

THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. IX.

NEW YORK, SATURDAY, JANUARY 22, 1881.

NUMBER 2,322.



DEPARTMENT OF DOCKS.

Tenth Annual Report, for the Year Ending April 30, 1880.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
NEW YORK, December 27, 1880.

Hon. EDWARD COOPER, Mayor City of New York:

SIR—In compliance with the requirements of subdivision 9 of section 6, chapter 574 of the Laws of 1871, and of sections 88 and 119 of chapter 335 of the Laws of 1873, and by direction of the Board governing the Department of Docks, I have the honor to transmit herewith the report of the Department for the year ending April 30, 1880, being its Tenth Annual Report.

Very respectfully, your obedient servant,

EUGENE T. LYNCH, Secretary.

DEPARTMENT OF DOCKS,
Nos. 117 AND 119 DUANE STREET,
NEW YORK, September 8, 1880.

To the Honorable EDWARD COOPER, Mayor of the City of New York:

SIR—Pursuant to the provisions of subdivision 9 of section 6 of chapter 574, Laws of 1871, the Board of Commissioners governing the Department of Docks submits this report of its transactions from the 1st day of May, 1879, to the 30th day of April, 1880, being its Tenth Annual Report.

The following named Commissioners compose the present Board:

Henry F. Dimock and Jacob Vanderpoel.

The vacancy caused by the death of Hon. Jacob A. Westervelt, on February 21, 1879, remains unfilled.

The law provides that the report shall contain:

First—The name, occupation and compensation of all persons appointed and employed by said Board.

Second—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.

Third—A list of the orders and rules made by said Board, and a description of the contracts made by said Board; the payments made by said Board, and the purposes and amounts thereof; and the leases made by said Board, for what term, at what rent, to whom, and for what property.

This being the Tenth Annual Report of the transactions of this Department, the Board herein submits, in addition to the information annually required by law, a showing, in summary, of the revenues and expenditures of the Department for the ten years expired since its organization.

FIRST.

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

Eugene T. Lynch, Secretary.....	\$3,500 00	per annum.
William M. Whitney, Chief Clerk.....	3,000 00	"
John M. Smith, Superintendent of Docks.....	1,500 00	"
James Fitzpatrick, ".....	1,500 00	"
William McConkey, ".....	1,500 00	"
John Butler, ".....	1,500 00	"
George T. May, Temporary Clerk.....	125 00	per month.
Edward Dickel, ".....	125 00	"
Edward G. Ames, Clerk.....	65 00	"
Frederick W. Beatty, Office Messenger.....	65 00	"
Thomas Early, Messenger.....	750 00	per annum.
George S. Hunt, ".....	6 00	per week.
Amzi Cook, Doorman.....	12 00	"
James W. Marshall, Night Watchman.....	2 25	per day.
Daniel Connolly, Sunday Watchman.....	2 60	"

Office of Engineer-in-Chief.

George S. Greene, Jr., Engineer-in-Chief.....	6,000 00	per annum.
Willard A. Nichols, First Assistant-Engineer.....	3,600 00	"
William W. MacLay, Assistant-Engineer.....	2,500 00	"
Charlton B. Kid, ".....	2,500 00	"
Thomas Murphy, Superintendent of Masonry Construction.....	2,250 00	"
James Guthrie, Superintendent of Construction.....	2,500 00	"
Patrick White, Foreman Dockbuilder.....	1,500 00	"
David T. Keiler, Draughtsman.....	1,800 00	"
Thomas J. Long, ".....	100 00	per month.
Moses S. Barrett, Surveyor.....	1,500 00	per annum.
John H. Staats, Transmitter.....	1,000 00	"
Charles W. Raymond, Leveler.....	75 00	per month.
Robert M. Kid, Assistant Draughtsman.....	21 00	per week.
William Livingstone, ".....	18 00	"
Matthew J. Brennan, ".....	18 00	"
James Dana, Jr., Clerk.....	18 00	"
Frederick Lange, Messenger.....	15 00	"
James O'Brien, Roundsman.....	100 00	per month.

During the year, the following mentioned resignations, reductions of pay, increases of pay, and new appointments have taken place.

August 22, 1879.—Amzi Cook, transferred from being Inspector, to be Doorman at Commissioners' offices, with pay at the rate of \$12 per week, from August 18, 1879.

September 5, 1879.—Pay of Matthew J. Brennan, Assistant Draughtsman, fixed at the rate of \$18 per week, from September 2, 1879.

September 5, 1879.—Pay of John K. Murphy, Copyist, fixed at the rate of 30 cents per hour, from September 4, 1879.

September 5, 1879.—James Dana, Jr., promoted to be Clerk to Engineer-in-Chief, with pay at the rate of \$18 per week, from September 2, 1879.

October 2, 1879.—Salary of Thomas Early, Messenger, reduced from \$1,000 per annum to \$750 per annum, to take effect from 1st instant.

October 2, 1879.—Salary of George S. Hunt, Messenger, reduced from \$10 per week to \$6 per week, to take effect from 1st instant.

January 7, 1880.—Pay of Frederick Lange, Messenger to Engineer-in-Chief, fixed at the rate of \$15 per week, from January 5, 1880.

January 18, 1880.—Daniel Connolly, appointed Watchman for Sundays and holidays at Commissioners' offices, with pay at the rate of \$2.60 per day; in place of Thomas McCann, transferred.

January 21, 1880.—Frederick W. Beatty, appointed Office Messenger, with pay at the rate of \$12 per week, from January 22, 1880; in place of Conkling, resigned.

January 28, 1880.—Edward G. Ames, appointed Clerk, with pay at the rate of \$65 per month, from February 1, 1880; in place of John K. Murphy, Copyist, resigned.

January 28, 1880.—Pay of Frederick W. Beatty, Office Messenger, fixed at the rate of \$65 per month, to take effect from February 1, 1880.

SECOND.

The Board submits the following statement of the subjects and duties which have engaged its attention during the year ending April 30, 1880.

I.—ORGANIZATION.

May 5, 1879.—The Board held this day its first meeting for the current year, but the vacancy created by the death of President Westervelt, on February 21, 1879, not having been filled by his Honor the Mayor, no new organization was made; the Treasurer and Standing Committees holding over, in their offices, by virtue of their election and appointments respectively on May 3, 1878.

March 13, 1880.—Either member of the Board was authorized, in the absence of the Treasurer, from any cause, to sign orders for materials and labor, for the uses and purposes of the Department, under requisitions of the Engineer-in-Chief, or otherwise.

II.—ACQUISITION OF PROPERTY TO THE CITY.

September 5, 1879.—The Board was advised by the Counsel to the Corporation that the Corporation now is, and since the 27th day of August, 1879, has been, seized in fee of Pier, old 44, North river; that the only right, title, and interest in said pier, other than that of the Mayor, Aldermen, and Commonalty of the City of New York, is possessed by William Inman, of Upton Manor, Birkenhead, England; and that the value of his right, title, and interest therein is the sum of \$200,000. Advised also, by the Comptroller, that the bill of costs in the matter of acquiring right and title to and possession of said pier by the city, amounts to the sum of \$3,530.

September 11, 1879.—An audit, in which were comprised bills and claims for the above-shown \$203,530, was adopted and directed to be forwarded to the Finance Department for payment; and proper requisitions upon the Dock Fund were drawn and forwarded to the Comptroller for the amount required.

By the acquisition of this property, the only obstacle to the completion of the improvement of the water front on the new plan, between Canal and West Eleventh streets, was removed.

The Pier (old No. 44) is being rebuilt. It has been leased to the Inman Steamship Co. (Limited), for \$30,000 per year, for ten years, with the privilege to them of a renewal for ten years more at \$30,500. There can be no doubt but that this and like options in leases for new piers will be avoided.

This pier is practically leased for twenty years at \$30,000, with the obligation on the part of the lessee to keep the property in repair and do all dredging.

The whole expense of purchase and improvement will be less than \$300,000.

The bonds issued to pay for this property and improvement are 5 per cents., and command a premium. The result is that the rental will pay the interest on the bonds and yield a yearly surplus of upwards of \$16,000. This, during the term of the lease, will much more than pay for the whole property, and leave a sinking fund which will rebuild the pier.

III.—GENERAL DUTIES.

As has been stated in previous reports, the duties of this Department comprise, among others, the following:

The management, as property, of the many miles of water-front and piers owned by the city, an estate worth many millions of dollars.

The general supervision over all the water-front and piers not owned by the city, being more than half of the whole water-front.

The duty of seeing that the whole water-front property, both public and private, is properly dredged and kept in suitable condition and repair for general use.

The making of rules and regulations as to the use of all the water-front, and the setting of it aside for special uses.

The duty of passing upon all erections, structures and superstructures, and upon all proposed modifications or increase of every kind of terminal facility.

The duty of carrying out the rebuilding on the new plan of the whole water-front property.

Many of these duties are purely legislative, and were retained by the State Legislature until devolved upon this Board as a legislative body.

IV.—OPERATIONS ON THE WATER-FRONT.

For a detailed account of the works of construction, repair, dredging, surveying, etc., we refer to the report of the Engineer-in-Chief, hereto annexed.

The bulkhead wall which is now being constructed is substantially the same as we have been building for nearly five years.

We can, therefore, speak with a considerable degree of authority and experience with reference to it. The wall has fully realized our expectations as to character and cost. We confidently state that the masonry wall now being built does not cost more than \$100 per lineal foot in excess of a good crib-work bulkhead. This being so, there can be no longer any reasonable doubt about the desirability of the wall.

