and Seventh to East One Hundred and Tenth streets, Harlem river. Submitted April 22, 1893, and advertised as Contract No. 445.

Secretary's Order No. 12780.—For building the crib-work at westerly side of Riker's Island. Submitted April 29, 1893.

Dredging.

Dredging done by the Department of Docks during the Year ending April 30, 1893.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGAN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
Pier, new 13, N. R., one-half slip, north.	May, 1892	.....	.....	.....	.....	Mud, crib, Class "A," Class "B," lump sum	25 to 35	Contract No. 406	Res. of Board, Dec. 10, 1891	{ Morris & Cumings } { Dredging Co. }	Feb. 10, 1892	May 11, 1892
West Washington Market Section, bulkhead-wall.	May, 1892	.....	.....	.....	.....	Mud, crib, Class "A," Class "B," lump sum	32 to 38	Contract No. 406	Res. of Board, Dec. 10, 1891	{ Morris & Cumings } { Dredging Co. }	Jan. 16, 1892	May 11, 1892
	May, 1892	.....	.....	.....	.....	20,074 yards mud, sand, etc.					May 11, 1892	.....
	June, 1892	.....	.....	.....	.....	5,493 yards mud, sand, etc.					.....	.....
Pier, new 14, N. R.	Aug., 1892	.....	.....	.....	.....	6,540 yards sand, etc.	35	Contract No. 406	Res. of Board, Apr. 28, 1892	{ Morris & Cumings } { Dredging Co. }	.....	.....
	Sept., 1892	.....	.....	.....	.....	15,347 yards sand etc.					.....	.....
	Oct., 1892	.....	.....	.....	.....	2,477 yards sand, etc.					.....	.....
	Mar., 1893	.....	.....	.....	.....	191 hours 10 minutes					.....	.....
	Apr., 1893	.....	.....	.....	.....	196 hours 5 minutes					.....	In progress.
Pier, new 14, N. R. (south side)	Apr., 1893	.....	.....	.....	.....	Removing sunken wreck, 73 driven piles and pile points	35	Treas. Order No. 12669	Secretary's Order No. 16805	Baxter Wrecking Co.	April 4, 1893	Apr. 11, 1893
Between Piers, new 21 and 23, N. R.	June, 1892	18,561	.....	.....	.....	293 driven piles and pile points	25	Treas. Order No. 12669	Res. of Board, Jan. 31, 1892	{ Morris & Cumings } { Dredging Co. }	June 6, 1892	.....
Jay Street Section, N. R., bulkhead-wall.	July, 1892	12,746	.....	.....	.....	.....	30 to 35	Treas. Order No. 12669	Res. of Board, Jan. 31, 1892	{ Morris & Cumings } { Dredging Co. }	.....	.....
Jay Street Section, N. R., in front of wall	Aug., 1892	1,534	4,406	463	.....	6 driven piles and pile points	25 to 35	Treas. Order No. 12669	Res. of Board, Jan. 31, 1892	{ Morris & Cumings } { Dredging Co. }	.....	Aug. 5, 1892
Canal Street Section, extended bulkhead-wall.	May, 1892	.....	.....	.....	.....	Mud, crib, etc., lump sum	30 to 35	Treas. Order No. 12659	Res. of Board, Dec. 10, 1891	{ Morris & Cumings } { Dredging Co. }	May 31, 1892	.....
	June, 1892	13,422	.....	.....	.....	Mud, crib, etc., lump sum					.....	Temp. susp'd June 20, 1892
	Mar., 1893	11,602	.....	.....	.....	.....					.....	Temp. susp'd Apr. 7, 1893
	Apr., 1893	2,797	5,277	562	.....	.....	25 to 35	Contract No. 433	Res. of Board, Dec. 15, 1892	{ Morris & Cumings } { Dredging Co. }	.....	.....
*Canal street, N. R., dumping-board.	Dec., 1892	2,045	.....	.....	.....	.....	15 to 20	Treas. Order No. 16592	Secretary's Order No. 12444	{ Morris & Cumings } { Dredging Co. }	Dec. 15, 1892	Dec. 15, 1892
Bulkhead between Piers, new 36 and 37, N. R.	Oct., 1892	752	.....	.....	.....	.....	15	Treas. Order No. 16221	Secretary's Order No. 12090	{ Morris & Cumings } { Dredging Co. }	Oct. 28, 1892	Nov. 1, 1892
	Nov., 1892	529	.....	.....	.....	.....					.....	.....
Pier, new 38, N. R.	Mar., 1893	25,359	.....	.....	.....	.....	28	Contract No. 435	Res. of Board, Feb. 9, 1893	P. Sanford Ross	Mar. 16, 1893	Apr. 5, 1893
Pier, new 42, N. R. (south side)	Apr., 1893	6,804	.....	.....	.....	.....	28	Contract No. 435	Res. of Board, Feb. 9, 1893	P. Sanford Ross	Apr. 10, 1893	Apr. 29, 1893
Pier, new 45, N. R. (north side)	Apr., 1893	12,541	.....	.....	.....	.....	30	Contract No. 417	Res. of Board, Apr. 7, 1892	Chas. DuBois	June 1, 1892	June 7, 1892
Pier, new 46, N. R. (north side)	June, 1892	13,982	.....	.....	.....	.....	20 to 25	Treas. Order No. 16559	Secretary's Order No. 12401	{ Morris & Cumings } { Dredging Co. }	Dec. 29, 1892	Dec. 31, 1892
	Dec., 1892	4,495	.....	.....	.....	.....					.....	.....
Pier, new 47, N. R.	Feb., 1892	4,750	.....	.....	.....	.....	20	Treas. Order No. 16702	Secretary's Order No. 15329	{ Morris & Cumings } { Dredging Co. }	Feb. 20, 1893	Feb. 25, 1893
Bethune Street Pier, N. R.	Apr., 1893	7,676	.....	.....	.....	.....	22	Contract No. 435	Res. of Board, Feb. 9, 1893	P. Sanford Ross	Apr. 22, 1893	In progress.
*West Twelfth street, N. R., dumping-board.	Oct., 1892	1,308	.....	.....	.....	.....	15	Contract No. 424	Res. of Board, Aug. 11, 1892	{ Atlantic Dredging } { Co. }	Oct. 6, 1892	Oct. 7, 1892
Bulkhead between Piers, old 56 and 57, N. R.	Dec., 1892	1,458	.....	.....	.....	.....	15	Treas. Order No. 16622	Secretary's Order No. 12427	{ Morris & Cumings } { Dredging Co. }	Dec. 21, 1892	Dec. 22, 1892
Pier, old 57, N. R. (south side)	Dec., 1892	3,184	.....	.....	.....	.....	15	Treas. Order No. 16623	Secretary's Order No. 12427	{ Morris & Cumings } { Dredging Co. }	Dec. 20, 1892	Dec. 23, 1892
Pier, old 57, N. R. (north side)	Dec., 1892	3,769	.....	.....	.....	.....	15	Treas. Order No. 16581	Secretary's Order No. 12427	{ Morris & Cumings } { Dredging Co. }	Dec. 9, 1892	Dec. 14, 1892
Bulkhead between Piers 57 and 58, N. R.	Dec., 1892	3,448	.....	.....	.....	.....	15	Treas. Order No. 16582	Secretary's Order No. 12427	{ Morris & Cumings } { Dredging Co. }	Dec. 10, 1892	Dec. 14, 1892
Bulkhead between Piers 58 and 59, N. R.	May, 1892	161	.....	.....	.....	.....	10	Contract No. 417	Res. of Board, Apr. 7, 1892	Charles DuBois	May 28, 1892	May 28, 1892
Pier, old 59, N. R.	May, 1892	5,181	.....	.....	.....	.....	15	Contract No. 417	Res. of Board, Apr. 7, 1892	Charles DuBois	May 27, 1892	May 31, 1892
West Thirtieth Street Pier, N. R. (north side)	May, 1892	1,452	.....	.....	.....	.....	15	Contract No. 417	Res. of Board, Apr. 7, 1892	Charles DuBois	May 9, 1892	May 10, 1892

Dredging.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGAN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
West Fifteenth Street Pier, N. R.	May, 1892	5,330					Feet. 15	Contract No. 417.....	Res. of Board, Apr. 7, 1892	Charles DuBois.....	May 10, 1892	May 13, 1892
West Sixteenth Street Pier, N. R.	Nov., 1892	4,279					12 to 15	Treas. Order No. 16553	Res. of Board, Apr. 7, 1892	Morris & Cumings Dredging Co....	Nov. 23, 1892	Nov. 25, 1892
West Nineteenth Street Pier, N. R.	May, 1892	10,024					15 to 20	Contract No. 417.....	Res. of Board, Apr. 7, 1892	Charles DuBois.....	May 20, 1892	May 25, 1892
*West Nineteenth Street Pier, N. R., dump-board.	Oct., 1892	4,342					15	Contract No. 424.....	Res. of Board, Aug. 11, 1892	Atlantic Dredging Co.....	Oct. 6, 1892	Oct. 7, 1892
West Twentieth Street Pier, N. R.	May, 1892	3,281					20 to 25	Contract No. 417.....	Res. of Board, Apr. 7, 1892	Charles Du Bois....	May 23, 1892	June 7, 1892
	June, 1892	11,120										
	Sept., 1892	3,103									Recommend'd Sept. 26, 1892	
West Twenty-third Street Section, bulkhead-wall (south end)	Oct., 1892	8,727					15 to 35	Contract No. 417.....	Res. of Board, Nov. 5, 1880	Morris & Cumings Dredging Co....		
	Nov., 1892	16,274										Temp. susp'd Feb. 16, 1893
	Feb., 1893	12,913				25 driven piles and pile points						
Pier, new 57, N. R.	Aug., 1892	14,336					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 18, 1892	
	Sept., 1892	13,220										Oct. 13, 1892
	Oct., 1892	7,306										
Pier, new 58, N. R.	Aug., 1892	14,680					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 22, 1892	Sept. 21, 1892
	Sept., 1892	23,495										
Pier, new 59, N. R.	Aug., 1892	9,133					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 22, 1892	Sept. 26, 1892
	Sept., 1892	31,603										
Pier, new 60, N. R.	Aug., 1892	59,822					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 8, 1892	Aug. 31, 1892
	Aug., 1892	40,704										
Pier, new 61, N. R.	Sept., 1892	12,380					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 11, 1892	Sept. 8, 1892
	Aug., 1892	11,901										
Pier, new 62, N. R.	Sept., 1892	39,573					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 26, 1892	Sept. 20, 1892
	Aug., 1892	30,386										
Pier, new 63, N. R. (south side)	Sept., 1892	828					27	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 13, 1892	Sept. 1, 1892
Pier, new 63, N. R. (north side)	Apr., 1893	26,471					25	Contract No. 435.....	Res. of Board, Feb. 9, 1893	P. Sanford Ross.....	April 4, 1893	Apr. 22, 1893
West Thirty-fourth Street Pier, N. R.	Mar., 1893	23,027					25	Contract No. 435.....	Res. of Board, Feb. 9, 1893	P. Sanford Ross.....	Mar. 16, 1893	In progress.
West Thirty-fifth Street Pier, N. R. (south side)	Apr., 1893	18,076										
West Thirty-fifth Street Pier, N. R. (north side)	July, 1892	3,494					12	Treas. Order No. 16225	Res. of Board, Feb. 9, 1893	Morris & Cumings Dredging Co....	July 20, 1892	Aug. 6, 1892
	Aug., 1892	433										
West Thirty-fifth Street Pier, N. R.	Aug., 1892	4,574					12	Treas. Order No. 16261	Secretary's Order No. 12158	Morris & Cumings Dredging Co....	Aug. 4, 1892	Aug. 6, 1892
	Sept., 1892	2,530					25	Contract No. 425.....	Res. of Board, Aug. 8, 1892	Morris & Cumings Dredging Co....	Sept. 30, 1892	Oct. 28, 1892
West Fortieth Street Pier, N. R. (south side)	Oct., 1892	62,831					15 to 25	Contract No. 424.....	Res. of Board, Aug. 11, 1892	Atlantic Dredging Co.....	Sept. 24, 1892	Oct. 17, 1892
	Sept., 1892	15,542										
*West Forty-seventh street, N. R., dump-board	Oct., 1892	32,482					15	Contract No. 424.....	Res. of Board, Aug. 11, 1892	Atlantic Dredging Co.....	Oct. 24, 1892	Oct. 26, 1892
	Oct., 1892	4,266									Recommend'd Apr. 23, 1892	
West Fifty-second Street Section, N. R., bulkhead wall.	May, 1892	5,139					25 to 30		Res. of Board, Oct. 6, 1891, and Nov. 13, 1891	Morris & Cumings Dredging Co....		
	Aug., 1892	11,263				800 cubic yards rip-rap and cobbles	25 to 30					In progress.
	Apr., 1893	17,832					30 to 35		Res. of Board, Feb. 6, 1880, and Nov. 13, 1891	Atlantic Dredging Co.....	Aug. 9, 1892	Temp. susp'd Aug. 10, 1892
West Fifty-second Street Section, N. R., in front of wall	Aug., 1892	2,799					25		Res. of Board, Oct. 6, 1891, and Nov. 13, 1891	Atlantic Dredging Co.....	Aug. 9, 1892	Temp. susp'd Aug. 10, 1892
West Fifty-fifth Street Pier, N. R.	Feb., 1893	20,687					15	Contract No. 432.....	Res. of Board, Nov. 25, 1892	Atlantic Dredging Co.....	Feb. 3, 1893	Feb. 24, 1893
West Fifty-sixth Street Pier, N. R.	Jan., 1893	8,124					15	Contract No. 432.....	Res. of Board, Nov. 25, 1892	Atlantic Dredging Co.....	Jan. 19, 1893	Feb. 3, 1893
West Fifty-seventh Street Pier, N. R. (south side)	Feb., 1893	3,835					15	Contract No. 432.....	Res. of Board, Nov. 25, 1892	Atlantic Dredging Co.....	Jan. 26, 1893	Jan. 31, 1893
West Fifty-seventh Street Pier, N. R. (north side)	Jan., 1893	6,634					15	Contract No. 432.....	Res. of Board, Nov. 25, 1892	Atlantic Dredging Co.....	Jan. 26, 1893	Jan. 31, 1893
Bulkhead between West Fifty-seventh and Fifty-eighth streets, N. R.	Oct., 1892	7,355					15	Contract No. 424.....	Res. of Board, Aug. 11, 1892	Atlantic Dredging Co.....	Oct. 18, 1892	Oct. 21, 1892
Bulkhead between West Fifty-seventh and Fifty-eighth streets, N. R.	Oct., 1892	9,453					15	Contract No. 424.....	Res. of Board, Aug. 11, 1892	Atlantic Dredging Co.....	Oct. 20, 1892	Oct. 26, 1892
West Fifty-eighth Street Pier, N. R. (north side)	Feb., 1893	5,041					15	Contract No. 432.....	Res. of Board, Nov. 25, 1892	Atlantic Dredging Co.....	Feb. 27, 1893	Mar. 4, 1893
	Mar., 1893	6,794										
Bulkhead foot of West Seventy-fifth street, N. R.	Aug., 1892	1,362					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 16, 1892	Aug. 20, 1892
Bulkhead between West Seventy-fifth and Seventy-sixth streets, N. R.	Aug., 1892	2,532					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 12, 1892	Aug. 13, 1892
Bulkhead foot of West Seventy-sixth street, N. R.	Aug., 1892	1,946					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 13, 1892	Aug. 16, 1892
Bulkhead foot of West Seventy-sixth and Seventy-seventh streets, N. R.	Aug., 1892	4,860					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 11, 1892	Aug. 20, 1892
Bulkhead foot of West Seventy-seventh street, N. R.	Aug., 1892	1,166					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 16, 1892	Aug. 22, 1892
Bulkhead between West Seventy-seventh and Seventy-eighth streets, N. R.	Aug., 1892	3,114					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 15, 1892	Aug. 22, 1892
Bulkhead foot of West Seventy-eighth street, N. R.	Aug., 1892	1,162					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 15, 1892	Aug. 17, 1892
Bulkhead between West Seventy-eighth and Seventy-ninth streets, N. R.	Aug., 1892	7,212					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 17, 1892	Aug. 24, 1892
*West Seventy-ninth Street Pier, N. R. (south side)	Aug., 1892	2,514					15	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 18, 1892	Aug. 19, 1892
Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth streets, N. R.	July, 1892					Cribwork (lump sum)	15	Treas. Order No. 16190	Secretary's Order No. 12089	Morris & Cumings Dredging Co....	July 8, 1892	July 16, 1892
	Dec., 1892	5,047					18 to 20	Contract No. 427.....	Res. of Board, Sept. 29, 1892	Ross & Sanford.....	Dec. 19, 1892	Dec. 28, 1892
Pier, old 18, E. R. (east side)	Aug., 1892	7,926					25	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 23, 1892	Aug. 31, 1892
Bulkhead between Piers, old 18 and 19, E. R.	Aug., 1892	1,173					25	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 25, 1892	Aug. 25, 1892
Pier, old 19, E. R. (west side)	Aug., 1892	7,410					25	Contract No. 423.....	Res. of Board, June 23, 1892	Atlantic Dredging Co.....	Aug. 15, 1892	Aug. 22, 1892
Pier, old 44, E. R. (east side)	Sept., 1892	1,580					15	Treas. Order No. 16333	Secretary's Order No. 12197	Atlantic Dredging Co.....	Sept. 3, 1892	Sept. 3, 1892
Pier, old 48, E. R. (west side)	June, 1892	3,038					25	Treas. Order No. 16116	Secretary's Order No. 12014	Morris & Cumings Dredging Co....	June 8, 1892	June 11, 1892
Pier, old 48, E. R. (east side)	June, 18											

Dredging.