Its superiority over the crib-work structure is too manifest to be seriously disputed by any fair-minded man competent to form a judgment on the subject. Constructed as it is, with no possibility of the timber portion of the structure being subject to the attack of the terebrator or of decay, it should last, practically, forever.

It holds its position without substantial change. It offers, practically, an impassable barrier against any further encroachments on the river front. It is difficult to overestimate the advantage of this, when it is considered that the encroachments in the past have been continuous, and have certainly reached the very utmost limit consistent with safety.

The effect of the structure in promoting the free and full flow of the tide is an important advantage.

All our sanitary authorities agree that, from their standpoint, the substitution of this structure for the crib-work bulkhead is of the utmost importance.

The crib-work furnishes a place for the deposit of a large quantity of the filth of rivers, receiving the sewage of 1,200,000 people. The fermentation constantly going on throws off the gases to poison the air.

The rigid, solid structure gives no opportunity for any deposit, except at such distances under water as to render it harmless.

These considerations cannot, of course, be reduced to dollars and cents, but they are none the less such as should be imperative on any community governed with any intelligence and sense of obligation to its citizens.

V.—REVENUES, EXPENSES, ETC.

The expenses of the Department during the past year are, for construction, \$567,274.73, and for general expenses, \$32,493.90, making a total of \$599,768.63.

The construction expenses include the cost of water-front property acquired to the city as above described; the building of the new piers and bulkhead wall; the maintenance and repair of the old piers and bulkheads; dredging, and the salaries of the Commissioners and Engineer force.

Really, the expenses of the Department should be reduced by \$203,530.00, the amount paid for Pier, old 44. If this be done, the expenses will stand at \$396,238.63.

The revenues of the Department, which have accrued entirely during the year, have amounted to \$809,215.41.

This is a clear increase of accrued revenue, over that of the preceding year, of \$56,015.95.

The revenues have exceeded the entire expenditures, for every purpose during the year, inclusive of the expenditure of \$203,530.00 for property seized in fee to the city, by \$210,696.78.

The money actually deposited by this Department with the City Chamberlain for the redemption of the City Debt during the past year amounts to \$804,573.47.

The actual reduction made in the City Debt during the past year, resulting from this Department is \$413,035.84; that is, treating the expenditure of \$203,530, paid for Pier, old 44, North river, which has gone into a real estate investment for the city, as equivalent to an extinguishment of so much of its Dock Bond Debt.

The revenues of the Department will continue to increase from year to year, and will soon reach \$1,000,000, as the expenditures of each year add largely to the revenues of the next. The water-front property of the city will thus develop itself from its own earnings, meeting the demands of commerce for increased facilities, and, in addition, yield a very considerable sum to be applied to the reduction of the City Debt, to which all this revenue is pledged.

As in previous years, a very full statement of revenues and disbursements accompanies this report. From the fact that our year ends April 30, and the quarter day for payment of rent is May 1, the report must always show one quarter's rent uncollected, under leases not payable in advance.

VI.—POLICY OF THE DEPARTMENT.

Since the acquisition of Pier (Old No. 44), we are proceeding as rapidly as possible to complete the whole section between Canal and West Eleventh streets. The property covered by this purchase was the only obstacle to such completion.

By this improvement, nearly all the foreign steamship commerce is provided with ample accommodation in a place where connection by tracks can be had with the railroads.

When it is considered how large a percentage of the transfer from rail to steamers in this port takes place in the trade accommodated in this section, it will be seen how important to commerce this improvement has been.

The Department is developing all that section between Warren and Canal streets as fast as can be done without too great damage to the large business now being carried on there. Nearly all the city's property in this section is under agreement to be rebuilt on the new plan. This will add very much to our commercial facilities, and will largely increase the city's revenues.

Up-town Improvements.—In our last report, in explanation of the reason why rents were high here, and why people experienced difficulty in obtaining sufficient river-front property for the demands of a rapidly increasing commerce, we made the following remarks:

"The real difficulty is, that the lines (steamship) are not yet willing to go above the places where they are now located, and, for the present, elect to crowd each other in the district between the Battery and West Eleventh street, on the North river.

"As long as they do this, prices will, of course, advance in this district.

Whenever business is willing to go about half a mile further up-town, the city can furnish plenty of room, and rents will be lowered.

"It is precisely the same as if all business houses should insist on locating in, say, two or three miles along Broadway, and then complain that rents were ruinously high in such section.

"The remedy which has been applied on land will soon be applied to the water-front, and with the same results.

"In fact, it would have been applied long since, and rents would have been lower in the section alluded to, had it not been for the following condition of things:

"From West Eleventh street, northwardly, for a distance of nearly half a mile, the Legislature, many years since, made the great mistake of permitting the river to be so much filled in as to narrow the channel to a degree which made it necessary, subsequently, to provide that no piers should be built in such section. Thus it has happened that, whenever a business interest has contemplated moving up-town, it has been obliged to consent to move half a mile. If a regular growth, continuously, by pier after pier, could have taken place, the growth would have been so gradual that no one would have hesitated; the water-front would have been developed much farther up-town, and rents would have been much lower.

"Even now, whenever a beginning is made, and a few people can be induced to make a jump of only about half a mile, the business interests will find a relief, which will correct the evils of the situation.

"We fully believe that this condition of things will soon be brought about, and we are doing everything in our power to hasten it.

"Whenever we can induce people to submit to the inevitable, we shall be prepared to furnish all the accommodation needed at reasonable prices—provided only we can get laws which can be practically worked under."

The expectation of relief and benefit we then indulged in, is now about to be realized. Negotiations are now in such a state of forwardness that we can confidently say that, within the coming year, the rapid development of the water-front will commence at West Twenty-fourth street and proceed as fast as will be necessary to furnish the accommodations needed by our commerce.

A large number of important enterprises are now willing to go into that section on terms highly advantageous to themselves and the city.

The city is to be congratulated that the efforts of this Department, to induce people to go into this section, are at last about to be crowned with success.

District between West Eleventh and West Twenty-third streets.—In our last report is to be found the following:

"In this district, filled in as above described, to the point of such an abridgement of our commercial facilities that no piers can now be built there, a much-needed improvement should be made.

"It is now evident to any one familiar with the subject, that the water would have been much more valuable to our commerce than the land which was made can possibly become. It is also true that slips could now be excavated there, making a series of wet basins, for very much less money than is commonly supposed. If this should be done, this district would become for many classes of commerce, probably, one of the most valuable in the city—instead of being, as now, consigned to comparative uselessness forever.

"Of course, it is greatly to be regretted that this filling in was ever permitted, and that the city sold the most of its land thus made; but it could now be acquired better than at any other time, or, if not acquired, possibly some plan for its development, by some system of co-operation with its owners, might be devised.

"It would certainly be greatly to the commercial interests of this city, that this section should be reclaimed to commerce.

"It will soon be in the very heart of the water-front, and we cannot afford to throw it away.

"There is no law now in existence under which anything of the kind suggested could be undertaken, but we mention it as a subject demanding early attention from those in any way charged with providing for our city's commercial interests.

"In 1857, before the filling in was fully completed, the Harbor Commissioners recommended that the filling should stop, and that the wet basins should be made, but the influences opposed were strong enough, apparently, to prevent their recommendation from being acted upon. The consequences of this most mistaken policy have been, as above shown, of the most serious character."

In the report of the Engineer-in-Chief, hereto annexed, will be found some very interesting maps, figures, calculations, and recommendations, relating to a plan of improvement proposed by him, after mature reflection, for this section.

We commend the subject to the best consideration of every one in any way charged with any responsibility for the future improvement of our commercial facilities.

It is difficult to overestimate the importance of this subject.

One of these maps shows what this section will be, if improved under the existing laws. A glance at this map shows that we are to practically throw away about three-quarters of a mile in the very heart of our water-front, unless some change is made by the Legislature.

We confidently assert that it is simply impossible that this condition of things will be tolerated for any great length of time. Another map shows the condition of things which would exist if the recommendations should be carried out.

The third brings together in one glance the present condition of this section, its condition as it will be when improved under existing laws, and its condition as it would be if the recommendations should be adopted.

The Engineer estimates that to convert this section from the condition of comparative uselessness to which the law now devotes it, to the high degree of usefulness proposed, would cost, including the purchase of all the land necessary, about \$5,500,000.

The estimates are given in detail, and are very carefully prepared. We do not think the estimate would be found to be materially smaller than the cost.

The estimate of revenues to accrue yearly from the improved property, over and above the amount now produced from the taxes levied on the property which it would be necessary to purchase, is given by the Engineer at, say, \$575,000.

With reference to this, we say unhesitatingly, that the estimate of revenues can be safely increased at least twenty-five per cent., provided the city deems it for its best interest to charge such sum, and that, even at such price, it would be highly advantageous to commerce that the facilities should be furnished.

We say, in addition, that we have not the slightest doubt but that some such thing must inevitably be done, in the not remote future, either in the way pointed out through the purchase by the city of this property, or else by means of some plan permitting private parties on terms to do this.

We say further, that no one familiar with the needs of commerce, and the limited room now available to devote to those needs, can fail to agree with us in declaring that the sooner the problem presented is attacked in some practical manner, the better it will be for the city's interests.