Dredging.

LOCATION.	MONTH.	CUBIC YARDS.				MISCELLANEOUS.	DEPTH AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGAN.	WHEN FINISHED.
		Mud.	Crib, Class "A."	Crib, Class "B."	Sand.							
East One Hundred and Second Street Section, bulkhead-wall	May, 1892	586	.....	.....	3,743	.....	18 to 25	.....	{ Res. of Board, July 17, 1890, and May 21, 1891.....	{ Atlantic Dredging Co.....	{ Recom'n'ded Apr. 28, 1892	{
	July, 1892	3,888	.....	.....	.....	.....		
	Aug., 1892	5,778	.....	.....	6,034	.....					
East One Hundred and Twenty-fifth Street Section, H. R.	May, 1892	.....	.....	.....	.....	3,887 loads mud, sand, etc.	12	.....	Res. of Board, Mar. 28, 1889	{ Atlantic Dredging Co.....	{ Recom'n'ded May 11, 1892	{ Temp. susp'd Aug. 17, 1892
Bulkhead foot of East One Hundred and Thirty-sixth street, H. R.	Apr., 1893	322	.....	.....	.....	.....	12	Treas. Order No. 16724	Secretary's Order No. 12585	{ Morris & Cumings Dredging Co....	{ Apr. 6, 1893	{ Apr. 6, 1893
Bulkhead foot of East One Hundred and Thirty-seventh street, H. R.	Apr., 1893	422	.....	.....	.....	.....	12	Treas. Order No. 16725	Secretary's Order No. 12586	{ Morris & Cumings Dredging Co....	{ Apr. 6, 1893	{ Apr. 6, 1893
Totals.....		1,041,564	19,610	1,164	17,872	Time, 387 hours 15 minutes; 1,360 cubic yards rip-rap, 800 cubic yards rip-rap and cobble, 29,454 cubic yards mud, sand, etc., 24,364 cubic yards sand, etc., 471 driven piles and pile points, removing sunken wreck; mud, crib-work, Class "A" and Class "B," lump sum; mud, crib-work, etc., lump sum; cribwork lump sum.						

NOTE.—Places marked thus * denote where dredging has been done for other departments.

Statement of Dredging Done by Owners, Lessees or Claimants under Order or Permit of the Board.

	Feet.					
Bulkhead between Piers, old 8 and 9, North river	22	Permit	Cromwell Steamship Company.....	Aug. 6, 1892	Aug. 29, 1892	
Dump at Canal street, North river	15	Permit	Brown & Fleming.....	Feb. 12, 1893	Feb. 12, 1893	
Dump at West Twelfth street, North river	15	Permit	John A. Bouker.....	Oct. 8, 1892	Oct. 8, 1892	
Bulkhead between West Twelfth and Bethune streets, North river	15	Order	Claimants or owners.....	Dec. 16, 1892	Dec. 17, 1892	
Bulkhead between Sixteenth and Seventeenth streets, North river	10 to 20	Permit	Consolidated Gas-light Company	July 18, 1892	July 19, 1892	
Pier at Fifty-ninth street, North river (south side)	15	Permit	Eastman's Company	March 3, 1893	March 8, 1893	
Bulkhead between Sixtieth and Sixty-second streets, North river	12 to 20	Permit	New York Central and Hudson River Railroad Company...	Sept. 5, 1892	Oct. 12, 1892	
Pier at Sixty-third street, North river	12 to 20	Permit	New York Central and Hudson River Railroad Company...	Sept. 5, 1892	Oct. 12, 1892	
Slip between Piers 23 and 24, East river	15 to 25	Permit	Fulton Market Fishmongers Association	July 29, 1892	Aug. 3, 1892	
Slip between Piers 25 and 26, East river	15 to 18	Permit	New Haven Steamboat Company.....	July 13, 1892	July 16, 1892	
Pier, old 35, East river	15	Permit	Bridgeport Steamboat Company.....	Dec. 26, 1891	May 14, 1891	
Pike Slip, East river	5 to 8	Permit	G. & R. Poillon.....	Aug. 4, 1892	Aug. 5, 1892	
Bulkhead between Water and Cherry streets, East river	25	Order	Owners or claimants	Aug. 20, 1892	Aug. 22, 1892	
Dump at Broome street, East river	10 to 15	Permit	Brown & Fleming.....	Feb. 19, 1893	Feb. 19, 1893	
Dump at Jackson street, East river	12	Permit	Brown & Fleming	Feb. 19, 1893	Feb. 19, 1893	
Pier at Seventh street, East river	20	Permit	Morgan & McGovern.....	July 25, 1892	Aug. 9, 1892	
Pier at Seventh street, East river	20	Permit	Morgan & McGovern	April 3, 1893	April 4, 1893	
Bulkhead at Fourteenth street, East river	12	Permit	Charles McManus' Sons.....	March 7, 1893	March 7, 1893	
Slip between Seventeenth and Eighteenth streets, East river	15	Order	Barney Dumping Boat Company.....	April 4, 1893	April 5, 1893	
East Twenty-second to Twenty-third streets, East river	12	Permit	Brooklyn and New York Ferry Company.....	July 27, 1892	July 29, 1892	
Dump between Twenty-eighth and Twenty-ninth streets, East river	20	Permit	M. Goodwin.....	Dec. 24, 1892	Dec. 26, 1892	
East One Hundred and Sixteenth and One Hundred and Seventeenth streets, Harlem river..	2 to 6	Permit	William G. Tucker.....	June 27, 1892	July 1, 1892	
East One Hundred and Thirtieth street, Harlem river	10	Permit	Walls & Van Riper.....	June 11, 1892	June 18, 1892	
Bulkhead at One Hundred and Thirty-sixth street, Harlem river	12	Order	Owners or claimants.....	April 4, 1893	April 5, 1893	
Willis avenue, Harlem river	10	Permit	New York, New Haven and Hartford Railroad Company...	May 3, 1892	May 16, 1892	
McComb's Dam, Harlem river	12 to 30	Permit.....	Passaic Mills Company.....	May 26, 1892	Nov. 15, 1892	

Work Supervised.

WORK SUPERVISED.

WORK DONE, OTHER THAN DREDGING, BY ALLEGED OWNERS AND LESSEES OF PIERS AND OTHERS, BY ORDER OR UNDER PERMIT OF THE BOARD OF DOCKS, AND UNDER THE SUPERVISION OF THE ENGINEER-IN-CHIEF.

ON THE NORTH RIVER.

Bedlow's Island Boat Landing, at Battery, N. R.

Secretary's Order No. 11773.—Three fender piles were renewed thereat by Henry Du Bois' Sons, contractors, for the American Committee of the Statue of Liberty, under permit of the Board. Begun May 2 and finished May 4, 1892.

Southeast End of the Battery, N. R.

Secretary's Order No. 11853.—A swimming bath was placed thereat by employees of William A. Hall, under permit of the Board. Begun and finished May 30, 1892.

Castle Garden Wharf, N. R.

Secretary's Order No. 12006.—A cluster of 3 white oak piles were driven and fastened about 15 feet from the northwest end of the bath-house thereat by Warren Roosevelt, contractor for William A. Hall, under permit of the Board. Begun and finished June 13, 1892.

Secretary's Order No. 12088.—A wooden shed, with board and tar-paper roof, was erected thereat by Sheridan & Byrne, contractors for the Knickerbocker Steamboat Company, under permit of the Board. Begun June 28 and finished July 9, 1892.

Secretary's Order No. 12210.—The running of a subway pipe under the wharf was done by employees of the Fire Department, under permit of the Board. Begun October 5 and finished October 8, 1892.

Bulkhead, Battery, N. R.

Secretary's Order No. 12737.—The work of laying a subsidiary pipe to contain the telegraph and telephone wires, from the southwest corner of Battery place and West street to the Twenty-eighth Precinct Station, Pier "A," North river, by the Police Department, in accordance with their permit, is being supervised. Begun April 8 and suspended.

Pier, new 1, N. R.

Secretary's Order No. 11521.—The damage to the mooring-post on southerly side, near inner end of Pier, by the steamship "Glenogle," was repaired by employees of lessees, by order of the Board. Begun September 26 and finished September 28, 1892.

Secretary's Order No. 12394.—The water-pipe leading from the water-closet in the office of the Iron Steamboat Company thereon was repaired by employees of said company by order of the Board. Begun March 27 and finished April 1, 1893.

Pier, old 1, N. R.

Secretary's Order No. 12754.—The vertical sheathing on outer end of Pier and the backing log and fenders were renewed, where necessary, by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun April 4 and finished April 8, 1893.

Pier 2, N. R.

Secretary's Order No. 12725.—The repairing of side-cap and horizontal sheathing on both sides of Pier and the vertical sheathing on outer end of same was done by Sanford & Stillman, contractors for occupants, by order of the Board. Begun April 5 and finished August 23, 1892.

Secretary's Order No. 12755.—The sheathing on side of Pier was repaired and fender-piles were renewed, where necessary, by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun April 8 and finished April 11, 1893.

Piers 4 and 5, N. R.

Secretary's Order No. 11541.—The sheds thereon were painted by employees of owners and lessees by order of the Board. Begun October 14 and finished December 3, 1892.

Secretary's Order No. 11724.—The horizontal sheathing on both sides of piers and the vertical sheathing on outer ends of same were repaired by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, by order of the Board. Begun March 21 and finished August 21, 1892.

Bulkhead between Piers 5 and 6, N. R.

Secretary's Order No. 12033.—The backing-logs thereon were repaired by employees of the Pennsylvania Railroad Company by order of the Board. Begun June 10 and finished June 13, 1892.

Pier 6, N. R.

Secretary's Order No. 12674.—Eleven white oak fender-piles and 5 half-round fenders were renewed on the south side of pier, by Henry Du Bois Sons, contractors for the New York and Baltimore Transportation Company under permit of the Board. Begun March 23 and finished March 25, 1893.

Pier 8, N. R.

Secretary's Order No. 11980.—The driving and fastening of several fender-piles on sides and outer end of Pier and repairing the deck and backing-log, were done by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun July 2 and finished July 9, 1892.

Secretary's Order No. 12628.—Several spring-piles were renewed on sides and outer end of Pier by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun April 10 and finished April 17, 1893.

Pier 9, N. R.

Secretary's Order No. 12362.—Six oak fender-piles were renewed thereat by Fearon & Jenks, contractors for the Cromwell Steamship Company, under permit of the Board. Begun November 7 and finished November 10, 1892.

Piers 12, 13 and 14, N. R.

Secretary's Order No. 11861.—The driving of fender and bearing piles and repairing the backing-logs and decks, where necessary, was done by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun April 18 and finished August 24, 1892.

Work Supervised.

Pier 12, N. R.

Secretary's Order No. 12629.—Repairs to by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun March 10, 1893; in progress.

Pier 13, N. R.

Secretary's Order No. 12630.—The sewer at outer end of pier was repaired and some fender-piles on sides of pier were refastened by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun March 11 and finished March 24, 1893.

Pier 14, N. R.

Secretary's Order No. 12631.—Four white oak spring piles were driven on the south side near outer end of pier, and two new side-bearing piles were driven and fastened thereat by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun March 10 and finished March 23, 1893.

Liberty Street Ferry, N. R.

Secretary's Order No. 12637.—Repairs to ferry racks by employees of the Central Railroad Company of New Jersey, under permit of the Board. Begun March 10, 1893; in progress.

Pier 16, N. R.

Secretary's Order No. 12720.—The fender-piles and sheathing were renewed, where necessary, on sides and outer end of pier by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun April 3 and finished April 10, 1893.

Cortlandt Street Foot-bridge.

Secretary's Order No. 10119.—This work consisted in the erection of an overland foot-bridge by the Pennsylvania Railroad Company at the foot of Cortlandt street, North river, leading from the building on the southeasterly corner of Cortlandt street to the second story of the ferry sheds on the bulkhead. Begun December 23, 1890, and finished in substantial accordance with plans and specifications, November 16, 1892.

West Washington Market.

Secretary's Order No. 12691.—The work of removing granite blocks at West Washington Market, permit to place them being revoked, is being supervised. Begun April 3, 1893; in progress.

Bulkhead South of Pier, new 14, N. R.

DUMPING ASHES.

Secretary's Order No. 12543.—The work of temporarily dumping ashes on bulkhead, south side of Pier, new 14, North river, by the New York Steam Heating Company, has been superintended. Begun January 14, 1893, and stopped in accordance with order of the Board February 2, 1893.

REMOVAL OF ASHES.

Secretary's Order No. 12572.—The removal of a pile of ashes dumped on the new-made land was done by the New York Steam Heating Company and the ashes were dumped behind the bulkhead-wall at the West Washington Market Section. Begun February 8 and finished February 14, 1893.

Pier, new 14, N. R.

SHED.

Secretary's Order No. 12188.—The work of erecting a shed on Pier, new 14, North river, by the lessees, the International Navigation Company, in accordance with their permit and plans and specifications approved by the Board, is being supervised. Work was begun April 21, 1893; in progress.

Pier, new 15, N. R.

CABLES.

Secretary's Order No. 11752.—This work, which consisted in attaching cables temporarily to the northerly row of piles of Pier, new 15, North river, by the Metropolitan Telephone and Telegraph Company, was supervised. After work on the ferry rack was finished, the cables were dropped to the bottom of the river, and lie now between the north side of Pier, new 15, and the south rack of the Hoboken Ferry Company. Begun March 24 and finished July 14, 1892.

Secretary's Order No. 12048.—The water-pipe at Pier, new 15, North river, was extended by Joseph Cornell. Begun July 9 and finished July 26, 1892.

Secretary's Order No. 12105.—A temporary pole, for the support of aerial cables, was placed on the north side of this Pier by the Metropolitan Telephone and Telegraph Company. A switch-box was placed on the north side of the Pier and cables were run from the West street line to the top of the pole and from the pole to the switch-box. From the switch-box the cables were laid on the bottom between the Hoboken ferry racks and Pier, new 15. Begun July 12 and finished August 6, 1892.

ERECTING BELL TOWER.

Secretary's Order No. 12118.—The work of erecting a bell tower at the outer end of Pier, new 15, North river, by the Hoboken Ferry Company was supervised. Begun July 15 and finished July 23, 1892.

REMOVING CABLE-BOXES, ETC.

Secretary's Order No. 12623.—The work of removing cable-box at Pier, new 15, North river, from its present position to a place near the end of Pier, also, the placing of two extra cables and making temporary connections with the aerial cable to the old box by the Metropolitan Telephone and Telegraph Company in accordance with their permit is being supervised. Begun March 8, 1893; in progress.

Pier, old 28, N. R.

Secretary's Order No. 11843.—Six oak fender-piles and 10 bearing-piles were replaced thereon by G. W. Rogers & Co., contractors, for the Old Colony Steamboat Company, under permit of the Board. Begun April 16 and finished June 9, 1892.

Pier, old 29, N. R.

Secretary's Order No. 11890.—The fender-piles and backing-log were renewed, where necessary, by employees of the Providence and Stonington Steamboat Company, under permit of the Board. Begun May 4 and finished June 10, 1892.

Secretary's Order No. 12802.—The work of driving piles, end of Pier, old 29, North river, by the Providence and Stonington Steamship Company, has been superintended, and consisted in driving a cluster of white oak fender piles at the outer southerly corner of the pier. Begun April 16, 1893, and finished April 22, 1893.

Piers, new 20 and 21, N. R.

Secretary's Order No. 11542.—The sheds thereon were painted by employees of lessees, by order of the Board. Begun April 5 and finished August 27, 1892.

Secretary's Order No. 11950.—The vertical and longitudinal sheathing near outer ends of piers were renewed, where necessary, by employees of lessees, by order of the Board. Begun December 12, 1892, and finished January 3, 1893.

Bulkhead between Piers, new 22 and 23, N. R.

TEMPORARY SHED.

Secretary's Order No. 12160.—A temporary ferry-house was erected by the West Shore Railroad Company on the bulkhead between the above piers; also a temporary fence was erected from the bulkhead to the shed; the shed is a one-story wooden building covered with corrugated iron. Begun July 30 and finished October 20, 1892.

Pier, new 23, N. R.

Secretary's Order No. 11611.—An iron shed has been erected on Pier, new 23, and an iron ferry-house, etc., on bulkhead adjoining, by the West Shore Railroad Company, also a ferry-bridge and rack for same have been erected in the slip south of Pier, new 23, North river. Begun January 11, 1892; in progress.

Pier, new 23, N. R.

SHEATHING PIER.