Conditions prerequisite to Future Work.—In our last report we discussed these at considerable length, and presented the conclusion that, in the near future, all considerable operations in the direction of carrying out the plan for the improvement of the water-front must cease, unless one of two things should be accomplished.

The city must either make very large purchases of property, or some plan of co-operative improvement, not involving the necessity of purchase, must be devised and enacted into law. We again commend this whole subject to the consideration of this community, as one of the first importance, and at the threshold of all very considerable future improvement.

Method of Raising Money.—We quote from our last report the following:

"There has always been so much public misapprehension connected with the manner by which the money for carrying on the operations of this Department is raised, that a very brief statement in regard to this subject seems proper.

"Few people probably would object, in a time like this, when the rate of taxation is so high, to applying a portion of the revenues from the city's wharf property to the maintenance and development of the property.

"In effect, this is precisely what is now done, and only this.

"It cannot take this evident form exactly, because of legal objections.

"When the bonds of the city were issued, the revenue from the city's wharf property was pledged, among other revenues, to the reduction of the bonds. Therefore, no portion of this revenue can be used to maintain and develop this property; but it all is, and must be, paid into the Sinking Fund to redeem the debt. The money spent is derived from the issue of new bonds. But as long as the money spent is less than the revenue used to redeem bonds, it follows that we are, in effect, using but a portion of the revenue for maintenance and development, and applying the other portion to an actual reduction of the city debt."

During the last year, the difference, practically, between bonds issued and bonds paid, is, as before explained, \$413,035.84, and by this sum it may fairly be said that the debt of the city has been, during the period, reduced by this Department. During each one of the five years immediately preceding the present time, the revenues in the year have exceeded the expenditures for all purposes. It is fair to say, that this Department has, in the past five years, practically paid an amount of bonds of the city exceeding by, say, \$1,500,000, the amount of the bonds which have been issued for all its operations. And we call especial attention to the fact, that much the larger part of the money expended has been for permanent improvements which largely increase the revenue.

A proposition to put the whole or any portion of the expenses of this Department into the Tax Levy, and therefore under the supervision of the Board of Estimate and Apportionment, means simply this—that our taxes are to be increased by just so much, and that, not to prevent our debt from increasing, but, simply, that the docks shall be made to pay our existing debt faster than they are now doing, even though they have paid \$1,500,000 in the last five years and furnished all the money expended upon the water-front in addition.

VII.—REVIEW OF REVENUES AND EXPENDITURES FOR THE PAST TEN YEARS.

The Department of Docks has now been in existence ten years.

It seems appropriate, therefore, to submit the following tables for general information:

This period of ten years naturally divides itself into two, of five years each.

It will be noticed that the total expenditures of the second five years have been less than the total of the first five, by \$2,068,024.65; that the total expenditure for Engineers, Superintendents of Construction, and clerical force attached, has diminished by \$97,808 in that period, or about forty per cent., and that the total expenditure for salaries of Commissioners and clerks, and employees in the general office, has decreased by \$266,157.88, or about sixty-one per cent. If allowance should be made for all that portion of the reduction brought about by the action of the Legislature in lessening the number of the Commissioners and their compensation, the balance of reduction left, which has been effected by the Commissioners, is still fifty-five per cent. in this class of expenditure.

It may be proper to add that more work of permanent construction has been carried on in the last five years than was in the first five.

The table of revenues shows a progressive increase from \$315,000, in round numbers, in the first year, to \$810,000 in the last; the increase will be more rapid in the future. The further fact will be here again noted that for each of the last five years the revenue has exceeded the expenditure. It will be true in the future, that never again will it be necessary or probably desirable to spend in any one year as much as the revenues of the year, unless property be purchased for the sake of improving it.

With this limitation, less than all the revenues will be ample to develop the property as rapidly as commerce can possibly need it.

The longest period of time of which either of the present Commissioners can speak, from any personal knowledge of the conduct of affairs in this Department, is five years. As one hears so much nowadays of the injurious effect of what is called "politics" on the conduct of municipal business, it may be proper to say that, for the past five years, at least, the business of the Dock Department has been conducted entirely on business principles in every respect, and that we believe that no private business in the city has been less affected by what is included under the designation of "politics," than has been the business of this Department.

THIRD.

In compliance with the third provision of the law, as previously cited, the following information is submitted:

I.—ORDERS AND RULES MADE BY THE BOARD.

November 13, 1879.—The Superintendents of Docks are directed and empowered, whenever any unleased corporation, pier, or bulkhead, within their respective districts, shall become dangerous for travel, from any unexpected cause, to immediately have the necessary repair made, to an extent not exceeding the sum of \$500 in any one case; and to at once report to the Engineer-in-Chief the action taken.

January 14, 1880.—The following regulation was adopted, and ordered published:

Regulation 16.

The owners, lessees and occupants of every pier, wharf, and bulkhead in the City of New York shall keep the same in good repair, and the slips adjacent thereto properly dredged; and whenever in the judgment of the Board of the Department of Docks it shall be necessary so to do, written notices, signed by the President or Secretary of said Board, shall be served upon the owners, lessees or occupants, or collector of wharfage, of any such pier, wharf, or bulkhead, or the slip adjoining the same, on which repairs or dredging are required by said Board, specifying the nature and extent of the repairs or dredging so required, and the time within which such repairs must be made or such dredging done; and in case of failure of the owners, lessees, or occupants so notified, to comply with the terms and requirements of such notice, they shall be liable to a penalty of \$50 per day for every day they shall neglect to comply with such notice.

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

May 7, 1879.—Contract with Cyrus J. Hall, of Mount Desert, Maine, awarded this day, for furnishing granite stones, for bulkhead or river wall. Estimated expense of contract, \$6,328.45. Dated May 17, 1879. Expiration, August 15, 1879.

May 7, 1879.—Contract with John A. Bouker, of 60 South street, awarded this day, for furnishing sand. Estimated expense of contract, \$650.00. Dated May 17, 1879. Expiration, December 27, 1879.

May 7, 1879.—Contract with John M. C. Scully, of 250 East Fifty-seventh street, awarded this day, for furnishing small cobble and rip-rap stone. Estimated expense of contract, \$17,635.00. Dated July 14, 1879. Expiration, December 27, 1879.

May 28, 1879.—Contract with Chandler H. Loomis, of 139 Yates avenue, Brooklyn, awarded this day, for dredging at several piers on the North and East rivers. Estimated expense of contract, \$15,300.00. Dated June 18, 1879. Expiration, November 18, 1879.

July 23, 1879.—Contract with John A. Bouker, of 60 South street, awarded this day, for furnishing broken stone for concrete. Estimated expense of contract, \$4,080.00. Dated August 1, 1879. Expiration, December 27, 1879.

August 7, 1879.—Contract with Thomas and Augustin Walsh, of 114 Wall street, awarded this day for removing part of Pier, old 37, North river, and platform and building Pier, new 26, North river. Estimated expense of contract, \$39,000.00. Dated August 18, 1879. Expiration, February 6, 1880.

December 17, 1879.—Contract with Chandler H. Loomis, of 435 West Twenty-first street, awarded this day, for dredging at Twenty-third and Twenty-fourth streets, North river. Estimated expense of contract, \$3,500.00. Dated December 26, 1879. Expiration, January 25, 1880.

December 22, 1879.—Contract with J. P. Cranford and N. B. Abbott, known under the style of the "Abbott Pavement Co.," of Brooklyn, L. I., made this day for the settlement, at 75 per cent., of claim for pavement laid on Pier, new 1, North river; and of claim, in full, for pavement laid at Battery Boat Landing, North river, and for keeping said pavements repaired for five years, from January 1, 1880, free of cost and expense to the city, beyond the sum of \$100 per annum. Estimated expense of contract, \$500. Dated December 22, 1879. Expiration, January 1, 1885.

February 4, 1880.—Contract with John B. Devlin, of One Hundred and Thirty-sixth street, awarded this day, for building embankment, wall, and platform, from Sixtieth to Sixty-first street, East river. Estimated expense of contract, \$7,830. Dated February 25, 1880. Expiration, May 25, 1880.

March 8, 1880.—Contract with Robert L. Darragh, of 1539 Broadway, awarded this day, for furnishing granite stones for bulkhead or river wall. Estimated expense of contract, \$11,319.21. Dated March 26, 1880. Expiration, July 31, 1880.

III.—PAYMENTS MADE BY THE BOARD.

The Commissioners of Docks have made requisitions upon the Finance Department for payments, in satisfaction of liabilities incurred from May 1, 1879, to April 30, 1880, amounting in all to the sum of \$599,768.63; and herewith submitted, in due form of exhibits, annexed to the Statement of the Revenues and Disbursements of the Department for the year, is a full showing of the payments so made by the Board, and of the purposes and amounts thereof.

IV.—LEASES MADE BY THE BOARD.

I.—All leases made during the year, at public sale and otherwise, of wharf property owned by the corporation, including land under water, and all permits issued by the Board during that period to occupy such property, are shown in the rent-roll accompanying this report, which fully expresses for what term, at what rent, to whom, and for what property, each of said leases was respectively made, and each of said permissions was respectively granted.

The rent-roll herewith submitted is a complete showing, as required by law, of all leases made during the year. It, moreover, is a complete showing of all leases terminated during the year, and of all leases and permits in force on the first day of May, 1880—thus including all leases sold at public sales, within the year, to have inception in the ensuing year.

II.—An agreement for lease has been made by the Board with the under-mentioned party for a pier to be built under the new plan adopted for the permanent improvement of the water-front, to be occupied by him upon completion of the premises.

November 20, 1879.—By resolution, this date, with John G. Dale, Agent, Inman Steamship Company (Limited), to lease to him, as soon as completed, a new pier, to be built on the site of Pier, old 44, North river, for a term of ten years, at an annual rent of \$30,000, with a covenant of renewal for a further term of ten years, at an annual rental of \$30,500 per annum.

III.—Consents of the Board have been given to the following-mentioned assignment of lease and surrender of lease of wharf property, to wit:

July 23, 1879.—Consent given to Alexander Mason, lessee of Pier, new 47, North river, and of about 474 feet of bulkhead, extending along the easterly side of approach to Piers, new 46 and new 47, North river, to assign the two leases thereof to the Quebec and Gulf Ports Steamship Company, of Quebec; said lessee and his sureties agreeing, in writing, that their obligations under said two leases shall be unaffected thereby.

October 9, 1879.—Surrender accepted from J. P. Minster, of lease of Pier at One Hundred and Seventeenth street, Harlem river, sold to him, for three years from May 1, 1879, at public sale of March 13, 1879; for the reason of there being an insufficient depth of water to berth vessels thereat; to take effect from September 27, 1879.

IV.—The following-mentioned allowances or reductions from rent have been granted by the Board:

September 2, 1879.—To David J. Taff and J. Rhinefrank & Co. (in hands of Counsel to the Corporation), an allowance of one quarter's rent, from May 1 to August 1, 1874, for berth at pier at Third street, East river, the premises having been under repair by the Department at the time; \$62.50.

October 31, 1879.—To James P. Minster an allowance of one quarter's rent, from August 1 to November 1, 1879, for pier at One Hundred and Seventeenth street, Harlem river, consequent upon there being an insufficient depth of water thereat; \$50.

October 31, 1879.—To Long Island Passenger and Freight Transportation Co., a reduction from rent of steamboat landing at end of pier at Thirty-third street, East river, from \$50 to \$30, for the month of April, 1879, consequent upon an overcharge made; \$20.

November 6, 1879.—To Harlem river and Portchester Railroad Co., occupants of platform between Piers 50 and 51, East river, a reduction of rent, from and after the 1st instant, from the sum of \$2,500 per annum to the sum of \$1,500 per annum for said premises, such reduction being, in the opinion of the Board, just and equitable.

January 21, 1880.—To Isaac Fowler, lessee of Pier 61, etc., East river, a reduction from the rent for said pier, from May 1, 1878, to February 1, 1880, at the rate of \$375 per annum, as sanctioned by the Comptroller, for the reason of the failure of the Department to give lessee full possession of the premises, a part of the northerly side of said pier having been occupied by a night-soil boat; \$656.25.

All of which is respectfully submitted.

H. F. DIMOCK,
JACOB VANDERPOEL,
Commissioners of Docks.

EUGENE T. LYNCH, Secretary.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen, and Commonalty, and Balance Sheet for April 30, 1880.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1880.

DOCK AND SLIP RENT.	
I.—REVENUE:	
Amount of rents and dues remaining uncollected on April 30, 1879, as per report for the year ending on that date to wit:	
1. Due from Lessees of Corporation wharf property.....	\$112,532 50
2. Due from Occupants of Land under water, the property of the Corporation.....	10,100 00
3. Amount of accrued wharfage uncollected.....	629 64
Amount of rents accrued prior to May 1, 1879, omitted to be charged at the close of the year ending April 30, 1879, to wit:	
4. To Occupants of Land under water, the property of the Corporation.....	\$1,250 00
Amount of rents and dues accrued and charged in and during the year ending April 30, 1880, including rents for the quarter beginning on February 1, and payable on May 1, 1880, to wit:	
5. To Lessees of Corporation wharf property.....	\$755,539 04
6. To Occupants of Land under water, the property of the Corporation, covered by wharf improvements erected by permission of the Department.....	42,625 00
7. Amount of wharfages accrued from unleased Corporation wharf property.....	11,051 37
	809,215 41
	810,465 41
	\$933,727 55
II.—DISTRIBUTION:	
Cash:	
Amount of moneys deposited with the Chamberlain prior to May 1, 1879, being in payment, in advance, of rents accruing during the present year.....	\$18,557 50
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.....	804,573 47
	\$823,130 97
Deduct the amount, included in the said moneys, of proceeds of sales of old material in and during the year, and of fines collected and interest recovered in suit.....	621 38
	\$822,509 59
Deduct also the amount, included in said moneys, of sums received in and during the year at public sales 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, 1880, 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 to the city.....	9,406 25
Leaving this amount, deposited as rents and dues from Corporation wharf property except from that in use under ferry leases made with the Comptroller.....	\$813,103 34
Allowances:	
Amount of rents and dues remitted in and during the year to lessees or occupants of Corporation wharf property, to wit:	
To David J. Taff and J. Rhinefrank & Co. (in hands of Counsel to the Corporation), an allowance of one quarter's rent for berth at pier at Third street, E. R., consequent upon the premises having been under repair by the Department at the time.....	\$62 50
To James P. Minster, an allowance of one quarter's rent, for pier at One Hundred and Seventeenth street, H. R., consequent upon an insufficient depth of water thereat.....	50 00
To Long Island P. and F. Transportation Company, a remittal of rent for use of end of pier at Thirty-third street, E. R., consequent upon the premises not being occupied during first month of term.....	20 00
To Isaac Fowler, a remittal from rent for Pier 61, E. R., for one year and three quarters, as sanctioned by the Comptroller, consequent upon occupancy of part of the premises by a night-soil boat.....	656 25
To E. E. Morgan's Sons, for amount of balance of their account; a final dividend from their estate having been received through the U. S. District Court in Bankruptcy, June 6, 1879.....	1,727 52
To D. D. & T. Smith, for amount of balance of their account; a final dividend from their estate having been received through J. H. Blauvelt, receiver, January 15, 1880.....	1,579 31
	4,095 58
Counsel to the Corporation:	
Amount of claims for unpaid rents and dues transferred to him, in and during the year, for collection.....	\$7,300 00
Less, credits given for a sum of money recovered and an allowance made through him.....	582 50
	6,717 50
	823,916 42
III.—BALANCE:	
1. Amount of rents and dues charged to lessees of Corporation wharf property, and remaining uncollected on April 30, 1880.....	\$98,360 33
2. Amount of rents and dues charged to occupants of land under water, the property of the Corporation, and remaining uncollected on April 30, 1880.....	10,742 50
3. Amount of accrued wharfage remaining uncollected on April 30, 1880.....	708 30
(NOTE.—Of this whole amount, \$73,762.50 was not payable until May 1, 1880.)	
	\$109,811 13

DOCK BONDS.

1. Amount of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund prior to May 1, 1879.....	\$6,500,000 00
2. Amount of Requisitions made by the Department prior to May 1, 1879, upon which the Commissioners of the Sinking Fund directed bonds to be issued during the following year.....	150,000 00
	\$6,650,000 00
3. Amount of Requisitions for Dock Bonds made in and during the year ending April 30, 1880.....	\$453,530 00
Less, the amount in requisitions last mentioned, upon which the said Commissioners of the Sinking Fund gave no direction for the issue of bonds during the year.....	3,550 00
	450,000 00
4. Making the total amount of "Dock Bonds of the City of New York," directed by the Commissioners of the Sinking Fund to be issued from time to time, for the uses and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 30, 1880, to be the sum of.....	\$7,100,000 00

DOCK FUND.

I.—RECEIPTS:	
1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1879, for the uses and purposes of this Department, as per Report for year ending April 30, 1879.....	\$36,841 43
Amount of proceeds of Dock Bonds directed by the Commissioners of the Sinking Fund to be issued by the Comptroller, in and during the year ending April 30, 1880.....	600,000 00
Amount of premium obtained by the Comptroller on Dock Bonds sold in the year ending April 30, 1880, as far as known by this Department.....	8,560 00
	\$645,401 43
2. 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, for the use of Department appliances, etc.....	4,701 00
	\$650,102 43
II.—EXPENDITURE:	
Amount of bills and claims audited in and during the year ending April 30, 1880, and transmitted to the Finance Department for payment, being for property acquired to the city, for materials and supplies furnished, and for services rendered, to this Department, to wit:	