Secretary's Order No. 11776.—The sheathing of the north side of this pier, by the West Shore Railroad Company, has been superintended whilst work was in progress. Work was commenced May 20, 1892, and is now suspended.

Pier, new 24, N. R.

SHED ON EXTENSION.

Secretary's Order No. 12385.—The work of erecting a shed over the extension of Pier, new 24, North river, by the lessee, The Homer Ramsdell Transportation Company, in accordance with their permits, is being supervised. Work was begun February 24, 1893; in progress.

ERECTING TEMPORARY SHED.

Secretary's Order No. 12411.—A temporary wooden shed was erected by Peene Brothers, on the southerly inshore portion of the pier, under permit of the Board. Begun November 15, 1892, and finished April 18, 1893.

Work Supervised.

"LA BRETAGNE" COLLISION.

Secretary's Order No. 12465.—The work of repairing Pier, new 24, North river, and the shed thereon, by the lessee, Homer Ramsdell, occasioned by a collision, December 10, 1892, with the steamship "La Bretagne," of the Compagnie Generale Transatlantique, has been superintended. Begun December 17, 1892, and finished March 4, 1893.

Barclay Street Ferry, N. R.

Secretary's Order No. 11658.—The work of repairing and reconstructing the south rack of the Barclay Street Ferry, by The Hoboken Ferry Company, was supervised. Begun February 15, and finished July 12, 1892, and done satisfactorily and substantially in accordance with plans and specifications.

Jay Street Ferry, N. R.

PLANKING NEW-MADE LAND.

Secretary's Order No. 12436.—The work of planking by the West Shore Railroad Co. of the new-made land opposite the ferry structure at the foot of Harrison street and in front of freight station to the north thereof, between Harrison and Franklin streets, was begun December 11, 1892; now suspended.

Pier, new 26, N. R.

Secretary's Order No. 11662.—Necessary repairs were made to shed gates and offices on pier, and fender piles renewed where necessary by employees of the Old Dominion Steamship Company, under permit of the Board. Begun January 24 and finished May 10, 1892.

CUTTING DOORWAY, ETC.

Secretary's Order No. 11799.—The work of making repairs by the Old Dominion Steamship Company, around doorway of office at Pier, new 26, North river, has been supervised. The placing in front of the doorway of 5.8 by 18.4 square feet of flagging and surrounding same with about 73 lineal feet of 10 inches by 10 inches backing-log, was also done. Begun April 2, 1892, and finished May 23, 1892.

Secretary's Order No. 11849.—Two gangways were cut on each side of pier by employees of the Old Dominion Steamship Company, under permit of the Board. Begun May 4 and finished June 10, 1892.

Secretary's Order No. 12782.—Replacing planking in front of by lessees, under permit of the Board. Begun April 17, 1893; in progress.

Bulkheads between Piers, new 26 and 29, N. R.

Secretary's Order No. 11150.—The temporary pavement and plank approaches were repaired and the platform inside the shed between the piers was raised. The work was done by the Pennsylvania Railroad Company, under permit of the Board. The entire area of the east front of the bulkhead was brought up to grade and repaired with second hand Belgian blocks. Begun May 17, 1892, and finished January 18, 1893.

Pier, new 27, N. R.

Secretary's Order No. 12634.—Extra rafters were placed on the roof of shed in front of pier by the employees of the Pennsylvania Railroad Company, under permit of the Board. Begun March 9 and finished March 31, 1893.

Bulkhead between Piers, new 27 and 28, N. R.

Secretary's Order No. 10131.—The work under this order consists in repairing the pavement, etc., temporary plank-approaches between Piers, new 27 and 28, and is being done by the Pennsylvania Railroad Company when necessary, from time to time; work was commenced June 4, 1890; in progress.

Pier, new 28, N. R.

Secretary's Order No. 11723.—The horizontal sheathing on sides of pier and the vertical sheathing on outer end of same were repaired by Sanford and Stillman, contractors for the Pennsylvania Railroad Company, by order of the Board. Begun March 21 and finished August 25, 1892.

Secretary's Order No. 12633.—Seven oak piles were renewed in cluster of piles at northwest corner of pier, and the roof of shed thereon was patched, where necessary, by Sanford and Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun March 21 and finished March 23, 1893.

Pier, new 29, N. R.

Secretary's Order No. 11981.—The work of widening the plank approach to Pier, new 29, N. R., by the Pennsylvania Railroad Company has been superintended. Begun June 8, 1892, and finished October 8, 1892.

Secretary's Order No. 12632.—The outer cap was renewed and extra rangers and chocks put in at the northwest corner of pier; the corrugated iron on shed thereon was also renewed and painted, where necessary, by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun March 9 and finished March 31, 1893.

Pier, old 40, N. R., and Bulkhead at Entrance Thereto.

Secretary's Order No. 11325.—The sheathing on bulkhead was renewed; several fender and bearing-piles were driven and fastened on sides of pier, and the deck of same was repaired, where necessary, by employees of lessees, by order of the Board. Begun October 5, 1891, and finished August 20, 1892.

Pier, old 41, N. R.

Secretary's Order No. 12519.—Repairs were made to the pier by the New Jersey Steamboat Company, under permit of the Board; sections of the shed were taken down while driving piles, and the whole shed was afterwards replaced. Begun January 16 and finished March 27, 1893.

Pier, old 42, N. R.

Secretary's Order No. 11772.—The work of removing all structures from Pier, old 42, North river, has been superintended, and consisted in the removal by owners of old sheds, water-tanks, coal-boiler and derrick-booms. Begun April 2 and finished May 2, 1892.

Secretary's Order No. 12595.—A sunken canal-boat was raised from above premises by Brown & Fleming, under order of the Board of Docks. Begun February 11 and finished February 12, 1893.

Bulkhead near Pier, new 35, N. R.

Secretary's Order No. 12513.—Obstructions consisting of lumber were removed therefrom by M. D. Magovern, owner, by order of the Board. Begun January 20 and finished January 26, 1893.

Pier, new 37, N. R.

Secretary's Order No. 11956.—The driving and fastening of three spring piles, chocking same and putting three new yellow pine fenders on south side of pier, damaged by collision, was done by Ross & Sanford, contractors for the Southern Pacific Company, occupants, under permit of the Board. Begun June 1 and finished June 4, 1892.

Pier, new 41, N. R.

Secretary's Order No. 12431.—The armature plates were refastened, where necessary, at outer end of pier, and one white oak fender-pile was also refastened thereat by employees of the Delaware and Lackawanna Railroad Company, lessees, by order of the Board. Begun April 5 and finished April 10, 1893.

Between Piers, new 41 and 42, N. R.

PAINTING FENCE, REMOVING BILLS, SIGNS, ETC.

Secretary's Order No. 12102.—The work of removing bills, signs, advertisements, etc., and painting the fence around outlet of Hudson River Tunnel Company, on new-made land, between Piers, new 41 and 42, N. R., has been superintended. Work was done by the Hudson River Tunnel Company. Begun July 14 and finished August 3, 1892.

Bulkhead South of Pier, new 42, N. R.

Secretary's Order No. 11958.—The work of removing fences, buildings, etc., on the new-made land south of Pier, new 42, North river, by the Hudson River Tunnel Company, has been superintended. Begun June 1 and finished June 20, 1892.

Pavement, Pier, new 42, N. R.

Secretary's Order No. 12510.—The work of opening pavement front of Pier, new 42, North river, for the purpose of supplying gas to this pier, by the Consolidated Gas Company, has been superintended. The gas company replaced the pavement temporarily. Begun January 13 and finished January 28, 1893.

Pier, new 42, N. R.

Secretary's Order No. 11717.—The work of extending shed on Pier, new 42, North river, by the Compagnie Generale Transatlantique, has been superintended. Begun April 23 and finished September 30, 1892.

Secretary's Order No. 11985.—Repairs to superstructure by employees of the Compagnie Generale Transatlantique, under permit of the Board. Begun August 1, 1892; in progress.

Work Supervised.

Secretary's Order No. 12147.—Change of location of water-closets, etc., by employees of the Compagnie Generale Transatlantique. Begun September 14, 1892; in progress.

Secretary's Order No. 12413.—Repairs to by lessees, by order of the Board. Begun December 12, 1892; in progress.

Christopher Street Ferry, N. R.

Secretary's Order No. 12314.—The outer clump of piles at the end of the southerly ferry rack was renewed by employees of the Hoboken Ferry Company, under permit of the Board. Begun October 1 and finished October 7, 1892.

Placing Desk Christopher Street Ferry.

Secretary's Order No. 12777.—The work of placing a desk about 2 feet square on the west side of the railroad office, facing the Hoboken Ferry, foot of Christopher street, North river, by the Star Baggage Express Company, was begun and finished April 29, 1893.

Bulkhead between Tenth and Perry Streets, N. R.

Secretary's Order No. 12464.—The opening of same in front of the oyster boat of Jacob Van Name, for the purpose of making water connection thereat, was done by employees of Mr. Van Name, under permit of the Board. Begun December 19 and finished December 27, 1892.

Slip between Pier, new 47, and Eleventh Street, N. R.

Secretary's Order No. 12614.—The removal of canal boat, sunk therein, was done by the Baxter Wrecking Company, contractors for the Philadelphia and Reading Railroad Company, by order of the Board; the boat was towed to Weehawken, New Jersey. Begun March 24 and finished March 28, 1893.

Pier, old 54, N. R.

Secretary's Order No. 12012.—The canal boat "Mayor Grant" sunk thereat at upper side of pier, was raised and removed therefrom, by the Baxter Wrecking Company, contractors for owners, by order of the Board. Begun June 1 and finished June 2, 1892.

Bulkhead between Perry and Eleventh Streets, N. R.

Secretary's Order No. 12671.—The pavement thereon was repaired by employees of lessees of owners, by order of the Board. Begun March 27, and finished April 3, 1893.

Bulkhead foot of Eleventh Street, N. R.

Secretary's Order No. 11907.—The piercing thereof, for the purpose of running sewers through same, was done by Joseph Moore, contractor for the Department of Public Works, under permit of the Board. Begun November 15 and finished November 30, 1892.

Secretary's Order No. 12123.—A sign showing the departure of steamers therefrom was painted on the elevator-house on southerly side of bulkhead, consent of owners having been obtained, by employees of the Catskill and New York Steamboat Company, under permit of the Board. Begun and finished July 15, 1892.

Pier at Eleventh Street, N. R.

Secretary's Order No. 11854.—The running of a water-pipe under pier and the erection of an office at the North entrance thereto were done by employees of the Catskill and New York Steamboat Company, under permit of the Board. Begun May 16 and finished June 7, 1892.

Secretary's Order No. 12028.—Ten white oak spring piles were driven at outer end of pier, by employees of the Catskill and New York Steamboat Company, under permit of the Board. Begun June 14 and finished June 16, 1892.

Secretary's Order No. 12237.—A lamp-post was placed on the north side of pier, by employees of the Catskill and New York Steamboat Company, under permit of the Board. Begun October 7 and finished October 8, 1892.

Bulkhead between Eleventh and Bank Streets, N. R.

Secretary's Order No. 12068.—The running of an iron pipe from the factory across Thirteenth avenue, through the bulkhead, was done by employees of D. S. Brown & Co., under permit of the Board. Begun September 14 and finished October 8, 1892.

Secretary's Order No. 12185.—The planking thereon was repaired and the premises were also cleaned by employees of the Knickerbocker Ice Company, by order of the Board. Begun September 13 and finished November 9, 1892.

Secretary's Order No. 12768.—The repairing of bulkhead and the erection thereat of a hoisting derrick, tally house and scales, were done by employees of the Merchants and Tanners' Line, under permit of the Board. Begun April 14 and finished April 26, 1893.

Bulkhead between Bank and Bethune Streets, N. R.

Secretary's Order No. 12285.—The surface of bulkhead was repaired, where necessary, and several square fenders were placed on same, by employees of owners and occupants, by order of the Board. Begun December 19 and finished December 20, 1892.

Bulkhead foot of Twelfth Street, N. R.

Secretary's Order No. 11907.—The piercing thereof, for the purpose of running sewers through same, was done by Joseph Moore, contractor for the Department of Public Works, under permit of the Board. Begun November 10, and finished December 5, 1892.

Pier at Horatio Street, N. R.

Secretary's Order No. 12047.—The pier was cleaned by employees of lessee, by order of the Board. Begun June 23 and finished June 25, 1892.

Bulkhead at Gansevoort Street, N. R.

Secretary's Order No. 11934.—The bulkhead was pierced, for the purpose of sewer outlet, by Joseph Moore, contractor for the Department of Public Works, under permit of the Board. Begun March 13 and finished March 20, 1893.

Pier, old 56, N. R.

Secretary's Order No. 11946.—The vertical sheathing at outer end of pier was renewed where necessary, by employees of lessees, by order of the Board. Begun December 1 and finished December 31, 1892.

Temporary Stand, Bulkhead south of Bogart Street.

Secretary's Order No. 12799.—The work of constructing a temporary stand on bulkhead, south of Bogart street, N. R., by W. H. Wardell, for the sale of fish, has been superintended. Begun April 27 and finished April 29, 1893.

Pier, old 57, N. R.

Secretary's Order No. 11971.—Three gangways were cut in the south side of pier, by employees of Benjamin Briggs, under permit of the Board. Begun May 27 and finished May 31, 1892.

Secretary's Order No. 12194.—The spring-piles at outer end of pier were renewed by employees of owners or agents of the steamboat "S. V. Nelson," by order of the Board. Begun September 9 and finished September 20, 1892.

Pier, old 58, N. R.

Secretary's Order No. 11894.—An iron structure was placed thereon, for the use of necessary telegraph apparatus to connect the fire-boat "Zophar Mills" with the fire-alarm system, by employees of the New York Fire Department, under permit of the Board. Begun August 1 and finished August 6, 1892.

Secretary's Order No. 12736.—The gas-pipe connection was made for the fire-boat "Zophar Mills" in front of pier, and the pavement was taken up and relaid and all other work thereat done in a workmanlike manner by employees of the Consolidated Gas Company, under permit of the Board. Begun and finished April 8, 1893.

Bulkhead South of Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 12608.—The placing thereon of a scale, a weigh office, 17 by 10, and an ice platform, 110 feet in length and 11 feet in width, was done by employees of the Cedar Hill Ice Company, under permit of the Board. Begun April 19 and finished April 26, 1893.

Bulkhead and Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 11935.—The piercing of bulkhead and running of sewer under pier thereat were done by Joseph Moore, contractor for the Department of Public Works, under permit of the Board. Begun November 10 and finished November 29, 1892.

Pier, old 59, N. R.

Secretary's Order No. 12753.—A small temporary office, about 10 by 8 feet, was erected thereon, by employees of the Anchor Brewing Company, under permit of the Board. Begun April 25 and finished April 26, 1893.

Bulkhead between Little West Twelfth and Thirteenth Streets, N. R.

Secretary's Order No. 12648.—A fence with sliding gates was erected on the bulkhead, by the Pennsylvania Railroad Company, under permit of the Board. Begun March 21 and finished March 28, 1893.

Work Supervised.

ERECTING FERRY BUILDINGS.

Secretary's Order No. 11533.—The work of erecting ferry buildings at the foot of West Thirteenth street, North river, by the Pennsylvania Railroad Company, has been superintended, and consisted in erecting an iron ferry building as per amended plans. Begun February 12 and finished July 16, 1892.

Bulkhead and Ferry-house between Little West Twelfth and Thirteenth Streets, N. R.

Secretary's Order No. 11908.—The premises in front of same were paved, by employees of the Pennsylvania Railroad Company, under permit of the Board. Begun May 4 and finished June 21, 1892.

South of foot of Thirteenth Street, N. R.

Secretary's Order No. 11222.—A frame building, covered with iron, was erected thereat, in substantial accordance with plans, by employees of the Pennsylvania Railroad Company, under permit of the Board. Begun March 10 and finished June 21, 1892.

Pier at Thirteenth Street, N. R.

Secretary's Order No. 12017.—A shed, with a gravel roof, was erected thereon, by employees of the Fort Lee Park and Steamboat Company, under permit of the Board. Begun June 4 and finished June 28, 1892.

Secretary's Order No. 12069.—A pine fender-pile was replaced near southerly corner of pier, with a new white oak one, by employees of the Pennsylvania Railroad Company, by order of the Board. Begun March 13 and finished March 18, 1893.

Secretary's Order No. 12325.—A waiting-room was erected on the northwest corner of pier, in substantial accordance with plans submitted, by employees of the Fort Lee Park and Steamboat Company, occupants, under permit of the Board. Begun November 23 and finished November 28, 1892.

Secretary's Order No. 12789.—Placing pile-driver, etc., thereon, by Sanford & Stillman, contractors for the Pennsylvania Railroad Company, under permit of the Board. Begun April 22, 1893; in progress.

Pier at Fifteenth Street, N. R.

Secretary's Order No. 12508.—The raising of canal boat belonging to the Delaware and Hudson Canal Company, sunk at south side of Pier, was done by the Baxter Wrecking Company, contractors for owners, by order of the Board; said canal boat was towed to the Delaware and Hudson Canal Company's Dry Dock, at Weehawken, New Jersey. Begun January 3 and finished March 14, 1893.