1. For Construction:

As per annexed Schedule B:	
Acquired property.....	\$203,530 00
Advertising (for proposals, etc.).....	43 50
Cement.....	8,910 26
Coal, for Floating property, etc.....	2,315 00
Contracts for building piers.....	59,175 29
Contract for erecting sheds on Piers, new 43 and new 46, North river.....	7,683 20
Contract for paving Pier, new 1, and Boat Landing, North river.....	6,552 20
Dredging.....	652 16
General expenses, including plumbing and gas-fitting on new piers, fire insurance on sheds, etc.....	42,480 98
Granite, rip-rap, broken stone, cobble-stone, and sand.....	3,462 71
Iron, steel, and nails.....	28,144 70
Lumber and piles.....	2,870 15
Maintenance of Floating property, Derricks, Tug, Dredges, Scows and Pile-Drivers, and of Department Yards.....	19,471 17
Stationery, printing, and maps.....	6,287 72
Supplies for Tug, Dredges, Pile-Drivers, etc.....	1,003 67
Towing.....	261 98
	54 00
	\$392,937 69
As per annexed Schedule C:	
Salaries of the Commissioners of Docks.....	\$6,000 00
Salaries of the Office of the Engineer-in-Chief.....	22,200 00
Salaries of Superintendents of Construction.....	6,250 00
	34,450 00
As per annexed Schedule D:	
Pay-rolls—	
Office of Engineer-in-Chief.....	\$4,405 77
Surveying force.....	7,478 05
Captains, engineers, crews and watchmen on Floating property.....	15,232 32
Masons, dock builders, laborers, and watchmen.....	55,159 45
Blacksmiths, stone-cutters, laborers, and watchmen, in Department Yard.....	13,125 61
	95,401 20
	\$522,788 89
2. For General Repairs:	
As per annexed Schedule E:	
Dredging.....	\$25,760 33
Lumber.....	3,736 25
Miscellaneous expenses.....	494 11
	\$29,990 69
As per annexed Schedule F:	
Pay-rolls of dock-builders, laborers, and watchmen.....	14,525 15
	44,485 84
3. For Annual Expense:	
As per annexed Schedule G:	
Advertising (public sales, etc.).....	\$228 40
Office Rent and contingent expenses.....	11,374 81
Stationery and printing, Commissioners' offices.....	1,181 75
	\$12,786 96
As per annexed Schedule H:	
Salaries of officers and appointees.....	19,706 94
	32,473 90
	\$99,768 63

III.—BALANCE:

Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on April 30, 1880, available for the future uses and purposes of this Department; (unpaid audited claims and outstanding warrants being here unconsidered.....)	\$50,333 80
--	-------------

NEW YORK, September 8, 1880.

Respectfully submitted to the Board,

WM. M. WHITNEY, Chief Clerk.

Approved and adopted:
H. F. DIMOCK, } Commissioners
JACOB VANDERPOEL, } 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, 1880.

DR.	CR.
To deposits of money made prior to May 1, 1879, being for payments in advance of rents accruing after that date and credited in this account.....	By balance, April 30, 1879, as per report for the year ending at that date to wit:
\$18,557 50	Unpaid balances.....\$305,821 87
To deposits of money with the Chamberlain.....	Dock funds.....186,841 43
809,274 47	Contingent fund.....1,000 00
To bills and claims audited for wharf property acquired, for materials and supplies furnished and for services rendered, to wit:	
On Construction account.....\$522,788 89	By requisitions for Dock Bonds.....453,530 00
On General Repairs account.....44,485 84	By premium on Dock Bonds sold.....8,500 00
On Annual Expense account.....32,493 90	By proceeds of sales of old material.....511 50
	By reimbursement for repairs made for owners of private wharves.....1,094 67
	By hire of pile-drivers, scows, etc., for use in repairing private wharves, etc.....3,421 35
To balances of Bankrupt accounts closed during the year.....3,306 83	By fines collected.....50 00
To credits given the Counsel to the Corporation during the year.....2,542 44	By interest received.....238 46
To balance carried forward.....352,409 72	By sales of maps.....6 40
	By moneys credited to the Dock Fund.....4,701 00
	By Dock and Slip rent.....80,676 66
	By Rent advances.....9,416 25
	\$1,785,859 59
	\$1,785,859 59
	By balance, April 30, 1880, to wit:
	Unpaid balances.....\$297,445 02
	Dock Funds.....50,333 80
	Contingent fund.....1,000 00
	\$352,109 72

NEW YORK, September 8, 1880.

H. F. DIMOCK, } Commissioners, composing
JACOB VANDERPOEL, } the Board of the
WM. M. WHITNEY, Chief Clerk. } Department of Docks.

DR.	Balance Sheet, April 30, 1880.	CR.
Jacob Vanderpoel, Treasurer.....	\$1,000 00	
Sundry Lessees (as per Schedule A).....	109,102 83	
Accrued Wharfage uncollected (as per Schedule I).....	708 30	
Counsel to the Corporation.....	187,734 79	
Dock Fund.....	50,333 80	
Commissioners of the Sinking Fund.....	3,530 00	
	\$352,409 72	
		\$352,409 72

SCHEDULE A.

LEDGER BALANCES, APRIL 30, 1880.

(Trial Balance.)

DR.	FOLIO.		CR.
	47	Interest.....	\$59 88
	48	Sales of old material.....	511 50
	50	Fines collected.....	50 00
\$809,274 47	53	J. Nelson Tappan, Chamberlain.....	
	58	Sales of Maps.....	6 40
106 78	59	James Fitzpatrick, Superintendent.....	
319,258 89	61	Construction.....	
44,485 84	65	General repairs.....	
32,493 93	67	Annual expenses.....	
16 75	77	John Butler, Superintendent.....	
532 27	79	John M. Smith.....	
2 50	82	Wm. McConkey.....	
	84	Rent advances.....	9,406 25
1,000 00	86	Jacob Vanderpoel, Treasurer.....	
3,530 00	88	Commissioners of the Sinking Fund.....	
187,734 79	90	Counsel to the Corporation.....	
45,811 38	92	Dock Fund.....	
	94	Leased wharves.....	754,750 29
	95	Land under water.....	43,875 00
	98	Unleased wharves.....	11,051 37
	100	The Mayor, Aldermen, and Commonalty.....	940,203 69
	102	Repairs for private owners, etc.....	4,516 02
211,030 00	104	Acquired property.....	
		Sundry Lessees:	
		(This amount being wholly composed of accrued rents, charged to 60 tenants, of which amount \$73,762.50 is not payable until May 1, 1880.).....	
109,102 83	276 to 473		
\$1,764,430 40			\$1,764,430 40

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Acquired Property.

William Inman.....	\$200,000 00	
James Matthews.....	1,000 00	
William H. Wickham.....	1,000 00	
Louis Fitzgerald.....	1,000 00	
Edward B. Dickinson.....	500 00	
John Foy.....	30 00	
	\$203,530 00	

Advertising.

Journal of Commerce.....	\$10 80	
The Evening Post.....	10 80	
The World.....	15 40	
New York Staats-Zeitung.....	6 50	
	43 50	

Cement.

Johnson & Wilson.....	\$2,054 00	
Stephen L. Merchant.....	166 50	
Arthur C. Babson, Agent.....	6,689 76	
	8,910 26	

Coal for Tug, Pile-drivers, etc.

D. McM. Niven, Agent.....	\$1,033 50	
Niven & Co., Agents.....	1,150 50	
Castle Point Coal Co.....	161 00	
	2,345 00	

Contracts for Building Piers.

P. Sanford Ross & Jos. B. Sanford.....	\$39,285 29	
Thomas & Augustin Walsh.....	19,890 00	
	59,175 29	

Contract for Erecting Sheds on Piers, New 43 and New 46, N. R.

In re Maguire vs. The Mayor, etc.....	\$7,683 20	
	7,683 20	

Contract for Paving Pier, New 1, and Boat Landing, N. R.

Abbott Asphalt Co.....	\$6,552 20	
	6,552 20	

Drawing Materials and Surveying Instruments.

A. S. Barnes & Co.....	\$126 04	
Keuffel & Esser.....	107 62	
Robert Merrill's Sons.....	40 00	
T. S. & J. D. Negus.....	4 50	
Stackpole & Brother.....	374 00	
	652 16	

Dredging.

Union Dredging Co.....	\$42,480 98	
	42,480 98	

General Expenses, including Plumbing and Gas fitting on New Piers, Insurance on Sheds, etc.

A. S. Barnes & Co.....	\$2 40	
Thos. C. Townsend.....	290 65	
Patterson Bros.....	13 41	
Gold and Stock Telegraph Co.....	315 76	
Hodgman & Co.....	200 00	
Knickerbocker Ice Co.....	27 27	
Bradley, Kurtz & Co.....	40 50	
Consumers' Ice Co.....	18 47	
Incidentals.....	618 92	
Stevens Institute of Technology.....	35 50	
Quackenbush, Townsend & Co.....	11 83	
John B. Barazzi.....	11 50	
L. G. Tillotson & Co.....	14 00	
New York Roofing Co.....	138 60	
E. W. Page & Son.....	8 88	
John D. Crimmins.....	68 50	
Josiah Partridge & Co.....	22 00	
M. Goldberg & Son.....	8 75	
George S. Woolman.....	20 00	

E. C. Bridgman.....	\$6 60	
Arthur R. King.....	248 00	
M. A. Shute, Ex'r.....	22 84	
E. G. Hilton.....	35 25	
Rowe & Denman.....	229 71	
Theron S. Atwater.....	241 00	
R. Hoe & Co.....	108 52	
Commercial Union Assurance Co.....	200 00	
Royal Ins. Co.....	200 00	
Liverpool & London & Globe Ins. Co.....	250 00	
Lehn & Fink.....	11 30	
C. F. A. Hinrichs.....	4 50	
S. & M. Morris.....	7 50	
H. J. Douglass.....	2 00	
E. & H. T. Anthony & Co.....	28 55	
	\$3,462 71	

Granite, Rip-rap, Broken Stone, Cobble Stone, and Sand.

John M. C. Scully.....	\$6,659 72	
James Mulry.....	852 70	
John A. Bouker.....	12,628 33	
Michael Ryan.....	41 40	
John B. Devlin.....	1,121 25	
John M. C. Scully and James O'Neil.....	266 00	
Cyrus J. Hall.....	6,575 30	
	28,144 70	

Iron, Steel and Nails.

Wetmore & Co.....	\$362 80	
Thos. C. Townsend.....	16 00	
Patterson Bros.....	25 75	
A. R. Whitney.....	57 65	
J. L. Mott Iron Works.....	440 60	
Peter Timmes' Son.....	946 99	
George Smith.....	489 35	
Herring & Floyd.....	405 31	
Daniel W. Richards & Co.....	134 70	
	2,879 15	

Lumber and Piles.

John J. Lawrence.....	\$744 61	
P. C. Coffin, Agent.....	907 82	
Drew & Bucki.....	205 94	
Thomas J. Crombie.....	105 00	
J. C. Moore.....	50 48	
W. B. Ferguson & Son.....	5 88	
John Bryant.....	274 40	
J. Disosway & Co.....	6 64	
J. Crouch & Co.....	466 86	
D. C. Coney.....	750 00	
Alfred J. Murray.....	14,820 20	
City of Hoboken.....	7 84	
George L. Neville.....	1,125 50	
	19,471 17	

Maintenance of Floating Derricks, Tug, Dredges, Scows, Pile-drivers, and Boring Machine, and of Department Yards.

Wm. McDonagh & Co.....	\$938 63	
Thos. C. Townsend.....	209 76	
Hodgman & Co.....	109 50	
W. B. Ferguson.....	37 21	
W. B. Ferguson & Son.....	36 94	
Handren & Robins.....	341 54	
Theo. Smith & Bro.....	345 87	
E. W. McClave & Co.....	14 69	
Thomas Davies.....	25 00	
J. Disosway & Co.....	24 30	
Screw Dock Co.....	261 99	
C. T. Reynolds & Co.....	268 08	
Josiah Macy's Sons.....	108 89	
J. Crouch & Co.....	334 01	
Quackenbush, Townsend & Co.....	36 75	
Degrauw, Aymar & Co.....	540 85	
John F. Walsh.....	1,429 51	
Commercial Fire Ins. Co.....	30 00	
Clinton Fire Ins. Co.....	30 00	
Guardian Fire Ins. Co.....	30 00	
Lorillard Ins. Co.....	60 00	
Relief Fire Ins. Co.....	30 00	
Continental Ins. Co.....	30 00	
Pacific Fire Ins. Co.....	30 00	
Chas. M. Childs.....	28 80	
N. F. Palmer, Jr., & Co.....	49 90	
E. Imhauser.....	2 00	
Henry Pym.....	42 00	
Brinckerhoff, Turner & Co.....	15 84	
Gustavus Pierrez.....	7 50	
J. S. Mundy.....	130 00	
De Witt Wire Cloth Co.....	2 66	
R. F. Seaman & Co.....	26 25	
Benhams & Stoutenborough.....	55 50	
Binghamton Oil Refining Co.....	62 74	
Beverly S. Tyler.....	50 00	
Robinson, Lord & Co.....	13 20	
Daniel J. Carroll.....	35 00	
James C. Hoe & Co.....	40 80	
R. H. Allen & Co.....	105 00	
J. & J. Dobson.....	16 37	
Chas. Pratt & Co.....	9 92	
Richard Heather.....	30 00	
Eagle Fire Co.....	30 00	
Exchange Fire Ins. Co.....	30 00	
Jefferson Ins. Co.....	15 00	
Montauk Fire Ins. Co.....	30 00	
New York Bowery Fire Ins. Co.....	30 00	
Park Fire Ins. Co.....	15 00	
Sterling Fire Ins. Co.....	30 00	
Williamsburgh City Fire Ins. Co.....	30 00	
J. B. Hoyt & Co.....	36 92	
Telfair & Snedeker.....	13 80	
	6,287 72	

Stationery, Printing and Maps.

A. S. Barnes & Co.....	\$562 56	
Wm. C. Bryant & Co.....	428 61	
Joseph Laing.....	12 50	
	1,003 67	

Supplies for Tug, Dredges, Pile-drivers, etc.

Patterson Bros.....	\$33 69	
Paul C. Coffin.....	217 93	
Handren & Ripley.....	10 36	
	261 98	

Towing.

E. & A. Downer.....	\$54 00	
	54 00	

\$392,937 69

	BALANCE UNCOLLECTED APRIL 30, 1879.	ACCURED THIS YEAR.	BALANCE UNCOLLECTED APRIL 30, 1880.
DISTRICT NO. 1, NORTH RIVER.			
As per account with John M. Smith, Superintendent.....	\$215 09		
Pier, new 1, North river.....		\$6,093 64	
Bulkhead at Hoboken street, North river.....		1 00	
Pier, old 44, North river.....		404 24	
" new 41, ".....		822 04	
" new 45, ".....		1,167 82	
" at West Eleventh street, North river.....		55 84	
Bulkhead between Piers, new 38 and new 39, North river.....		250 63	
Bulkhead between Piers, new 39 and new 40, North river.....		154 54	
Bulkhead between Piers, new 40 and new 41, North river.....		17 55	
Bulkhead between Piers, new 41 and new 42, North river.....		361 18	
Bulkhead between Piers, new 42 and new 43, North river.....		250 70	
		\$9,685 78	\$532 27
DISTRICT NO. 2, NORTH RIVER.			
As per account with James Fitzpatrick, Superintendent.....	\$165 23		
Pier at Thirtieth street, North river.....		\$3 00	
Pier at Thirty-fifth street, North river.....		33 71	
Bulkhead at Thirty-sixth street, North river.....		12 00	
		\$48 71	106 78
DISTRICT NO. 1, EAST RIVER.			
As per account with William McConkey, Superintendent.....	\$112 46		
Pier 51, East river.....		\$2 50	
" 51½, ".....		4 50	
" 52, ".....		13 95	
" 53, ".....		12 20	
		\$33 16	2 50
DISTRICT NO. 2, EAST RIVER.			
As per account with John Butler, Superintendent.....	\$136 86		
Pier at Third street, East River.....		\$759 88	
" Sixteenth street, East river.....		5 43	
" Twenty street, East river.....		22 50	
" Twenty-third street, East river.....		60 00	
" Twenty-eighth street, East river.....		9 50	
" Twenty-ninth street, East river.....		20 10	
Bulkhead at Thirty-first street, East river.....		13 09	
Pier at Thirty-third street, East river.....		85 00	
" Forty-sixth street, East river.....		111 30	
" Forty-seventh street, East river.....		7 75	
" Fifty-fourth street, East river.....		5 00	
" Sixty-first street, East river.....		84 59	
" Eighty-sixth street, East river.....		75	
" One Hundred and Sixth street, Harlem river.....		19 90	
" One Hundred and Seventeenth street, Harlem river.....		41 42	
" One Hundred and Twenty-fifth street, Harlem river.....		7 25	
" One Hundred and Twenty-ninth street, Harlem river.....		30 20	
		\$1,283 72	66 75
Total amount accrued in the year.....		\$11,051 37	
Total amount outstanding, April 30, 1880.....			\$708 30