Pier at Sixteenth Street, N. R.

Secretary's Order No. 11942.—Fender-piles were refastened at outer end of pier, by employees of lessees, by order of the Board. Begun and finished June 20, 1892.

Pier at Twentieth Street, N. R.

Secretary's Order No. 12454.—A temporary ice platform was erected on the north side inner end thereof, by employees of the Knickerbocker Ice Company, under permit of the Board. Begun December 27, 1892, and finished February 5, 1893.

Bulkhead between Twentieth and Twenty-first Streets, N. R.

Secretary's Order No. 12453.—Removal of a platform thereat, by John Gillies, contractor for the Knickerbocker Ice Company, under permit of the Board. Begun December 27, 1892; in progress.

West Twenty-first Street Pier.

Secretary's Order No. 11532.—An iron shed was erected over the area of West Twenty-first Street Pier, North river, by the Allan State Line, as called for in the plans and specifications now on file in the office of the Engineer-in-Chief. Begun December 30, 1891, and finished May 24, 1892.

Secretary's Order No. 11848.—7 derrick poles were erected on the north side and 7 on the south side of West Twenty-first Street Pier, about 50 feet apart, outside of the shed, with their tops connected with wire cable. Begun April 12 and finished May 24, 1892.

Platform at Twenty-third Street, N. R.

Secretary's Order No. 11940.—Four spring piles were driven on the northerly side of platform, by R. P. & J. H. Slaats, contractors for the Twenty-third Street Railway Company, under permit of the Board. Begun May 17 and finished May 20, 1892.

Pier, new 54, N. R.

Secretary's Order No. 12402.—The roof of shed thereon was repaired by patching same, where necessary, by employees of Sanderson & Son, assignees, by order of the Board. Begun February 15, and finished March 21, 1893.

Secretary's Order No. 12613.—One piece of backing-log and 2 pieces of vertical, 8 by 12, yellow pine sheathing were replaced and properly fastened on the south side outer end of pier, where same had been damaged by dredging machine, by the Morris & Cummings Dredging Company, by order of the Board. Begun March 2 and finished March 3, 1893.

Secretary's Order No. 11910.—The shed thereon was painted by employees of lessees, by order of the Board. Begun June 3 and finished August 17, 1892.

Pier, new 55, N. R.

Secretary's Order No. 12312.—The service gas-pipe thereon was repaired by employees of the Consolidated Gas Company, under permit of the Board. Begun October 13 and finished October 15, 1892.

Pier, new 56, N. R.

Secretary's Order No. 11910.—The shed thereon was painted by employees of the lessee, by order of the Board. Begun June 3 and finished August 17, 1892.

Bulkhead between West Twenty-sixth and Twenty-seventh Streets, N. R.

Secretary's Orders Nos. 10237 and 10452.—Derrick mast was erected and railroad tracks laid between West Twenty-sixth and Twenty-seventh streets, west of Thirteenth avenue, by J. B. and J. M. Cornell. The bulkhead shed called for in this order has not been erected. Begun August 22, 1890; in progress.

Pier, new 57, N. R.

Secretary's Order No. 11068.—An iron shed was constructed over the area of Pier, new 57, North river, by the Terminal Warehouse Company. Begun August 4, 1891, and finished October 15, 1892.

Secretary's Order No. 12022.—The two offices at the inshore end of Pier, new 57, North river, were sub-divided with temporary wooden partitions by the Terminal Warehouse Company. Begun June 6, 1892, and finished February 7, 1893.

Secretary's Order No. 12482.—The temporary plank approach to Pier, new 57, North river, from the Terminal Warehouse, was raised to a grade of about 9 feet above mean-low water by the Terminal Warehouse Company. Begun December 21, 1892, and finished January 30, 1893.

Secretary's Order No. 12025.—A 12-inch water-main was laid between the Terminal Warehouse Building and the inshore end of Pier, new 57, North river; thence under the pier and out for a distance of about 415 feet, by William W. Rossiter. Begun July 20, 1892, and finished February 11, 1893.

West Twenty-seventh and West Twenty-eighth Streets, N. R.

Secretary's Order No. 10403.—The filling-in of the northerly half of West Twenty-seventh street and the southerly half of West Twenty-eighth street by William W. Rossiter has been suspended. Begun September 17, 1890; in progress.

Pier, new 58, N. R.

Secretary's Order No. 12205.—An iron shed is being erected over the area of Pier, new 58, North river, by John H. Starin. Begun September 14, 1892; in progress.

Secretary's Order No. 12763.—The street in front of Pier, new 58, North river, is being opened for the purpose of laying a water-main. Begun April 17, 1893; in progress.

Bulkhead between West Twenty-eighth and West Thirtieth Streets, N. R.

Secretary's Order No. 11814.—The work of placing hydrants along Twelfth and Thirteenth avenues by the Croton Aqueduct Commission has been suspended. Begun April 6, 1892; in progress.

Secretary's Order No. 11837.—A pipe was laid between West Twenty-eighth and Thirtieth streets, and one hydrant was placed about 40 feet easterly of the bulkhead-wall and on the line of West Twenty-eighth street by the Department of Public Works. Begun April 8 and finished May 24, 1892.

Secretary's Order No. 9910.—The placing of earth filling between West Twenty-eighth and Thirtieth streets and East of Thirteenth avenue, and the formation of streets and avenues by Robert Ray and John A. King, executors of Cornelius Ray, has been suspended. Begun March 5, 1890, and suspended.

Work Supervised.

Pier, new 59, N. R.

Secretary's Order No. 12067.—An iron shed is being erected over the area of Pier, new 59, N. R., by Jefferson Hogan, in accordance as called for in the plans and specification submitted. Begun January 24, 1893; in progress.

Secretary's Order No. 12044.—A gas-pipe 1½ inches in diameter was laid in rear of the coping between Piers, new 58 and 59, North river, thence along the southerly side of Pier, new 59, North river, for a distance of about 125 feet from the bulkhead wall, by the Consolidated Gas Company. Begun June 16 and finished June 17, 1892.

Secretary's Order No. 12661.—The street is being opened at bulkhead at Pier, new 59, North river, for the Consolidated Gas Company to lay service pipe to pier. Begun March 29, 1893; in progress.

Secretary's Order No. 12685.—The street in front of Pier, new 59, North river, was opened for the purpose of making connection with water-main by Matthew P. Thompson. Begun March 29, 1893; in progress.

Pier at Thirtieth Street, N. R.

Secretary's Order No. 11572.—Some small repairs were made to the sheathing on deck of pier, by employees of the late lessees, by order of the Board. The pier is now being repaired under contract. Begun February 1 and finished May 1, 1892.

Secretary's Order No. 11798.—The running of water-pipes under pier and the erection of sheds and fence thereon were done by employees of Thomas F. White; under permit of the Board. Begun May 28 and finished August 22, 1892.

West Thirtieth Street Pier.

Secretary's Order No. 11997.—The pier foot of West Thirtieth street, N. R., was connected with street main with a 3-inch pipe; under permit granted to Thomas F. White. Begun July 14 and finished October 31, 1892.

Secretary's Order No. 12002.—The laying of pipes for supply of water thereat was done by employees of Thomas F. White; under permit of the Board. Begun June 1 and finished August 17, 1892.

West Thirtieth Street.

STREET CLEANING DUMP.

Secretary's Orders Nos. 12534 and 12693.—7,285 loads of material from the Street Cleaning Department were placed on new made land near West Thirtieth street and is being removed by same Department. Begun January 17, 1893; in progress.

Secretary's Order No. 12663.—A sewer outlet is being constructed by the Department of Public Works at West Thirtieth street, North river. Begun March 29, 1893; in progress.

Bulkhead between West Thirtieth and Thirty-third Streets.

Secretary's Order No. 10326.—A temporary pavement of second-hand Belgian blocks was laid between the north side of West Thirtieth street and the south side of West Thirty-third street, 50 feet in width, also certain other areas, by the New York Central and Hudson River Railroad Company. Begun September 6, 1890, and finished March 11, 1893.

Pier, new 61, N. R.

Secretary's Order No. 11947.—The horizontal sheathing and vertical chocks between fenders thereon were repaired by employees of the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun and finished September 26, 1892.

Pier, new 62, N. R.

Secretary's Order No. 11948.—The horizontal sheathing and vertical chocks, between fenders thereon, were repaired by employees of the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun and finished September 24, 1892.

Pier, new 63, N. R.

Secretary's Order No. 12084.—Fender piles were renewed and refastened where necessary, at outer northerly corner of pier by employees of lessees, by order of the Board. Begun July 11 and finished July 12, 1892.

Pier, Thirty-fourth Street, N. R.

Secretary's Order No. 12064.—The sheathing over an area of about 900 square feet of West Thirty-fourth Street Pier, was taken up and the spaces filled in between deck plank with packing pieces and "T" rails of steel were placed and filled in with Trinidad and rock asphalt by the Manhattan Steel Rail Paving and Construction Company. Begun September 6 and finished September 12, 1892.

Secretary's Order No. 12778.—A float was placed on the north side inner end of pier, by employees of Joseph May, under permit of the Board. Begun April 10 and finished April 20, 1893.

Pier at Thirty-fifth street.

Secretary's Order No. 11760.—The sheathing was renewed on the deck and sides of pier, and the fender-piles at outer end of pier were refastened by employees of lessees, by order of the Board. Begun April 4 and finished August 28, 1892.

Secretary's Order No. 11965.—Erection of coal-pocket thereat by Michael Mitchell, under permit of the Board. Begun December 1, 1892; in progress.

Secretary's Order No. 11765.—The pier was cleaned by employees of Michael Mitchell, lessee, by order of the Board. Begun April 28, and finished June 20, 1892.

Secretary's Order No. 12256.—Fifteen white oak fender-piles were driven and fastened thereon by John W. Flaherty, contractor for Michael Mitchell, lessee, by order of the Board. Begun November 5 and finished November 7, 1892.

Secretary's Order No. 12290.—Running a pipe under same by Greenlis Wyatt and Company, contractors for Michael Mitchell, under permit of the Board. Begun March 21, 1893; in progress.

Secretary's Order No. 12330.—Erection of office, etc., thereon, by Michael Mitchell, under permit of the Board. Begun March 27, 1893; in progress.

Pier at Thirty-sixth Street, N. R.

Secretary's Order No. 11943.—The backing-log, sheathing on deck and the horizontal sheathing on sides of pier were repaired by employees of lessees, by order of the Board. Begun October 4 and finished October 15, 1892.

Pier at Thirty-seventh Street, N. R.

Secretary's Order No. 12470.—Oak fenders are being placed on the north side of West Thirty-seventh Street Pier, North river, by the Pennsylvania Railroad Company. Begun March 22, 1893; in progress.

Secretary's Order No. 12093.—An iron shed is being erected over the area of Pier, new 67, North river, by the Pennsylvania Railroad Company. Begun January 31, 1893; in progress.

Secretary's Order No. 12487.—The approach to Pier, new 67, North river, is being raised and repaired by the Pennsylvania Railroad Company. Begun March 22, 1893; in progress.

Bulkhead between West Thirty-seventh and Thirty-eighth Streets, N. R.

Secretary's Orders Nos. 9692 and 9741.—The placing of earth-filling in rear of bulkhead-wall between West Thirty-seventh and Thirty-eighth streets, and the building of structures at the north and south ends of same to retain the filling in place, by the Pennsylvania Railroad Company, has been suspended. Begun September 3, 1890; in progress.

Pier at Thirty-eighth Street, N. R.

Secretary's Order No. 12485.—The sheathing at various places on the pier and approach at West Thirty-eighth street was repaired with 4,500 feet, B. M., of 4-inch spruce, by the Pennsylvania Railroad Company. Begun December 21, 1892, and finished February 25, 1893.

Pier at Fortieth Street, N. R.

Secretary's Order No. 11944.—Chocks between fenders and tops of square fenders were repaired by B. S. Cronin, contractor for lessee, by order of the Board. Begun June 2 and finished June 28, 1892.

Secretary's Order No. 11749.—The deck of pier was resheathed with new 4-inch spruce by B. S. Cronin, contractor for lessee, by order of the Board. Begun June 2 and finished June 25, 1892.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owners, by order of the Board. Begun September 5 and finished September 21, 1892.

Pier at Forty-seventh Street, N. R.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owner. Begun September 5 and finished September 21, 1892.

West Forty-seventh Street.

Secretary's Order No. 12483.—A board fence, about 8 feet 10 inches high and 165 feet long, beginning at the old bulkhead line and extending to the westerly side of the new crib-bulkhead was constructed by the Bradish Johnson estate. Begun December 12, 1892, and finished January 23, 1893.

Work Supervised.

West Forty-eighth Street Pier.

Secretary's Order No. 12129.—A 2½-inch water-pipe was placed along the northerly side of approach and under West Forty-eighth street, for a distance of about 300 feet from the inner end, by the "Al. Foster" Steamboat Company. Begun January 16 and finished January 21, 1893.

Pier at Forty-eighth Street, N. R.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owner, under order of the Board. Begun September 5 and finished September 21, 1892.

Pier at Forty-ninth Street, N. R.

Secretary's Order No. 12589.—The repairing of a cluster of piles thereat, by renewing two piles and refastening cluster, was done by employees of the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun March 13 and finished March 14, 1893.

Bulkhead at Fiftieth Street, N. R.

Secretary's Order No. 12553.—A 3-inch gas-pipe was run from the bulkhead along south side of the pier, to connect with the United States ship "Minnesota," by the crew of the said United States ship, under permit of the Board. Begun January 27 and finished February 4, 1893.

Bulkhead between West Fiftieth and Fifty-first Streets, N. R.

Secretary's Order 12473.—A gas service-main is being laid about 8 feet east of the new bulkhead-wall, between West Fiftieth and West Fifty-first streets, by the Consolidated Gas Company. Begun December 24, 1892; in progress.

Secretary's Order No. 12672.—The water supply pipe thereat was taken up and relaid by the crew of the United States ship "Minnesota," under permit of the Board. Begun March 23 and finished April 10, 1893.

Bulkhead between West Fiftieth and Fifty-second Streets.

Secretary's Order No. 12203.—A sewer is being laid about 40 feet west of the westerly line of Twelfth avenue, between West Fiftieth and Fifty-second streets, N. R., by the Department of Public Works. Begun August 26, 1892; in progress.

Pier Fifty-second Street, N. R.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owner, by order of the Board. Begun September 5 and finished September 21, 1892.

Secretary's Order No. 12544.—A coal-bin about 80 feet long, 15 feet wide and 4 feet high was erected thereon by employees of Nathan Straus, under permit of the Board. Begun January 25 and finished January 27, 1893.

Secretary's Order No. 12556.—The erection of an extension to coal-bin erected thereon, a distance of about 20 feet, was done by employees of Nathan Straus, under permit of the Board. Begun January 31 and finished February 4, 1893.

Twelfth Avenue, between Fifty-first and Fifty-second Streets, N. R.

Secretary's Order No. 12038.—Removal of office therefrom by employees of owners, by order of the Board. Begun January 3, 1893; in progress.

Pier at Fifty-fifth Street, N. R.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owner, by order of the Board. Begun September 5 and finished September 21, 1892.

Pier at Fifty-sixth Street, N. R.

Secretary's Order No. 12000.—A temporary platform for handling ice was erected on the south side of pier by employees of James O'Reilly, under permit of the Board. Begun June 1 and finished June 2, 1892.

Secretary's Order No. 12202.—Sand was removed from this pier by employees of the owner of same, by order of the Board. Begun September 5 and finished September 21, 1892.

Pier at Fifty-eighth Street, N. R.

Secretary's Order No. 12773.—The backing-log on sides and outer end of pier was patched where necessary; 6 white oak spring-piles were driven and fastened, and the horizontal sheathing at outer edge of pier was patched, where necessary, by R. Cronin, contractor for the Union Stockyard and Market Company, under permit of the Board. Begun April 10 and finished April 18, 1893.

Bulkhead between Fifty-eighth and Fifty-ninth Streets, N. R.

Secretary's Order No. 12512.—A derrick for coal hoisting apparatus was erected thereon in substantial accordance with plans on file in the office of the Engineer-in-chief, by employees of the Eastmans' Company, under permit of the Board. Begun January 9 and finished February 14, 1893.

Pier at Seventieth Street, N. R.

Secretary's Order No. 12173.—The sunken canal boat lying in front thereof has disappeared.

Bulkhead between Piers "G" and "I," and between Piers "D" and "E," near foot of Seventieth Street, N. R.

Secretary's Order No. 12075.—The bulkhead between Piers "G" and "I" was repaired, and fender-piles were replaced between Piers "D" and "E," in substantial accordance with specifications, by H. Du Bois' Sons, contractors for the New York Central and Hudson River Railroad Company, under permit of the Board. Begun June 28 and finished August 22, 1892.

Pier "G," near Seventy-first Street, N. R.

Secretary's Order No. 11986.—The side bearing-piles, side-caps, cross-caps, side-rangers, backing-log and deck were renewed where necessary near inner end north side of Pier, by H. Du Bois' Sons, contractors for the New York Central and Hudson River Railroad Company, by order of the Board. Begun June 24 and finished August 20, 1892.