RENT-ROLL, showing the Occupancy, on May 1, 1880, of all Corporation Wharf Property under Leases and Permits of the Department of Docks; inclusive of 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.
			Leases, etc., Terminated.	Leases, etc., in force on and after May 1, 1880.	
North River.					
Berth on south side of Pier New 1.....	Old Dominion Steamship Co.....	Terminated April 20, 1880....	\$400 per mo. ....	.....	By Resolutions September 26, 1879, and January 28, 1880.
Extension to bulkhead between Piers 3 and 6, and widening Piers 4 and 5.....	Union Railroad and Transportation Co.....	May 1, 1873, to May 1, 1883	\$12,500 per ann. ....	.....	By Resolution April 30, 1873.
Platforms at bulkheads between Piers 6 and 8.....	New York & Baltimore Transportation Line.....	At pleasure of the Board.....	300 " .....	.....	By Resolution January 2, 1878.
Platform between Piers 8 and 9.....	Clark & Seaman.....	At pleasure of the Board.....	1,250 " .....	.....	By Resolution October 9, 1879.
Extension to Pier 9.....	William Cruikshank, Agent.....	At pleasure of the Board.....	700 " .....	.....	By Resolution October 9, 1879.
North half Pier 12, Pier 13, and bulkhead between. Extension on to Pier 13.....	Russell Sturgis.....	Aug. 1, 1869, to Aug. 1, 1879	14,750 per ann. ....	.....	By Commissioners of the Sinking Fund May 31, 1869.
North half Pier 12 and half bulkhead.....	Appleton Sturgis.....	Aug. 1, 1873, to Aug. 1, 1879	750 " .....	.....	By Resolution June 12, 1873.
Pier 13 and half bulkhead southerly.....	Francis S. Lathrop.....	Aug. 1, 1879, to Aug. 1, 1884	3,000 per ann. ....	.....	By Public Sale March 13, 1879.
Platforms between Piers 12 and 13, and 13 and 14.....	Central Railroad Co. of New Jersey.....	At pleasure of the Board.....	15,000 " .....	.....	By Public Sale March 13, 1879.
South half Pier 14 and bulkhead adjoining.....	Central Railroad Co. of New Jersey.....	May 1, 1876, to May 1, 1881	1,600 " .....	.....	By Resolution August 5, 1879.
Extension westerly to Pier 14.....	Central Railroad Co. of New Jersey.....	At pleasure of the Board.....	10,010 " .....	.....	By Public Sale March 7, 1876.
Widening south side Pier 14.....	Central Railroad Co. of New Jersey.....	At pleasure of the Board.....	400 " .....	.....	By Resolution October 2, 1879.
Platform south of Pier 16.....	Pennsylvania Railroad Co.....	At pleasure of the Board.....	250 " .....	.....	By Resolution on November 6, 1879.
South half Pier 18 and part bulkhead adjoining.....	Associates of the Jersey Co.....	May 1, 1876, to May 1, 1886	800 " .....	.....	By Resolution July 9, 1879.
Platform between Piers 18 and 19, etc.....	Delaware, Lackawanna & Western Railroad Co.....	May 1, 1876, to 3 mos. notice	7,510 " .....	.....	By Public Sale March 7, 1876.
Platform between Piers 18 and 20.....	John H. Starin.....	At pleasure of the Board.....	400 " .....	.....	By Resolution March 6, 1878.
Pier 20 and bulkhead southerly.....	Francis MacDonald.....	May 1, 1863, to 3 mos. notice	1,200 " .....	.....	By Resolutions May 15, 1873, and December 15, 1875.
Extension to Pier 20.....	Francis MacDonald.....	June 15, 1874, to 3 mos. notice	9,000 " .....	.....	By the Mayor, etc., lease dated December 6, 1867.
Bulkhead between Piers 20 and 21.....	Francis MacDonald.....	June 15, 1874, to 3 mos. notice	2,500 " .....	.....	By Resolution March 11, 1874.
Pier 21.....	Henderson Brothers, Agents (Assignees).....	Nov. 1, 1869, to May 1, 1880	2,000 per ann. ....	.....	By Commissioners of the Sinking Fund December 17, 1869, and Resolution October 30, 1879.
Extension to Pier 21.....	Henderson Brothers, Agents.....	Feb. 1, 1870, to May 1, 1880	3,000 " .....	.....	By Commissioners of the Sinking Fund May 31, 1869, and Resolution January 28, 1880.
Pier 21 and bulkhead adjoining south side.....	Henderson Brothers, Agents.....	June 15, 1874, to May 1, 1880	2,000 " .....	.....	By Resolutions March 11, 1874, and January 28, 1880.
South half Pier 22 sometimes named 23 and bulkhead adjoining.....	William Coverly.....	May 1, 1880, to May 1, 1883	12,000 per ann. ....	.....	By Public Sale April 13, 1880.
Platform at bulkhead north of Pier Old 28.....	Stephens & Condit Transportation Co.....	June 1, 1878, to June 1, 1881	2,910 " .....	.....	By Public Sale March 14, 1878.
South half Pier 29.....	Old Colony Steamboat Co.....	At pleasure of the Board.....	300 " .....	.....	By Resolutions July 9 and 23, 1879.
South half Pier 29 (including whole surface of pier).....	Providence & Stonington Steamship Co. (Assignee).....	Feb. 1, 1870, to Feb. 1, 1880	7,500 per ann. ....	.....	By Commissioners of the Sinking Fund, lease dated January 18, 1870.
Widening south side Pier 29.....	Providence & Stonington Steamship Co.....	Feb. 1, 1880, to May 1, 1883	25,100 " .....	.....	By Commissioners December 3, 1879, and Public Sale April 13, 1880.
North half Pier 29.....	George W. Quintard, Agent.....	May 1, 1871, to Feb. 1, 1880; now holding over.....	100 " .....	.....	By Resolution February 9, 1871.
Pier 30.....	Erie Railway Co.....	Feb. 1, 1870, to Feb. 1, 1880; now holding over.....	7,500 " .....	.....	By Commissioners of the Sinking Fund, lease dated January 18, 1870.
Pier 31 and one-half of bulkhead on each side thereof.....	Pavonia Ferry Co.....	At pleasure of the Board.....	15,000 " .....	.....	(Holding over till completion of new work.)
Pier 32 and one-half of bulkhead on each side thereof.....	Erie Railway Co.....	At pleasure of the Board.....	12,500 " .....	.....	By Resolution September 1, 1873.
Platforms on each side of Pier 32 at bulkhead.....	Erie Railway Co. (Assignee).....	At pleasure of the Board.....	10,500 " .....	.....	By Resolution April 6, 1876.
South half Pier 33 and half bulkhead adjoining.....	Erie Railway Co.....	At pleasure of the Board.....	1,000 " .....	.....	By Resolution August 1, 1872.
Platform north side Pier 33.....	Providence & Stonington Steamship Co.....	At pleasure of the Board.....	10,000 " .....	.....	Holding over under Lease by Public Sale March 14, 1878.)
North half Pier Old 34.....	Providence & Stonington Steamship Co.....	At pleasure of the Board.....	350 " .....	.....	By Resolution November 27, 1878.
Pier Old 35.....	J. H. Tremper & S. D. Coykendall.....	May 1, 1879, to removal for New Pier.....	7,050 " .....	.....	By Resolution August 8, 1877.
Platform south side Pier Old 36.....	Homer Ramsdell.....	At pleasure of the Board.....	15,000 " .....	.....	By Commissioners of the Sinking Fund May 31, 1869.
Pier Old 36.....	Bogert & Morgan, Agents.....	Feb. 1, 1870, to Feb. 1, 1880	250 " .....	.....	By Resolutions November 27, 1878, and April 30, 1879.
Pier Old 37.....	Bogert & Morgan, Agents (Assignees).....	Feb. 1, 1870, to Feb. 1, 1880	8,609.60 per ann. ....	.....	By Resolution August 14, 1878.
Pier Old 37.....	Bogert & Morgan, Agents (Assignees).....	Feb. 1, 1880, to removal for New Pier.....	15,000 per ann. ....	.....	By Commissioners of the Sinking Fund May 31, 1869.
Pier Old 38 and North Battery.....	Old Dominion Steamship Co.....	Terminated Aug. 1, 1879.....	To be hereafter determined.....	.....	By Resolutions November 27, 1878, and April 30, 1879.
Pier Old 39.....	Old Dominion Steamship Co.....	To completion of New Pier.....	18,000 per ann. ....	.....	By Resolution August 14, 1878.
Platform, north side, at Desbrosses street.....	Pennsylvania Railroad Co. (Assignee).....	At pleasure of the Board.....	.....	.....	(Holding over under Lease by Commissioners of the Sinking Fund May 31, 1869.)
Pier Old 40 and bulkhead southerly.....	Associates of the Jersey Co. and A. Van Santvoord and H. P. Farrington.....	May 1, 1879, to removal for New Pier.....	15,000 " .....	.....	By Resolution November 27, 1878.
Pier Old 42 and bulkhead southerly.....	New Jersey Railroad and Transportation Co.....	At pleasure of the Board.....	1,000 " .....	.....	By Resolution November 2, 1871.
Pier New 34 and one-half bulkhead each side.....	Harvey P. Farrington.....	May 1, 1873, to May 1, 1883	10,000 " .....	.....	By Resolution March 14, 1873.
Pier New 35 and bulkhead northerly formerly Old 43.....	Edgar W. Youmans.....	May 1, 1879, to May 1, 1881	4,500 per ann. ....	.....	By Public Sale March 13, 1879.
Pier New 37 formerly Old 45.....	Pacific Mail Steamship Co.....	Sept. 1, 1874, to Sept. 1, 1884	45,000 per ann. ....	.....	By Resolution July 23, 1874.
Pier New 37 formerly Old 45.....	William R. Garrison.....	May 1, 1873, to May 1, 1883	22,500 " .....	.....	By Resolution April 24, 1873.
Bulkhead between Piers New 37 and New 38.....	John G. Dale, Agent.....	Nov. 1, 1869, to Nov. 1, 1879	8,500 per ann. ....	.....	By Commissioners of the Sinking Fund May 31, 1869.
Pier New 38.....	John G. Dale, Agent.....	To completion of New Pier.....	15,000 per ann. ....	.....	By Resolution November 20, 1879.
Pier New 39.....	Booth & Edgar.....	At pleasure of the Board.....	1,000 " .....	.....	By Resolution June 28, 1876.