Bulkhead north of Pier "I" and extending to northerly side of Seventy-second Street, N. R.

Secretary's Order No. 12381.—The three top courses of square timber were renewed and several fender-piles were driven and fastened in substantial accordance with specifications by H. Du Bois' Sons, contractors for the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 21 and finished December 13, 1892.

Dumping-board at Seventy-fifth Street, N. R.

Secretary's Order No. 11838.—The dumping-board was transferred from above location to bulkhead recently completed, from southerly side of Eighty-first street to the middle of the block, between Eighty-second and Eighty-third streets, North river, by employees of John N. Bouker, by order of the Board. Begun April 26 and finished May 10, 1892.

Bulkhead between Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 12496.—A sunken canal boat lying in front thereof was removed by the Baxter Wrecking Company, contractors for the Delaware and Hudson Canal Company, owners, by order of the Board; said boat was afterwards towed to Weehawken, New Jersey, by said wrecking company. Begun December 31, 1892, and finished January 3, 1893.

From Eightieth to Eighty-third Streets, N. R.

Secretary's Order No. 9052.—Filling in the westerly 17½ feet of the right of way of the New York Central and Hudson River Railroad Company, by C. B. Page, under permit of the Board. Begun January 16, 1890; in progress.

Foot of Eighty-third Street, N. R.

Secretary's Order No. 12182.—A partition fence, 24 feet long and 5 feet 6 inches high, was erected on the ground occupied by George B. Mitchell thereat, previously to the issuance of this permit.

Foot of Ninety-second Street, N. R.

Secretary's Order No. 12271.—The driving of bearing-piles and the making of necessary repairs to boat-float thereat were done by George Humphreys, contractor for the Hudson River Yacht Club, under permit of the Board. Begun September 23 and finished October 13, 1892.

Bulkhead between Ninety-fourth and Ninety-fifth Streets, N. R.

Secretary's Order No. 12551.—The raising of the canal boat "McCormack," sunk thereat, was done by the Chapman Wrecking Company, contractors for owners, by order of the Board; the boat was taken to Gowanus Basin, South Brooklyn. Begun March 27 and finished April 10, 1893.

Between Ninety-fifth and Ninety-sixth Streets, N. R.

Secretary's Order No. 12625.—The canal boat "Owl," No. 59, sunk thereat, was removed by the Baxter Wrecking Company, contractors for owners, by order of the Board. Said canal boat was towed to the Port Johnston Dry Dock, New Jersey. Begun March 3 and finished March 13, 1893.

Work Supervised.

Bulkhead at Ninety-sixth Street, N. R.

Secretary's Order No. 12791.—Coal dust and dirt were removed therefrom by employees of Gibson & Stewart, by order of the Board. Begun April 21 and finished April 22, 1892.

Northerly Line of Ninety-sixth Street, from the Bulkhead to Twelfth Avenue, from Ninety-sixth to Ninety-seventh Streets and along the Southerly Side of Ninety-seventh Street, from Twelfth Avenue to the Bulkhead, N. R.

Secretary's Order No. 6308.—Erection of ordinary fence thereat by John Cox & Co., under permit of the Board. Begun March 14, 1887; in progress.

West Ninety-seventh Street, N. R.

Secretary's Order No. 11768.—A building was erected on the north side and at foot of above premises by Knickerbocker Ice Company, under permit granted by the Board of Docks. Begun May 4 and finished June 4, 1892.

Bulkhead between Ninety-seventh and Ninety-eighth Streets, N. R.

Secretary's Order No. 11049.—Placing a fence thereat by the Knickerbocker Ice Company, under permit of the Board. Begun June 25, 1891; in progress.

Secretary's Order No. 12612.—A sunken canal boat was removed therefrom by the Baxter Wrecking Company, contractors for owners, by order of the Board. The boat was towed to the Weehawken Dry Dock, New Jersey. Begun March 3 and finished April 10, 1893.

One Hundred and Second Street, N. R.

Secretary's Order No. 12676.—An annex to boat house was constructed south of above premises by Bloomingdale Boat Club, under permit granted by the Board of Docks. Begun April 23 and finished April 26, 1893.

Platform between One Hundred and Eighth and One Hundred and Ninth Streets, N. R.

Secretary's Order No. 11824.—The oak fenders and chocks, between fenders, were repaired, where necessary, by employees of Bernheimer & Schmidt, owners, by order of the Board. Begun June 14 and finished June 17, 1892.

Bulkhead Platform at One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 12654.—The bulkhead platform was cleaned by employees of lessees, by order of the Board. Begun March 20 and finished March 22, 1893.

Pier at One Hundred and Thirty-third Street, N. R.

Secretary's Order No. 11858.—A gangway was cut out at outer end of pier, in substantial accordance with report on Secretary's Order No. 11816, by R. P. & J. H. Staats, contractors for the Homer Ramsdell Transportation Company, under permit of the Board. Begun April 26 and finished May 3, 1892.

Secretary's Order No. 11936.—The placing of an iron cleat on the north and south sides of pier was done by employees of the Homer Ramsdell Transportation Company, under permit of the Board. Begun and finished May 18, 1892.

Secretary's Order No. 12657.—The pier was cleaned by employees of the Homer Ramsdell Transportation Company, lessees, by order of the Board. Begun March 20 and finished March 22, 1893.

Cleaning between Tracks of Car Companies.

Secretary's Order No. 12690.—The work of cleaning of the space between the tracks of the various horse car companies on the new-made land under control of this Department by the said companies is being supervised. Begun April 4, 1893; in progress.

Cleaning Ice Bridges.

Secretary's Order No. 12743.—The work of cleaning of space under ice bridges on the North river, sections south of West Fourteenth street, by the owners, in accordance with directions issued by the Board to them, to clean and keep the same clean, is being supervised. Begun April 10, 1893, and is being done from time to time when necessary.

EAST RIVER.

From Whitehall Street to Ferry, between Piers 2 and 3, E. R.

Secretary's Order No. 11612.—An iron foot-bridge was erected thereat in substantial accordance with plans submitted by employees of the New York, South Brooklyn Ferry and Steam Transportation Company, under permit of the Board. Begun December 21, 1891, and finished May 3, 1892.

South Ferry, E. R.

Secretary's Order No. 12121.—The ferry racks thereat were renewed where necessary, by John Monks & Son, contractors for the Union Ferry Company, under permit of the Board. Begun August 15 and finished December 2, 1892.

Secretary's Order No. 12677.—Repairs by the Union Ferry Company, under permit of the Board. In progress.

Hamilton Ferry, E. R.

Secretary's Order No. 12677.—Repairs by Union Ferry Company, under permit of the Board. In progress.

Pier 3, E. R.

Secretary's Order No. 12547.—Twelve white oak fender piles were renewed and the sheathing on deck repaired on the easterly side of pier, by Fearon & Jenks, contractors for James Cruikshank, under permit of the Board. Begun February 1 and finished February 7, 1893.

Easterly half of Pier 3, and Westerly half of Pier 4, E. R.

Secretary's Order No. 11318.—The sheathing on decks of piers was repaired by Fearon & Jenks, contractors for owners, by order of the Board. Begun November 7, 1891, and finished May 2, 1892.

Secretary's Order No. 11835.—Fenders and fender-piles were repaired thereat by Fearon & Jenks, contractors for James Cruikshank, under permit of the Board. Begun May 2 and finished May 4, 1892.

Bulkhead at Pier, new 6, E. R.

Secretary's Order No. 12677.—The piercing of bulkhead for sewer was done by P. Casey, contractor for the Department of Public Works, under permit of the Board. Begun February 15 and finished November 1, 1892.

Pier, old 6, E. R.

Secretary's Order No. 12249.—The sheathing on deck at inner end of pier was renewed with new 4-inch spruce by H. Du Bois' Sons, contractors for lessees, by order of the Board. Begun October 25 and finished November 1, 1892.

Pier 9, E. R.

Secretary's Order No. 12086.—The outer end of pier was properly rebuilt; the old crib-block thereat was removed to about low water-mark and bearing-piles were driven thereon by Fearon & Jenks, contractors for Henry E. Nesbit, under permit of the Board. Begun July 8 and finished August 4, 1892.

Pier 11, E. R.

Secretary's Order 12580.—The sheathing on deck and fenders on sides of pier were renewed, where necessary, by Fearon & Jenks, contractors for Leonard J. Carpenter, under permit of the Board. Begun March 7 and finished March 20, 1893.

Pier 13, E. R.

Secretary's Order No. 11897.—The sheathing of deck on pier was repaired by employees of owners, under permit of the Board. Begun May 4 and finished May 10, 1892.

Pier 14, E. R.

Secretary's Order No. 12296.—The renewal of 10 oak fender-piles and the repairs to sheathing on deck of pier were done by Fearon & Jenks, contractors for Arnold Cheney & Co., under permit of the Board. Begun September 29 and finished November 7, 1892.

Wall Street Ferry, E. R.

Secretary's Order No. 12677.—Repairs by the Union Ferry Company, under permit of the Board. In progress.

Pier 16, E. R.

Secretary's Order No. 11755.—The refastening of loose fender-piles and necessary repairs to sheathing on deck of pier were done by Fearon & Jenks, contractors for occupants, by order of the Board. Begun March 19 and finished May 3, 1892.

Secretary's Order No. 12291.—One fender-pile was refastened on Pier 16 by Fearon & Jenks, contractors for lessees, by order of the Board. Begun December 13 and finished December 20, 1892.

Work Supervised.

Bulkhead north of Pier 16, E. R.

Secretary's Order No. 12406.—The pavement thereon was repaired by employees of occupants, by order of the Board. Begun November 25 and finished November 26, 1892.

Pier 17, E. R.

Secretary's Order No. 11755.—The refastening of fender-piles and necessary repairs to sheathing on deck were done by Fearon & Jenks, contractors for occupants, by order of the Board. Begun March 19 and finished May 3, 1892.

Pier 18, E. R.

Secretary's Order No. 11755.—The refastening of loose fender-piles and necessary repairs to sheathing on deck were done by Fearon & Jenks, contractors for occupants, by order of the Board. Begun March 19 and finished May 3, 1892.

Secretary's Order No. 11870.—Fender-piles were refastened at outer edge of pier by Fearon & Jenks, contractors for lessee, by order of the Board. Begun May 4 and finished May 7, 1892.

Secretary's Order No. 12112.—The pier was cleaned by employees of lessees, by order of the Board. Begun September 15 and finished September 17, 1892.

Secretary's Order No. 12189.—The sheathing on deck of pier was repaired by employees of the New York and Cuba Mail Steamship Company, by order of the Board. Begun August 18 and finished September 12, 1892.

Secretary's Order No. 12291.—The vertical sheathing on the outer end of the pier was refastened by Fearon & Jenks, contractors for lessees, by order of the Board. Begun December 13 and finished December 20, 1892.

Secretary's Order No. 12405.—The vertical sheathing on the outer end of pier was refastened and renewed, where necessary, by employees of lessees, by order of the Board. Begun December 13 and finished December 20, 1892.

Bulkhead opposite No. 70 South Street, E. R.

Secretary's Order No. 11970.—The sewer-pipe thereat was repaired by employees of J. B. Smith & Son, under permit of the Board. Begun May 26 and finished May 31, 1892.

Pier 19, E. R.

Secretary's Order No. 12377.—The sheathing on easterly half of pier was repaired by Fearon & Jenks, contractors for owners, by order of the Board. Begun November 15 and finished November 30, 1892.

Secretary's Order No. 12476.—The placing of a boring apparatus on the south side thereof and the work of boring thereat were done by employees of the Long Island Railroad Company, under permit of the Board. Begun January 9 and finished February 4, 1893.

Secretary's Order No. 12710.—Three wooden mooring posts were renewed and 5 fender piles driven and fastened by Fearon & Jenks, contractors for owners, by order of the Board. Begun April 17 and finished April 22, 1893.

Bulkhead between Piers 19 and 20, E. R.

Secretary's Order No. 12092.—Bearing piles were renewed under the platform and the deck and backing-log thereon were repaired by Fearon & Jenks, contractors for Robert M. Ferris, under permit of the Board. Begun July 9 and finished August 9, 1892.

Secretary's Order No. 12459.—A fence was constructed on the edge of the bulkhead by employees of C. H. Mallory & Co., under permit of the Board. Begun December 8 and finished December 9, 1892.

Pier 21, E. R.

Secretary's Order No. 11969.—The crib block at outer end of pier was raised and blocked up where necessary by John Monks & Son, contractors for lessee, by order of the Board. Begun June 1 and finished June 21, 1892.

Secretary's Order No. 12511.—A small room, about 20 feet long, 13 feet high and 7 feet wide, for baggage or other purposes, was erected on the east side of pier, about 40 feet from the bulkhead, by employees of C. H. Mallory & Co., under permit of the Board. Begun January 14 and finished February 4, 1893.

Pier 22, E. R.

Secretary's Order No. 11859.—The removal of a portion of the easterly ferry-rack, near outer end of pier, and replacing same in its original position, was done by Fearon & Jenks, contractors for the Union Ferry Company, by order of the Board. Begun May 26 and finished July 11, 1892.

Secretary's Order No. 12073.—Seven white oak fender-piles were driven and fastened near outer westerly end of pier by Fearon & Jenks, contractors for the Union Ferry Company, under permit of the Board. Begun June 28 and finished July 11, 1892.

Secretary's Order No. 12087.—Eight oak fender-piles were driven and fastened thereon, by Fearon & Jenks, contractors for the Fulton Market Fishmongers' Association, under permit of the Board. Begun July 1 and finished July 9, 1892.

Secretary's Order No. 12091.—The cutting of a gangway by removing a portion of backing-log thereon was done by Fearon & Jenks, contractors for the Fulton Market Fishmongers' Association, under permit of the Board. Begun and finished July 11, 1892. The second gangway called for in this permit will not be cut at present.

Secretary's Order No. 12121.—The ferry-racks thereat were renewed where necessary by John Monks & Son, contractors for the Union Ferry Company, under permit of the Board. Begun July 14 and finished November 21, 1892.

Secretary's Order No. 12468.—The sheathing on ferry-bridge was repaired where necessary, and broken and decayed piles were renewed in ferry-racks, by employees of the Union Ferry Company, under permit of the Board. Begun December 15, 1892, and finished February 5, 1893. This order has been superseded by Secretary's Order No. 12677, dated March 25, 1893.

Fulton Street Ferry, E. R.

Secretary's Order No. 12677.—Repairs by the Union Ferry Company, under permit of the Board. Begun March 27, 1893; in progress.

Bulkhead between Piers 23 and 24, E. R.

Secretary's Order No. 12227.—The bulkhead was cleaned by employees of occupants, by order of the Board. Begun September 19 and finished September 24, 1892.

Secretary's Order No. 12389.—The planking thereof, from the curb-line to the bulkhead, to the backing-log, was done by Fearon and Jenks, contractors for the Fulton Market Fishmongers' Association, under permit of the Board. Begun November 19 and finished November 26, 1892.

Slip between Piers 25 and 26, E. R.

Secretary's Order No. 12045.—A portion of the slip was widened by removing from the westerly half of Pier 26 about 4 feet for a distance of about 40 feet at inner end of pier, by John Monks and Son, contractors for the New Haven Steamboat Company, under permit of the Board. Begun July 1 and finished July 9, 1892.

Between Piers 26 and 29, E. R.

Secretary's Order No. 12228.—Repairs to pavement thereat, by owners, by order of the Board. Begun November 1, 1892; in progress.

Pier 28, E. R.

Secretary's Order No. 12292.—The fenders on sides and the sheathing on deck of pier were repaired where necessary, by G. Humphreys, contractor for W. P. Clyde, by order of the Board. Begun November 14 and finished November 23, 1892.

Roosevelt Street Ferry, E. R.

Secretary's Order No. 11693.—Broken piles were renewed where necessary in ferry-racks thereat by employees of the Brooklyn and New York Ferry Company, under permit of the Board. This order has been superseded by Secretary's Order No. 11933, dated May 13, 1892.

Roosevelt Ferry, E. R.

Secretary's Order No. 12610.—Repairs to by the New York and Brooklyn Ferry Company, under permit of the Board. In progress.

Pier 32, E. R.

Secretary's Order No. 12293.—Ten white oak spring-piles were driven and fastened at outer end of pier by employees of the Long Island Railroad Company, by order of the Board. Begun November 9 and finished November 11, 1892.

Pier 33, E. R.

Secretary's Order No. 12484.—The deck of pier was resheathed with new 3-inch yellow pine; several bearing and fender-piles were driven and fastened on sides and outer end of pier, and the backing-log and longitudinal sheathing were repaired where necessary on easterly side of pier by John Monks & Son, contractors for the Long Island Railroad Company, under permit of the Board. Begun January 5 and finished March 28, 1893.

Catharine Street Ferry, E. R.

Secretary's Order No. 11568.—The ferry racks thereat were repaired where necessary, by employees of the Union Ferry Company, under permit of the Board. Begun January 28 and

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finished July 13, 1892. This order has been superseded by Secretary's Order No. 12121, dated July 14, 1892.

Secretary's Order No. 12677.—Repairs by the Union Ferry Company, under permit of the Board. In progress.

Pier 35, E. R.

Secretary's Order No. 11716.—The bearing and fender piles on sides of pier were renewed where necessary, and the sheathing on deck of pier repaired, by Warren Roosevelt, contractor for lessees, by order of the Board. Begun November 14, and finished December 31, 1892.

Bulkhead between Pier 36 and Pier, new 29, E. R.

Secretary's Order No. 12107.—The pavement thereon was repaired by employees of the Red D. Line, by order of the Board. Begun and finished July 12, 1892.

Between Piers, new 29 and old 38, E. R.

Secretary's Order No. 11903.—A coal chunker, sunk thereat, was removed by the Baxter Wrecking Company, contractors for Barber & Nephew, owners, by order of the Board. Begun May 2 and finished May 3, 1892.

Pier 38, E. R.

Secretary's Order No. 12309.—Five spring-piles were driven and fastened on the westerly side of pier by H. Du Bois' Sons, contractors for the Maine Steamship Company, lessees, under permit of the Board. Begun October 8 and finished October 10, 1892.

Bulkhead near Entrance to Pier 40, E. R.

Secretary's Order No. 12046.—The pavement thereon was repaired where necessary by employees of lessees, by order of the Board. Begun July 5 and finished July 6, 1892.

Pier 40, E. R.

Secretary's Order No. 12177.—The driving and fastening of several fender piles at outer end of pier, blocking up crib work and repairing the deck of pier, where necessary, were done by Warren Roosevelt, contractor for the New York and Northern Railway Company, lessees, under permit of the Board. Begun August 15 and finished September 5, 1892.

Pier 43, E. R.

Secretary's Order No. 12474.—Erection of a platform south thereof by William J. Clark, under permit of the Board. Begun December 24, 1892; in progress.

Pier 44, E. R.

Secretary's Order No. 11669.—A steam derrick and one coal pocket were erected thereon, in substantial accordance with plans, by employees of W. C. Barber, under permit of the Board. Begun April 18, 1892, and finished January 12, 1893. No stationary scale was placed under this order.

Slip between Piers 44 and 45, E. R.

Secretary's Order No. 12327.—The canal boat "E. Monahan," sunk thereat, was removed by the Baxter Wrecking Company, contractors for owners, by order of the Board. The said canal boat was towed for repairs to dry dock at Weehawken, New Jersey. Begun and finished October 14, 1892.

Pier, old 45, E. R.

Secretary's Order No. 11885.—Fender-piles were driven and fastened at outer ends of pier and the horizontal sheathing thereon repaired by R. P. & J. H. Staats, contractors for the New England Terminal Company, under permit of the Board. Begun May 1 and finished May 15, 1892.

Secretary's Order No. 12604.—Repairs to by Warren Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 6, 1893; in progress.

Bulkhead between Piers, old 45 and new 36, E. R.

Secretary's Order No. 12604.—Repairs to by Warren Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 6; in progress.

Pier, new 36, E. R.

Secretary's Order No. 11885.—Fender-piles were driven and fastened at the outer end of the pier and the horizontal sheathing repaired, by R. P. & J. H. Staats, contractors for the New England Terminal Company, under permit of the Board. Begun May 1 and finished May 15, 1892.

Secretary's Order No. 11998.—The renewing of one and refastening of five oak fender-piles at outer westerly corner of pier, were done by R. P. & J. H. Staats, contractors for the New England Terminal Company, under permit of the Board. Begun June 1 and finished June 2, 1892.

Secretary's Order No. 12604.—Repairs to by Warren Roosevelt, contractors for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 6; in progress.

Pier 47, E. R.

Secretary's Order No. 12675.—The renewal of 8 fender-piles and the resheathing of the deck of pier were done by Fearon & Jenks, contractors for C. M. Bell, under permit of the Board. Begun March 20 and finished April 3, 1893.

Pier 49, E. R.

Secretary's Order No. 11914.—The driving and fastening of fender-piles and sheathing over same, on the outer sides and end of pier, were done by Warren Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun June 2 and finished July 13, 1892. 546 square feet of land under water are occupied by widening above premises.

Pier 49½, E. R.

Secretary's Order No. 11393.—Side and interior bearing-piles, cap-rangers and deck, backing-log and fender-piles were renewed, where necessary, by Warren Roosevelt, contractor for the New Haven and Hartford Railroad Company, under permit of the Board. Begun October 30, 1891, and finished May 3, 1892.

Pier 50, E. R.

Secretary's Order No. 11393.—Side and interior bearing-piles, caps, rangers and deck backing-log and fender-piles were renewed, where necessary, by Warren Roosevelt, contractor for the New Haven and Hartford Railroad Company, under permit of the Board. Begun October 30, 1891, and finished May 3, 1892.

Secretary's Order No. 11633.—The renewing of bearing-piles, caps, rangers and deck of pier, where necessary, and also the necessary blocking up of old cribs, in substantial accordance with report of January 11, 1892, were done by W. Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun March 12 and finished May 2, 1892.

Bulkhead between Piers 50 and 51, E. R.

Secretary's Order No. 12275.—The pavement thereon was repaired by J. McDermott, contractors for the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun September 28 and finished October 3, 1892.

Pier 51, E. R.

Secretary's Order No. 11393.—Side and interior, bearing piles, caps, rangers and deck, backing-logs and fender-piles, were removed, where necessary, by Warren Roosevelt, contractor for the New Haven and Hartford Railroad Company, under permit of the Board. Begun October 30 and finished May 3, 1892.

Bulkhead Platform between Piers 51 and 52, E. R.

Secretary's Order No. 12246.—A shed was erected on the bulkhead platform between Piers 51 and 52, East river, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun February 9 and finished April 10, 1893.

Pier 53, E. R.

Secretary's Order No. 12607.—The crib-block at outer edge of pier was rebuilt, in substantial accordance with plans submitted, by Walls & Van Riper, contractors for H. D. Mould, under permit of the Board. Begun March 8 and finished April 22, 1893.

Secretary's Order No. 12740.—A steam hoisting machine was placed on the westerly side of pier by employees of H. D. Mould, under permit of the Board. Begun April 1 and finished April 10, 1893.

Bulkhead South of Jackson Street, E. R.

Secretary's Order No. 12606.—The old fenders and fender-piles were removed from in front of bulkhead and close piles were driven in lieu thereof by Fearon & Jenks, contractors for John Duryea, under permit of the Board. Begun March 6 and finished March 23, 1893.

Work Supervised.

Bulkhead between Water and Front Streets, E. R.

Secretary's Order No. 12280.—The old bulkhead was taken down about mean low water, and rebuilt by John Monks & Son, contractors for owners, by order of the Board. Begun November 2 and finished December 20, 1892.

Grand Street Ferry, E. R.

Secretary's Order No. 12196.—The sheathing on approach to ferry was renewed where necessary, and the rocks of ferry slip repaired by employees of the New York and Brooklyn Ferry Company, under permit of the Board. Begun November 1, 1892, and finished February 5, 1893. This order has been superseded by Secretary's Order No. 12610, dated February 24, 1893.

Secretary's Order No. 12610.—Repairs by the New York and Brooklyn Ferry Company, under permit of the Board. Begun March 20, 1893; in progress.

Pier 58, E. R., West Half.

Secretary's Order No. 12408.—The sheathing on deck of west half of pier was repaired with new 3-inch spruce, and was done in conjunction with repairs made by the Department's employees, to east (city's), half of pier, by H. Du Bois' Sons, contractors for owners, by order of the Board. Begun January 13 and finished January 21, 1893.

Bulkhead between Piers 59 and 60, E. R.

Secretary's Order No. 12328.—Eleven fender-piles were driven and fastened thereat by Walls & Van Riper, contractors for Burns' Brothers, under permit of the Board. Begun and finished October 17, 1892.

Pier at Houston Street, E. R.

Secretary's Order No. 12354.—Five broken fender-piles were renewed on the northeast corner of pier by M. Engle, contractor for the Nassau Ferry Company, under permit of the Board. Begun and finished November 4, 1892.

Bulkhead between Houston and Third Streets, E. R.

Secretary's Order No. 12254.—The bulkhead was repaired by M. Engle, contractor for owners, by order of the Board. Begun October 24 and finished November 23, 1892.

Pier at Third Street, E. R.

Secretary's Order No. 12520.—The erection of a house, about 7 feet long, 9 feet wide and 10 feet high on the south side, near inner end of pier, and also the erection of a coal-bin about 10 by 20 feet, in front of same, were done by Joseph Kelly, contractor, under permit of the Board. Begun January 7 and finished January 18, 1893.

Secretary's Order No. 12542.—A coal-bin, about 4 feet high, 60 feet long and 15 feet wide, was erected thereon by employees of Nathan Straus, under permit of the Board. Begun January 24 and finished January 26, 1893.

Pier at Eighth Street, E. R.

Secretary's Order No. 11930.—The driving and fastening of 9 bearing piles and the erection of an ice landing on the south side of pier were done by M. Engle, contractor for G. V. Brown, under permit of the Board. Begun May 23 and finished June 4, 1892.

Foot of Eleventh Street, E. R.

Secretary's Order No. 11957.—8 piles were driven and fastened thereat by Fearon & Jenks, contractors for the National Ice Company, under permit of the Board. Begun May 30 and finished June 1, 1892.

Pier at Eleventh Street, E. R.

Secretary's Order No. 12079.—The sheathing on deck of pier, backing-log and mooring-posts were renewed by Doyle & O'Brien, contractors for J. Affleck, under permit of the Board. Begun July 11 and finished July 27, 1892.

Pier at Thirteenth Street, E. R.

Secretary's Order No. 12132.—Several spring piles were driven and fastened at outer end of pier by employees of the New York Mutual Gas-light Company, under permit of the Board. Begun and finished September 17, 1892.

Bulkhead between Thirteenth and Fourteenth Streets, E. R.

Secretary's Order No. 12253.—Repairs to by John Gillies, Jr., contractor for owners, by order of the Board. Begun March 27, 1893; in progress.

Slip between Seventeenth and Eighteenth Streets, E. R.

Secretary's Order No. 12609.—A sunken scow was removed from above premises by the Department of Street Cleaning, under order of the Board of Docks. Begun and finished February 25, 1893.

New Pier foot of East Eighteenth Street.

Secretary's Order No. 12060.—6 lamp-posts were placed on the new pier by the Consolidated Gas Company, under permit of the Board. Begun June 24 and finished June 28, 1892.

Pier at Nineteenth Street, E. R.

Secretary's Order No. 11845.—About 25 close piles were driven and fastened on northerly side of pier at crib block, about 40 feet from outer end of pier; the sheathing on deck of pier was also repaired where necessary, by H. Du Bois' Sons, contractors for John U. Brookman, under permit of the Board. Begun April 14 and finished May 3, 1892.

Secretary's Order No. 12500.—The sheathing on deck of pier was repaired and the fenders on sides of pier were renewed where necessary, by Henry Du Bois' Sons, contractors for John U. Brookman, under permit of the Board. Begun April 3 and finished April 8, 1893.

Pier at Twenty-first Street, E. R.

Secretary's Order No. 12026.—Seventeen bearing-piles and 4 spring-piles were replaced thereat by J. Doyle, contractor for Brown Brothers, under permit of the Board. Begun June 3 and finished June 14, 1892.

Secretary's Order No. 12451.—Twelve fender-piles were renewed and the surface of pier repaired, by Doyle & O'Brien, contractors for J. V. Brown, under permit of the Board. Begun December 17 and finished December 28, 1892.

Bulkhead at Twenty-second Street, E. R.

Secretary's Order No. 11987.—The six top courses of square timber on bulkhead were renewed, and some fender-piles driven in front of same, by employees of lessee, by order of the Board. Begun July 23 and finished July 27, 1892.

Between East Twenty-second and East Twenty-third Streets, E. R.

Secretary's Order No. 10475.—A ferry structure was erected at above premises by Brooklyn and New York Ferry Company, under permit granted by the Board of Docks. Begun September 29, 1891, and finished June 4, 1892.

Twenty-third Street Ferry, E. R.

Secretary's Order No. 11693.—Broken piles were renewed, where necessary, in ferry-racks thereat by employees of the Brooklyn and New York Ferry Company, under permit of the Board. This order has been superseded by Secretary's Order No. 11933. Dated May 13, 1892.

Secretary's Order No. 11920.—The extending of the south ferry-rack thereat, a distance of 150 feet on the north side thereof, and from 10 to 15 feet from the north side of said pier, was done by John Monks & Son, contractors for the Brooklyn and New York Ferry Company, under permit of the Board. Begun May 26 and finished June 25, 1892.

Secretary's Order No. 11933.—Decayed piles in the ferry-rack thereat were repaired by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun May 16 and finished August 22, 1892. This order has been superseded by Secretary's Order No. 12196. Dated August 19, 1892.

Secretary's Order No. 12196.—The sheathing on approach to ferry was renewed, where necessary, and the racks of ferry slip repaired, by employees of the New York and Brooklyn Ferry Company, under permit of the Board. Begun August 19, 1892, and finished February 5, 1893. This order has been superseded by Secretary's Order No. 12610. Dated February 24, 1893.

Secretary's Order No. 12610.—Repairs by the New York and Brooklyn Ferry Company, under permit of the Board; in progress.

Foot of East Twenty-fifth Street, E. R.

Secretary's Order No. 12020.—16-inch water-pipe under the pier, foot of East Twenty-fifth street, was removed by the Electric-light Company, by order of the Board. Begun September 21 and finished October 1, 1892.

East Twenty-sixth Street, E. R.

Secretary's Order No. 11893.—Piles were driven for a foundation for the Morgue by the Department of Charities and Correction, under permit of the Board. Begun May 2 and finished May 10, 1892.

Work Supervised.

Secretary's Order No. 11983.—15 piles were driven for a new foundation for the Erysipelas Pavilion at Bellevue Hospital by Walls & Van Riper, under permit of the Board. Begun and finished June 1, 1892.

Secretary's Order No. 12764.—1 pile was driven on the north side of East Twenty-sixth street, for the New York Yacht Club, at the request of the Secretary. The cost of same to be collected from the New York Yacht Club. Begun April 19 and finished April 21, 1893.

Between East Twenty-sixth and East Twenty-eighth Streets, E. R.

Secretary's Order No. 12645.—The building of a brick and stone wall with foundation piling and an iron railing between the above streets is being done by the Department of Charities and Correction, under permit of the Board. The railing completed April 21, 1893. Begun April 3, 1893; in progress.

Bulkhead at Twenty-ninth Street, E. R.

Secretary's Order No. 12618.—The removal of the tug-boat "Flushing," sunk thereat, was done by the Chapman Wrecking Company, contractors for owners, by order of the Board. Said tug-boat after being used was towed to Jenkins' Dry Dock at Pier 52, East river. Begun February 22 and finished February 23, 1893.

Pier at Thirty-first Street, E. R.

Secretary's Order No. 11904.—The renewal of several spring piles, mooring posts and the necessary repairs to sheathing on deck of pier were done by H. Du Bois' Sons, contractors for J. V. Brown, lessee, under permit of the Board. Begun May 10 and finished June 2, 1892.

Secretary's Order No. 12034.—The cross cap at outer end of pier was repaired by employees of the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun June 20 and finished June 21, 1892.

Bulkhead at Thirty-first Street, E. R.

Secretary's Order No. 12540.—The extension of salt water pipes through the bulkhead was done by J. D. and T. E. Crimmins, contractors for William Wickie Company, under permit of the Board. Begun September 16 and finished September 20, 1892.

Pier at Thirty-third Street, E. R.

Secretary's Order No. 12540.—An ice platform about 90 feet long and about 8 feet wide was erected on the south side thereof by employees of the Knickerbocker Ice Company, under permit of the Board. Begun February 7 and finished February 13, 1893.

Bulkhead between Thirty-fourth and Thirty-fifth Streets, E. R.

Secretary's Order No. 11846.—A close row of spring-piles were driven and fastened in front of the bulkhead by W. Roosevelt, contractor for Jeremiah Skidmore's Sons, under permit of the Board. Begun July 13 and finished July 25, 1892.

Bulkhead North and South of Thirty-sixth Street, E. R.

Secretary's Order No. 12326.—The removing of decayed square timber to about 2 feet from low water, driving piles, capping same, and renewing the face of bulkhead in a workmanlike manner, in substantial accordance with specifications, were done by John W. Flaherty, contractor for E. Ellery Anderson, under permit of the Board. Begun October 31 and finished December 12, 1892.

Bulkhead at Thirty-sixth Street, E. R.

Secretary's Order No. 12344.—The square face timber was taken down and renewed in a workmanlike manner by John W. Flaherty, contractor for lessee, by order of the Board. Begun November 18 and finished December 12, 1892.

Bulkhead at Thirty-seventh Street, E. R.

Secretary's Order No. 12479.—The floor of crib on the southerly side thereof was repaired and the crib refilled with stone and earth by C. McLean, contractor for lessees, by order of the Board. Begun April 10 and finished April 15, 1893.

Forty-fourth Street, E. R.

Secretary's Order No. 12767.—Removal of refuse and manure therefrom by employees of lessee, by order of the Board. Begun April 19, 1893; in progress.

Bulkhead-platform between Forty-fifth and Forty-sixth Streets, E. R.

Secretary's Order No. 12206.—The bearing and fender piles, timbers and deck, damaged by fire, were renewed where necessary by T. and A. Walsh, contractors for Schwarzschild & Sulzberger, under permit of the Board. Begun August 29 and finished October 15, 1892.

Pier at Forty-sixth Street, E. R.

Secretary's Order No. 11992.—The salt-water supply-pipe under pier was removed by employees of Schwarzschild & Sulzberger, by order of the Board. Begun June 20, and finished June 22, 1892.

Bulkhead North of Forty-sixth Street, E. R.

Secretary's Order No. 12301.—The bulkhead was blocked up and repaired where necessary, by John W. Flaherty, contractor for owners, by order of Board. Begun October 3 and finished December 12, 1892.

Bulkhead between Forty-sixth and Forty-seventh Streets, E. R.

Secretary's Order No. 12638.—A dumping-board was erected thereon by employees of Kane & Wright, under permit of the Board. Begun March 11 and finished March 13, 1893.

Bulkhead at Forty-eighth Street, E. R.

Secretary's Order No. 12255.—The sewer which had caved in thereat was repaired by employees of the Department of Public Works, by order of the Board. Begun September 15 and finished September 24, 1892.

Between Fifty-first and Fifty-second Streets, E. R.

Secretary's Order No. 12583.—Two piles were driven to protect pipe extending under water thereat, in a satisfactory manner, by the New York Hygeia Ice Company, under permit of the Board. Begun March 2 and finished March 6, 1893.

Near Foot of Seventy-first Street, E. R.

Secretary's Order No. 12106.—The driving and fastening of 12 bearing and spring piles were done by employees of the East River Gas Company, under permit of the Board. Begun August 18 and finished August 29, 1892.

Bulkhead at Seventy-fourth Street, E. R.

Secretary's Order No. 12447.—The backing-log fenders and vertical sheathing were renewed where necessary, by T. and A. Walsh, contractors for Thomas Thedford, under permit of the Board. Begun December 8 and finished December 12, 1892.

Seventy-sixth Street, E. R.

Secretary's Order No. 12546.—Raising sunken canal boat thereat by the Baxter Wrecking Company, contractors, for Stickney, Conyngham & Company, by order of the Board. Begun April 22, 1893; in progress.

Bulkhead at Seventy-eighth Street, E. R.

Secretary's Order No. 12110.—A waiting room, about 21 by 9 feet, was erected on the south side of bulkhead, by employees of the Department of Public Charities and Correction, under permit of the Board. Begun August 25 and finished September 1, 1892.

Secretary's Order No. 12558.—The bulkhead was pierced for sewer outlet by contractor for the Department of Public Works, under permit of the Board. Begun February 17 and finished April 3, 1893.

East Eightieth Street, E. R.

Secretary's Order No. 12682.—A water-pipe is being extended to the foot of above premises and the bulkhead is to be pierced thereat, by Manhattan Electric Company, under permit granted by the Board of Docks. Begun April 1, 1893; in progress.

Ninety-second Street, E. R.

Secretary's Order No. 12635.—Repairs to ferry house thereat by employees of the New York and East River Ferry Company, under permit of the Board. Begun March 27, 1893; in progress.

Secretary's Order No. 12752.—Repairs to ferry rack thereat by T. & A. Walsh, contractors for the New York and East River Ferry Company, under permit of the Board. Begun April 5, 1893; in progress.

Foot of Ninety-third street, E. R.

Secretary's Order No. 11638.—Salt water pipes was repaired thereat by employees of George Ehret, under permit of the Board. Begun February 1 and finished June 2, 1892.

Work Supervised.

Between East Ninety-ninth and East One Hundredth Streets.

Secretary's Order No. 12653.—The removal of timber basin between East Ninety-ninth and One Hundredth streets, was done by T. & A. Walsh. Begun March 18 and finished April 15, 1893.

HARLEM RIVER.

Between East One Hundred and Seventh and East One Hundred and Eighth Streets.

Secretary's Order No. 11883.—The filling between East One Hundred and Seventh and East One Hundred and Eighth streets, in rear of Marginal street wharf or place, was done by Henry P. McGowen, under permit of the Board. Begun May 2 and finished June 4, 1892.

East One Hundred and Ninth Street.

Secretary's Order No. 12066.—Boat-houses, shanties, etc., on the northerly side of East One Hundred and Ninth street, were removed by lessees, by order of the Board. Begun July 15 and finished July 21, 1892.

Secretary's Order No. 12719.—A float was located at above premises by Hiram McDonald, under permit granted by the Board of Docks. Begun and finished April 22, 1893.

Between One Hundred and Ninth and One Hundred and Tenth Streets.

Secretary's Order No. 12460.—Tracks were laid on the bulkhead between East One Hundred and Ninth and East One Hundred and Tenth streets by the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company, under permit of the Board. Begun December 10 and finished December 13, 1892.

East One Hundred and Tenth Street.

Secretary's Order No. 12537.—2,926 loads of materials collected by the Department of Street Cleaning were dumped on the newly made land south of East One Hundred and Tenth Street, under permit of the Board. Begun January 17 and finished March 26, 1893.

Secretary's Order No. 12693.—2,735 loads of material were removed from the newly made land south of East One Hundred and Tenth street by the Department of Street Cleaning, by order of the Board. Begun March 7 and finished March 31, 1893.

Secretary's Order No. 12718.—A float was located at above premises by Christian Velje, under permit granted by the Board of Docks. Begun and finished April 30, 1893.

One Hundred and Fourteenth and One Hundred and Fifteenth Streets, H. R.

Secretary's Order No. 12175.—A 12-inch cast-iron pipe was laid in the exterior street thereat, by employees of the Standard Gas-light Company, under permit of the Board. Begun September 26 and finished October 15, 1892.

Between One Hundred and Fourteenth and One Hundred and Sixteenth Streets, H. R.

Secretary's Order No. 12125.—The laying of a gas main along the exterior street thereat was done by employees of the Standard Gas-light Company, under permit of the Board. Begun August 1 and finished August 9, 1892.

Bulkhead, between One Hundred and Fifteenth and One Hundred and Sixteenth Streets, H. R.

Secretary's Order No. 12072.—Two fender-piles were driven and fastened thereon by employees of the Standard Gas-light Company, under permit of the Board. Begun August 25 and finished September 10, 1892.

Between One Hundred and Sixteenth and One Hundred and Seventeenth Streets, H. R.

Secretary's Order No. 12059.—Six fender-piles were driven and fastened thereat, by Walls & Van Riper, contractors for William G. Tucker, under permit of the Board. Begun July 1 and finished July 2, 1892.

Pier at One Hundred and Seventeenth Street, H. R.

Secretary's Order No. 12281.—The sheathing on deck of pier was repaired by employees of lessees, by order of the Board. Begun December 21 and finished December 27, 1892.

Pier between One Hundred and Seventeenth and One Hundred and Eighteenth Streets, H. R.

Secretary's Order No. 12716.—Several spring piles were driven and fastened on sides and outer end of pier by T. and A. Walsh, contractors for R. H. Wolf & Company, Limited, under permit of the Board. Begun March 31, and finished April 3, 1893.

Pier and Bulkhead at One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 12024.—The erection of a platform, 75 feet long, 10 feet wide and 3 feet high, also placing scale with tally-house attached thereon, were done by employees of William M. Montgomery, under permit of the Board. Begun June 21 and finished June 28, 1892.

Pier at One Hundred and Twenty-fourth Street, H. R.

Secretary's Order No. 12697.—The outer end of pier was renewed, piles were driven and capped, and rangers, deck and backing-log, etc., were also renewed, where necessary, work being confined to the original line, by Warren Roosevelt, contractor for Abraham Steers, under permit of the Board. Begun April 4 and finished April 13, 1893.

Pier at One Hundred and Twenty-seventh Street, H. R.

Secretary's Order No. 12400.—Fender-piles were renewed at outer end of pier, work being confined to existing lines, by T. & A. Walsh, contractors for G. F. & E. C. Swift, under permit of the Board. Begun November 21 and finished November 25, 1892.

Bulkhead at One Hundred and Twenty-ninth Street, West of Second Avenue, H. R.

Secretary's Order No. 12198.—The bulkhead was repaired, where necessary, by T. & A. Walsh, contractors, for the Manhattan Company, under permit of the Board. Begun August 24 and finished October 3, 1892.

Fourth Avenue, H. R.

Secretary's Order No. 12665.—A bridge is being constructed across the Harlem river at this point by New York Central and Hudson River Railroad Company, under permit granted by the Board of Docks. Begun September 7, 1892; in progress.

One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 11825.—A crib-bulkhead is being erected at above premises on the easterly side of Harlem river, by John H. Cheever, under permit granted by the Board of Docks. Begun May 2, 1892; in progress.

Secretary's Order No. 11905.—The erection of fences 100 feet south thereof and extending 100 feet along Rider avenue, to the south and fronting the Mott Haven Canal, and some small repairs to bulkhead thereat, were done by Walls & Van Riper, contractors for Tinsley Brothers, under permit of the Board. Begun May 9 and finished June 1, 1892.

Bulkhead east of Alexander Avenue, H. R.

Secretary's Order No. 12342.—Repairs to, by Warren Roosevelt, contractor for owners, by order of the Board. Begun December 19, 1892.

Bulkhead between Willis and Alexander Avenues, H. R.

Secretary's Order No. 12313.—The driving of about 13 fender-piles, in place of broken ones, was done by Warren Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 22 and finished October 24, 1892.

Secretary's Order No. 12673.—Repairs to ferry-rack, etc., thereat by W. Roosevelt, contractor for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 27, 1893.

Between One Hundred and Forty-fourth and One Hundred and Forty-fifth Streets, H. R.

Secretary's Order No. 11972.—Four piles were driven on the westerly side of Harlem river at above premises, for the purpose of locating a boat-house thereat, by Mary G. Pinckney, under permit granted by the Board of Docks. Begun May 21 and finished May 23, 1892.

Madison Avenue Bridge, H. R.

Secretary's Order No. 11518.—A temporary platform on piles, with shed thereon, was erected north of above premises, on the easterly side of Harlem river, by Charles Van Ripen, under permit granted by the Board of Docks. Begun February 29, 1892, and finished January 24, 1893.

One Hundred and Forty-ninth Street, H. R.

Secretary's Order No. 11834.—Piles were driven on the easterly side of Harlem river, at above premises, by Willson, Adams & Co., under permit granted by the Board of Docks. Begun March 15, 1892, and finished May 26, 1892.

Work Supervised.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 9317.—A crib-bulkhead and the necessary filling-in behind same was erected on the easterly side of Harlem river, at above premises, by W. W. Astor, under permit granted by the Board of Docks. Begun September 30, 1889, and finished June 6, 1893.

Eighth Avenue, H. R.

Secretary's Order No. 11604.—An iron and wood structure is being erected at foot of above premises by Manhattan Railway Company, under permit granted by the Board of Docks. Begun March 9, 1892; in progress.

One Hundred and Fifty-seventh Street, H. R.

Secretary's Order No. 11990.—A boat-house was located at above premises by Manhattan Athletic Club, under permit granted by the Board of Docks. Begun and finished June 25, 1892.
Secretary's Order No. 12062.—Piles were driven at above premises, for the purpose of securing boat-house located thereat, by Manhattan Athletic Club, under permit granted by the Board of Docks. Begun June 20 and finished June 25, 1892.

McComb's Dam Bridge, H. R.

Secretary's Order No. 11895.—Piles are being driven and alterations made to the bulkhead at above premises by Passaic Mills Company, under permit granted by the Board of Docks. Begun May 9, 1892; in progress.

One Hundred and Sixty-fifth and One Hundred and Sixty-sixth Streets, H. R.

Secretary's Order No. 12031.—A float was placed at above premises by Adam Haupt, under permit granted by the Board of Docks. Begun and finished June 14, 1892.

Morris Heights, H. R.

Secretary's Order No. 12268.—A shed was erected on the pier located at above premises, under permit granted to Gas Engine and Power Company, under permit granted by the Board of Docks. Begun October 31 and finished November 15, 1892.

Terminus of Broadway or Kingsbridge Road, H. R.

Secretary's Order No. 11979.—A foot bridge was erected at above premises by Hugh N. Camp, under permit granted by the Board of Docks. Begun May 27 and finished July 31, 1892.

MOTT HAVEN CANAL.

Bulkhead at Canal, between One Hundred and Thirty-fourth Street and Harlem River.

Secretary's Order No. 11867.—9 spruce fender piles and about 180 lineal feet of backing-log were renewed thereat and work kept within existing lines by Walls & Van Riper, contractors for the J. L. Mott Iron Works, under permit of the Board. Begun May 4 and finished May 10, 1892.

Bulkhead on the Easterly Side of Mott Haven Canal, between One Hundred and Thirty-sixth and One Hundred and Thirty-seventh Streets, H. R.

Secretary's Order No. 11931.—The 6 top courses of the bulkhead were renewed for about 50 lineal feet, 2 wooden mooring posts and about 6 fender piles were also renewed by Walls & Van Riper, contractors for Robitzek Brothers, under permit of the Board. Begun May 14 and finished May 20, 1892.

Mott Haven Canal, between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth Streets, H. R.

Secretary's Order No. 11884.—A derrick mast was erected on the west side thereof by employees of James Stephens & Son, under permit of the Board. Begun May 5 and finished May 6, 1892.

Secretary's Order No. 11866.—The erection of a coal derrick on the easterly side thereof, and the renewing of about 75 feet of backing-log and 10 fender piles thereat, were done by Walls & Van Riper, contractors for C. Poillon, under permit of the Board. Begun May 9 and finished May 19, 1892.

Mott Haven Canal, Easterly Side of Harlem River.

Secretary's Order No. 12027.—A crib-bulkhead is being erected at above premises by John H. Cheever, under permit granted by the Board of Docks. Begun September 3, 1892; in progress.

Mott Haven Canal, about 100 feet South of One Hundred and Thirty-eighth Street.

Secretary's Order No. 11977.—An elevated structure for handling coal was erected thereat in substantial accordance with plans submitted. A hoisting mast, engine and boiler were also placed thereat by employees of Tinsley Brothers, under permit of the Board. Begun October 2 and finished October 3, 1892.

Pile Platform at Mott Haven Canal, North of One Hundred and Thirty-eighth Street.

Secretary's Order No. 12142.—The bearing-piles, deck and backing-log on same were renewed, where necessary, by Walls & Van Riper, contractors for John Dalton, under permit of the Board. Begun August 29 and finished September 20, 1892.

Premises at One Hundred and Fortieth Street, Mott Haven Canal.

Secretary's Order No. 12279.—A platform was erected thereat by driving 3 rows of piles, capping and decking same and putting on backing-log, mooring-posts, etc., by O'Connell & Coffey, contractors for the North New York Lighting Company, under permit of the Board. Begun October 22 and finished November 23, 1892.

Spyten Duyvil, H. R.

Secretary's Order No. 12366.—Four temporary bunches of piles were driven on the westerly side of New York Central Railroad Bridge by Ross & Sanford, under permit granted by the Board of Docks. Begun October 31 and finished November 15, 1892.

Oak Point, Bronx River.

Secretary's Order No. 10939.—The water-front in the vicinity of above premises is being improved by East Bay Land and Improvement Company, under permit granted by the Board of Docks. Begun September 15, 1891; in progress from time to time.

LONG ISLAND SOUND.

Foot of One Hundred and Thirty-eighth Street, Long Island Sound.

Secretary's Order No. 11881.—The removal of boat-house and float therefrom to a position about 15 feet distant from their former location was done by employees of Phillips & Cannon, by order of the Board. Begun May 6 and finished May 7, 1892.

Bungay Street, Long Island Sound.

Secretary's Order No. 11777.—A float was erected at above premises by Morris Deitch, under permit granted by the Board of Docks. Begun and finished June 17, 1892.

Removal of Obstructions.

REMOVAL OF OBSTRUCTIONS.

Between Piers, new 23 and 27, N. R.

REMOVING OBSTRUCTIONS.

Under Resolution of Board May 12, 1892.

Old Belgian blocks and other obstructions were removed from between the above piers. Begun August 20 and finished September 6, 1892.

Pier, new 29, N. R.

Secretary's Order No. 11414.—The work of removing sunken piles in the half slip adjoining the north side of the pier was done by Department labor. These piles were all lying on the bottom and probably came from Pier, old 39, when that pier was removed. Begun March 13 and finished March 18, 1893.

Between Canal and West Tenth Streets, N. R.

REMOVING REFUSE MATERIAL.

Secretary's Order No. 12559.—Piles of refuse material were removed and dumped at the old bulkhead at Canal street. Begun February 3 and finished February 8, 1893.

Bulkheads between Piers 37 and 43, N. R.

CUTTING OFF PILES.

Secretary's Order No. 11558.—This work, consisting of cutting off piles, etc., above low water mark in front of bulkheads between above piers, down to the level of the rip-rap in front of the wall, removing shutters and other obstructions between Piers, new 37 and 38, also of making

Removal of Obstructions.

an examination along bulkheads between Piers, new 38 and 43, which were found to be free of obstructions, was done by Department labor. Begun April 28 and finished May 11, 1892.

Cleaning Piers and Bulkheads.

Pier foot of Perry street. Begun July 3, 1892, and finished April 30, 1893.

Bulkhead between Gansevoort and Bogart streets. Begun February 25 and finished March 4, 1893.

Bogart street pier. Begun March 4 and finished March 8, 1893.

Bethune street pier. Begun and finished January 14, 1893.

Bulkhead between Bogart and Bloomfield streets. Begun January 21 and finished February 25, 1893.

Pier, old 58, between Bloomfield and Little West Twelfth streets. Begun November 26, 1892, and finished February 25, 1893.

Pier foot of Little West Twelfth street. Begun September 17, 1892, and finished January 14, 1893.

Bulkhead between Little West Twelfth and Bloomfield streets. Begun September 27 and finished October 31, 1892.

Pier foot of West Thirteenth street. Begun October 25, 1892, and finished April 15, 1893.

Above-mentioned piers and bulkheads were cleaned, also cleared of snow, under resolution of the Board May 12, 1892.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, broken stone and rubbish, were removed from the surface of various piers and bulkheads under the above order during the year.

Other obstructions were removed under various Secretary's orders, which will be found enumerated under the work of General Repairs.

Wharfage Room.

NEW WHARFAGE ROOM.

NEW WHARFAGE ROOM MADE DURING THE YEAR ENDING APRIL 30, 1893.

CONSTRUCTION UNDER "NEW PLAN."

	Linear Feet.
North River—	
New wall at West Washington Market Section.....	255.94
New wall at Chambers Street Section.....	82.06
New wall at Jay Street Section.....	216.67
New wall at Franklin Street Section.....	89.69
New wall at West Forty-third Street Section.....	45.34
New wall at West Fifty-second Street Section (north end).....	258.40
New wall at West Fifty-seventh Street Section.....	110.53
East River—	
New wall at East Twenty-fourth Street Section.....	110.77
New wall at East Twenty-fifth Street Section.....	10
New wall at East Ninety-fourth Street Section.....	169.23
New wall at East Ninety-sixth Street Section.....	96.76
Harlem River—	
New wall at East One Hundred and Second Street Section.....	104.85
Total new wall.....	1,540.34

North river—	
Pier, new 15, south side and outer end.....	760.17
Pier, new 24 (extension), sides.....	205.32
Pier, new 34 (extension), sides.....	300.79
Pier, new 40 (extension), sides.....	238.75
Pier at West Twentieth street (in excess of old pier).....	219.00
Pier at West Twenty-second street (extension), sides.....	70.92
East River—	
Pier at East Ninety-fourth street, sides and outer ends.....	453.00
Total pier line.....	2,247.95
Total wall and pier line under new plan.....	3,788.29

TEMPORARY WORK UNDER "NEW PLAN."

North River—	
Pier at West Eleventh street (extension), sides.....	320.45
Pier at Bethune street (in excess of old pier).....	276.04
Total pier line, temporary work under new plan.....	596.49

WORK NOT UNDER "NEW PLAN."

North River—	
Crib-bulkhead from middle of block between West Ninety-seventh and West Ninety-eighth streets to north of West Ninety-ninth street, about	150.00
East River—	
Pier at Riker's Island, sides and outer ends.....	93.37
Total.....	243.37
Total new wall, crib-bulkhead and pier line for the year.....	4,628.15
Deduct for bulkhead-line which comes under new piers, etc., as follows:	
New wall under Pier, new 14, North river (widening on south side).....	50.00
New wall under Pier, new 22, North river.....	75.00
New wall under ferry structure, south of Pier, new 23, North river.....	80.37
New wall under East Twenty-fifth street Pier, East river.....	65.00
New wall under East Ninety-fourth street Pier, East river.....	78.00
Total.....	348.37
Total new wharfage room for the year.....	4,279.78

The net increase during the year in the length of wharfage room is 1,909 linear feet and the superficial areas of piers has been increased by 147,535 square feet during the year.

NEW WHARFAGE ROOM IN LINEAR FEET TO BE MADE BY WORK BEGUN BUT NOT FINISHED DURING THE YEAR ENDING APRIL 30, 1893.

WORK UNDER THE "NEW PLAN."

	Linear Feet.
North River—	
New wall at West Washington Market Section.....	7.40
New wall at Canal Street Section (extended).....	147.58
New wall at West Twenty-third Street Section (south end).....	440.67
New wall at West Forty-third Street Section.....	215.49
New wall at West Fifty-second Street Section (north end).....	785.15
East River—	
New wall at Stanton Street Section.....	557.21
New wall at East Twenty-fifth Street Section.....	275.12
New wall at East Ninety-fourth Street Section.....	9.91
New wall at East Ninety-sixth Street Section.....	104.16
Harlem River—	
New wall at East Ninety-ninth Street Section.....	364.42
New wall at East One Hundred and Second Street Section.....	433.10
Total wall line.....	3,340.21
North River—	
Pier, new 22, sides and outer end.....	1,445.76
Pier, new 36 (extension), sides.....	282.31
East River—	
Pier at foot of East Twenty-fifth street, sides and outer end.....	1,471.76
Total pier line.....	3,199.83

TEMPORARY WORK UNDER "NEW PLAN."

North River—	
Pier, old 42, sides and outer end.....	1,488.42
Total.....	1,488.42
Total wall and pier line under "New Plan," begun but not finished...	4,688.25

Wharfage Room.

WORK NOT UNDER "NEW PLAN."

North River—	
Crib-bulkhead from middle of block, between West Ninety-seventh and Ninety-eighth streets, to north of West Ninety-ninth street.....	303.17
Crib-bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth streets.....	215.00
Total crib-bulkhead line	518.17
Total begun during the year, but not finished.....	5,206.42

New Wharfage Room, in linear feet, made during the Year ending April 30, 1893, by Private Parties, under Permit of the Board of Docks.

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Pier, old 23, extension.....		263.00	.....
Pier, old 27, extension.....		286.00	.....
Pier, old 28, extension.....		511.00	.....
Pier, old 41, extension.....		571.00	.....
Pier, new 39, extension.....		330.00	.....
Crib bulkhead between West Forty-seventh and West Forty-eighth streets...	218.00	.....	.....
Total on North river.....			2,179.00
<i>Harlem River.</i>			
Platform on piles north of Madison Avenue Bridge.....		447.00	.....
Crib-bulkhead north of One Hundred and Fiftieth street.....	500.00	.....	.....
Total on Harlem river.....			947.00
Total new wharfage room completed during the year.....			3,126.00

New Wharfage Room, in linear feet, to be made by Work carried on during the Year by Private Parties, under Permit of the Board of Docks, but not yet finished.

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>Harlem River.</i>			
Crib-bulkhead, etc., along westerly side of Mott Haven Canal and on north-erly side of Harlem river adjoining.....	1,152.00	.....	.....
Crib-bulkhead along easterly side of Harlem river, north of Madison Avenue Bridge.....	745.00	.....	.....
Total new wharfage room in progress.....			1,897.00

Total New Wharfage Room Completed by the Department of Docks from 1885 to 1893.

1885.....	6,190.80 feet.	1891.....	14,247.48 feet.
1886.....	895.40 "	1892.....	9,981.23 "
1887.....	115.50 "	1893.....	4,272.98 "
1888.....	8,863.17 "		
1889.....	13,157.17 "		
1890.....	6,629.71 "		
		Total.....	64,353.44 feet.

BOARD OF ARMORY COMMISSIONERS.

BOARD OF ARMORY COMMISSIONERS,
MAYOR'S OFFICE, CITY HALL,
NEW YORK, November 8, 1893.

A meeting of the Armory Board was held this day, at 11 A.M., at the office of the Mayor.
Present—The Mayor, the President of the Department of Taxes and Assessments and the Commissioner of Public Works.

The minutes of meetings held September 15, October 4 and October 9, were read and approved.

The following communication was received from the Counsel to the Corporation and ordered filed:

LAW DEPARTMENT,
OFFICE OF THE COUNSEL TO THE CORPORATION,
NEW YORK, October 14, 1893.

Hon. EDWARD P. BARKER, Secretary of the Armory Board:

SIR—I have transmitted to the Comptroller a certified copy of the report of the Commissioners of Estimate in the matter of acquiring certain rights, interests, privileges and easements appurtenant to a portion of the lands heretofore acquired for armory site purposes on the northerly side of Fourteenth street, between Sixth and Seventh avenues, together with a certified copy of an order of the Supreme Court confirming said report and taxing the costs in said proceeding.

The aggregate amount of the awards is \$1,409, and the costs, charges and expenses of the proceeding were taxed at the sum of \$3,790.85.

The order of confirmation bears date October 11, 1893.

Respectfully yours,

WM. H. CLARK, Counsel to the Corporation.

The following communication was received from the Deputy Comptroller:

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
October 25, 1893.

Hon. EDWARD P. BARKER, Secretary, Armory Commission:

SIR—By direction of the Comptroller I herewith transmit for consideration of the Board of Armory Commissioners the inclosed copy of a letter addressed to him by Chandler Withington, Assistant Engineer of this Department, calling attention to a discrepancy between the work as called for on the plans and work done by P. Gallagher, contractor, for the erection of armory on the east side of Fourth avenue, Thirty-third to Thirty-fourth street.

Respectfully,

RICH. A. STORRS, Deputy Comptroller.

The President of the Department of Taxes and Assessments stated that he had replied to said communication, informing the Comptroller that the Architect had indorsed on the plans of the Contractor and the Clerk of the works a correction of clerical error, giving rise to the discrepancy complained of, and that work had been done in accordance with the Architect's plans and the indorsement thereon.

The following communication was received from the Colonel of the Twelfth Regiment and referred to the President of the Department of Taxes and Assessments for report:

HEADQUARTERS TWELFTH INFANTRY, N. G. S. N. Y.,
ARMORY, SIXTY-SECOND STREET AND COLUMBUS AVENUE,
NEW YORK, October 11, 1893.

EDWARD P. BARKER, Esq., Secretary, Armory Board, New York City:

DEAR SIR—Referring to my previous application to have the gallery extended around the main drill-room of this armory, I have the honor to request information as to the possibility of this very necessary improvement being granted by the Armory Board.

The necessity for this was fully set forth in my previous communication, and I most earnestly request that this improvement be made if possible.

Very respectfully, yours,

HEMAN DOWD, Colonel, Twelfth Infantry.

The following communication was received from John R. Thomas, Architect:

J. R. THOMAS,
GUERNSEY BUILDING, NO. 160 BROADWAY,
NEW YORK CITY, November 3, 1893.

The Board of Armory Commissioners, New York City:

GENTLEMEN—In the progress of the work upon the Seventy-first Regiment Armory, to this date, the terms and conditions of the contract have been complied with by the contractor.

The framework of the roof of the executive building is approaching completion, and the roofers are at work upon it.

I hereby name the sum of one hundred thousand dollars (\$100,000) as the possible damage to the work in case of fire at this time, which is fifteen thousand dollars (\$15,000), in addition to the \$85,000 heretofore certified to.

Very respectfully, yours,

JOHN R. THOMAS, Architect.

The President of the Department of Taxes and Assessments presented an application and affidavit from P. Gallagher for payment to him of \$17,425, with the Architect's certificate that the work had been done in accordance with the contract and specifications on account of his contract for the erection of the Seventy-first Regiment Armory, and offered the following:

Resolved, That the Comptroller be authorized to pay to P. Gallagher the sum of seventeen thousand four hundred and twenty-five dollars (\$17,425), as per accompanying voucher, on account of his contract for the erection of the Seventy-first Regiment Armory.

Which was adopted by the following vote:

Ayes—The Mayor, the President of the Department of Taxes and Assessments and the Commissioner of Public Works.

The Secretary was requested, in connection with this payment, to notify the Comptroller that the Architect has named the sum of \$100,000 as the possible damage to the work, in case of fire at this time which is \$15,000, in addition to the \$85,000 heretofore certified.

The President of the Department of Taxes and Assessments presented an application and affidavit from the James Reilly Repair and Supply Company, for payment to them of \$2,432.50, with the Architect's certificate that the work had been done in accordance with the contract and specifications, on account of their contract for alterations and repairs to the ship "New Hampshire," in use as an armory for the First Naval Battalion, and offered the following:

Resolved, That the Comptroller be authorized to pay to the James Reilly Repair and Supply Company the sum of two thousand four hundred and thirty-two dollars and fifty cents (\$2,432.50), as per accompanying voucher, on account of their contract for alterations and repairs to the ship "New Hampshire," in use as an armory for the First Naval Battalion, S. N. Y.

Which was adopted by the following vote:

Ayes—The Mayor, the President of the Department of Taxes and Assessments and the Commissioner of Public Works.

The President of the Department of Taxes and Assessments presented a report on the work required to complete and furnish, both interior and exterior, the armory building at Thirty-fourth street and Park avenue, stating that the amount required to do such work, including Inspector's services and extra work done up to this time, could only be estimated and would require an appropriation of at least \$59,000, and recommended that the work required to be done should be under contracts, as follows:

- 1st. Flagging, curbing, etc.
- 2d. Lockers, gunracks, color and book-cases, etc.
- 3d. Gas-fixtures, bronze tablet, ranges, tank, sink and plumbing, etc.
- 4th. Furniture.
- 5th. Rifle range, iron gateways, gangway to battery, platform, etc.

Whereupon the Mayor offered the following:

Resolved, That the recommendations as contained in the report of the President of the Department of Taxes and Assessments, this day received, be approved, and that under his direction the Clerk of the Works prepare and submit to this Board forms of contracts and specifications for doing work and furnishing furniture and fittings necessary to complete the armory at Thirty-fourth street and Park avenue.

Which was adopted by the following vote:

Ayes—The Mayor, the President of the Department of Taxes and Assessments and the Commissioner of Public Works.

Colonel Greene appeared before the Board and presented a plan of the steps at the sally-port entrance on Thirty-fourth street, complaining that they were not suitable for the use of Infantry. The matter was referred to the President of the Department of Taxes and Assessments for report.

In compliance with the order of the Board, John R. Thomas, Architect, appeared before the Board, and presented the following:

J. R. THOMAS,
GUERNSEY BUILDING, NO. 160 BROADWAY,
NEW YORK CITY, October 30, 1893.

The Board of Armory Commissioners, New York City:

GENTLEMEN—As requested by your resolution of October 9, I beg to report that I have re-examined the plans prepared by me for an armory for Troop "A," and recommend that the following amendments be made, viz:

Where floors of vestibule, etc., are specified to be marble, to be changed to yellow pine.

The cement floors in stable part of basement to be left out.

Leave out shower-baths and marble in bath-room, with floor of Portland cement instead of tile.

Second story and entrance, vestibule trim. Also doors and stairs to be of pine instead of quartered oak, except that treads and platforms of stairs are to be of white oak and rails, ballusters, etc., of white ash.

All mantel-pieces and large chimneys in Troop Meeting-room to be left out; also wainscoting in vestibule and Troop Meeting-room (with base-boards instead).

Hardware trimmings to be the same as Eighth and Seventy-first Regiment Armories instead of the kind specified.

Glass, single instead of double thick.

Paling in riding-ring to be of yellow pine one and one-quarter inches thick instead of oak two inches thick.

The plastering specified in mezzanine galleries and in first story underneath same to be left off, and walls finished in brick the same as upper galleries; also, leave out all plaster cornices and centre pieces.

Make changes in iron work without interfering with its strength.

Leave out sand and shavings on floor of riding-ring.

Leave out lockers.

Very respectfully, yours,

JOHN R. THOMAS, Architect.

TROOP "A," NO. 136 WEST FIFTY-SIXTH STREET,
NEW YORK, October 31, 1893.

To the Secretary, Armory Board:

SIR—I have the honor to inform the Armory Board that the changes of material and labor in the specifications for armory for Troop as proposed by Mr. Thomas, the Architect (said changes herewith), will be satisfactory to the Troop. If it is found desirable to put in said armory any of these items the Troop does hereby agree to bear the expense.

Very respectfully, your obedient servant,

CHARLES F. ROE, Captain, Commanding.

The President of the Department of Taxes and Assessments offered the following resolutions:

Resolved, That the Architect be authorized and directed to prepare contract and specifications for the erection of an armory for Troop "A," in accordance with the recommendations as contained in his communication and the communication of Captain Roe, this day received. It being definitely understood that the contract and specifications so prepared will provide for the erection and completion of said armory, and that the plans furnished by the Architect will in detail show all the work both interior and exterior of the building to such an extent that no expenditure beyond the contract price will be required from the City for the erection and completion of the same, other than fixtures for lighting and furniture for company rooms and galleries, and that all work other than herein provided for that may be required done in said armory, to be done by and at the expense of the members of Troop "A."

Resolved, That the Secretary be authorized to have said contracts printed and insert advertisement in the CITY RECORD, inviting proposals for doing said work.

Which were adopted by the following vote:

Ayes—The Mayor, the President of the Department of Taxes and Assessments and the Commissioner of Public Works.

On motion, adjourned.

E. P. BARKER, Secretary.