Pier New 40 (except use of water on north side).....	Williams & Guion.....	May 1, 1878, to May 1, 1888	30,900 " .....	.....	By Resolutions April 26, 1876, and January 30, 1878.
South half of bulkhead and of slip, north side of Pier New 40.....	Francis W. J. Hurst (National S. Co., Limited).....	Feb. 1, 1878, to Feb. 1, 1883	30,000 " .....	.....	By Resolutions April 26, 1876, and January 30 and July 17, 1878.
Pier New 41 formerly Old 49.....	Cunard Steamship Co. (Limited).....	May 1, 1879, to May 1, 1889	22,500 " .....	.....	By Resolutions April 26, 1876, and April 29, 1878.
Pier New 41 (except portions reserved).....	Central Railroad Co. of New Jersey.....	May 1, 1879, to May 1, 1889	7,500 " .....	.....	By Resolution April 26, 1876.
Pier New 42.....	Knickerbocker Ice Co.....	Dec. 1, 1869, to Dec. 1, 1879	8,000 per ann. ....	.....	By Resolution April 26, 1876.
Pier New 43.....	Citizens' Steamboat Co. of Troy.....	Season of 1880.....	7,500 for 1 m. ....	.....	By Resolution February 11, 1880.
Bulkhead and slip between Piers New 43 and New 44.....	Compagnie Generale Transatlantique.....	Nov. 1, 1876, to Nov. 1, 1886	30,000 per ann. ....	.....	By Resolution February 18, 1875.
Piers New 44 and New 45, bulkhead between, and one-half bulkhead north of New 45.....	Old Dominion Steamship Co.....	At pleasure of the Board.....	15,000 " .....	.....	By Resolution August 14, 1878, and July 16, 1879.
Pier New 46.....	Hoboken Land and Improvement Co.....	May 1, 1874, to May 1, 1884	15,000 " .....	.....	By Resolution February 2, 1874.
Pier New 47 and bulkhead southerly.....	Oceanic Steam Navigation Co.....	July 1, 1874, to July 1, 1884	45,000 " .....	.....	By Resolution December 4, 1873.
Bulkhead along easterly side of approach to Piers New 40 and New 47.....	Thomas Henderson.....	May 1, 1878, to May 1, 1881	20,000 " .....	.....	By Resolutions May 15 and 22, and July 10, 1878.
Bulkhead south of Pier 54.....	Quebec & Gulf Ports Steamship Co. (Assignee).....	May 1, 1878, to May 1, 1881	4,500 " .....	.....	By Public Sale March 14, 1878, and Resolution July 23, 1879.
Pier 54.....	Quebec & Gulf Ports Steamship Co. (Assignee).....	May 1, 1878, to May 1, 1881	1,000 " .....	.....	By Public Sale March 14, 1878.
Pier at 11th street and bulkhead extension to west line of West street.....	William H. Christie.....	May 1, 1878, to May 1, 1881	6,000 " .....	.....	By Public Sale March 14, 1878.
Bulkhead at Bank street.....	Henry Miller, Jr.....	May 1, 1878, to May 1, 1881	3,000 " .....	.....	By Public Sale March 14, 1878.
Pier at Bethune street except reservation for Public Bath.....	Charles E. Boardman.....	May 1, 1879, to May 1, 1882	4,500 " .....	.....	By Public Sale March 13, 1879.
Pier at Jan's street.....	Knickerbocker Ice Co.....	May 1, 1878, to May 1, 1881	300 " .....	.....	By Public Sale April 22, 1878.
Pier at Horatio street.....	Decker & Rapp.....	May 1, 1878, to May 1, 1881	375 " .....	.....	By Public Sale March 14, 1878.
Pier at Gansevoort street (with reservation to cancel, if required by new Public Market).....	Decker & Rapp.....	May 1, 1878, to May 1, 1881	825 " .....	.....	By Public Sale March 14, 1878.
Bulkhead north of Pier at Gansevoort street.....	William G. Schenck.....	May 1, 1878, to May 1, 1881	750 " .....	.....	By Public Sale March 14, 1878.
Pier north of Bloomfield street.....	Daniel Shea.....	May 1, 1879, to May 1, 1882	1,500 " .....	.....	By Public Sale April 28, 1879.
Bulkhead south of Pier at Little 12th street (except reservation for use of hydrant).....	New York City Ice Co.....	May 1, 1876, to May 1, 1881	1,250 " .....	.....	By Public Sale March 14, 1878.
Pier at Little 12th street.....	Felix Dougherty.....	May 1, 1876, to May 1, 1881	1,000 " .....	.....	By Public Sale March 14, 1878.
Platform at Bulkhead south of 13th street.....	Drew & Bucki.....	May 1, 1878, to May 1, 1881	510 " .....	.....	By Public Sale March 14, 1878.
North half Pier at 13th street.....	Drew & Bucki.....	May 1, 1878, to May 1, 1881	750 " .....	.....	By Public Sale April 15, 1878.
Bulkhead at 14th street.....	Drew & Bucki.....	At pleasure of the Board.....	500 " .....	.....	By Resolution November 1, 1876.
Pier at 15th street.....	A. C. Cheney, President.....	May 1, 1878, to May 1, 1881	500 " .....	.....	By Public Sale March 14, 1878.
Pier at 16th street.....	Manual Benefit Ice Co.....	May 1, 1878, to May 1, 1881	1,000 " .....	.....	By Public Sale March 14, 1878.
Pier at 17th street.....	A. C. Cheney.....	May 1, 1878, to May 1, 1881	905 " .....	.....	By Public Sale March 14, 1878.
Pier at 18th street.....	A. C. Cheney.....	May 1, 1878, to May 1, 1881	700 " .....	.....	By Public Sale March 14, 1878.
Bulkhead at 19th street.....	Manhattan Gas-light Co.....	May 1, 1878, to May 1, 1881	2,000 " .....	.....	By Public Sale March 14, 1878.
Pier at 20th street.....	Manhattan Gas-light Co.....	May 1, 1878, to May 1, 1881	2,000 " .....	.....	By Public Sale March 14, 1878.
Extension to Pier at 20th street.....	D. C. Newell & Sons.....	May 1, 1879, to May 1, 1882	200 " .....	.....	By Public Sale May 6, 1879.
Pier at 22d street.....	Knickerbocker Ice Co.....	May 1, 1876, to May 1, 1886	1,515 " .....	.....	By Public Sale April 21, 1876.
Bulkhead at 23d street, with land under water covered by Ferry platform.....	Knickerbocker Ice Co.....	At pleasure of the Board.....	250 " .....	.....	By Resolution November 26, 1879.
Platform north of Ferry at 23d street.....	A. Van Santvoord.....	May 1, 1876, to May 1, 1886	1,410 " .....	.....	By Public Sale April 21, 1876.
Pier at 24th street.....	A. Van Santvoord.....	June 20, 1876, to May 1, 1886	250 " .....	.....	By Resolution May 10, 1876.
Pier at 25th street.....	New York, Lake Erie & Western Railroad Co.....	May 1, 1879, to May 1, 1881	500 " .....	.....	By Public Sale April 28, 1879.
Pier at 25th street.....	Twenty-third Street Railway Co.....	At pleasure of the Board.....	400 " .....	.....	By Resolutions May 2 and 15, 1877, and October 23, 1878.
Pier at 25th street.....	C. T. Van Santvoord.....	May 1, 1878, to May 1, 1881	4,000 " .....	.....	By Public Sale April 15, 1878.
Pier at 25th street.....	C. T. Van Santvoord, Agent.....	May 1, 1878, to May 1, 1881	1,500 " .....	.....	By Public Sale March 14, 1878.
Pier at 25th street (except reservation for night-soil boat).....	C. T. Van Santvoord, Agent.....	May 1, 1878, to May 1, 1881	750 " .....	.....	By Public Sale April 22, 1878.
Pier at 30th street.....	Daniel T. Robertson.....	May 1, 1879, to May 1, 1883	600 per ann. ....	.....	By Public Sale May 6, 1879.
Site for Pier at 31st street.....	Thomas Fitzpatrick.....	May 1, 1878, to May 1, 1881	1,800 per ann. ....	.....	By Public Sale April 22, 1878.
Pier at 31st street.....	New York Central & Hudson River Railroad Co.....	Nov. 1, 1873, to May 1, 1883	5,000 " .....	.....	By Resolution September 13, 1873.
Pier at 35th street (except reservation for bath).....	Scott & Co.....	May 1, 1878, to May 1, 1881	3,000 " .....	.....	By Public Sale March 14, 1878.
Pier at 35th street except reservation for bath.....	Scott & Co.....	May 1, 1879, to May 1, 1880	2,900 per ann. ....	.....	By Public Sale March 13, 1879.
Bulkhead at 36th street.....	Scott & Co.....	May 1, 1880, to May 1, 1881	3,500 per ann. ....	.....	By Public Sale April 13, 1880.
Pier at 40th street.....	John Burns.....	May 1, 1879, to May 1, 1880	100 per ann. ....	.....	By Public Sale May 6, 1879.
Extension to Pier at 43d street.....	James McClenahan.....	May 1, 1878, to May 1, 1881	1,500 per ann. ....	.....	By Public Sale April 15, 1878.
Pier at 46th street.....	Knickerbocker Ice Co.....	At pleasure of the Board.....	100 " .....	.....	By Resolutions September 25 and November 21, 1873.
Pier at 47th street (except reservation for dump).....	John H. Benner.....	Aug. 1, 1878, to May 1, 1881	1,610 " .....	.....	By Public Sale July 25, 1878.
Bulkhead at 50th street.....	Thomas Fitzpatrick.....	May 1, 1878, to May 1, 1881	750 " .....	.....	By Public Sale April 22, 1

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.		RIGHT OF TENANCY.
			Leases, etc., Terminated.	Leases, etc., in force on and after May 1, 1880.	
North River.					
Pier at 70th street (except reservation for city material)	Thomas Fitzpatrick (ad)	May 1, 1879, to May 1, 1882		\$400 per ann.	By Public Sale March 13, 1879.
Pier at 96th street	Theodore F. Tone	May 1, 1878, to May 1, 1881	115 "	"	By Public Sale April 15, 1878.
Pier at 129th street (except reservation for dump)	Theodore F. Tone	May 1, 1878, to May 1, 1881	250 "	"	By Public Sale April 15, 1878.
Bulkhead between southerly line of 130th street and Pier at 131st street	Mutual Benefit Ice Co.	May 1, 1878, to May 1, 1881	250 "	"	By Public Sale April 15, 1878.
Pier at 131st street, and bulkhead northerly to retaining wall	Theodore F. Tone	June 1, 1878, to June 1, 1881	750 "	"	By Public Sale April 15, 1878.
Pier at 152d street	Theodore F. Tone	May 1, 1878, to May 1, 1881	25 "	"	By Public Sale March 14, 1878.
East River.					
Bulkhead, etc., west of Pier 1	Staten Island Railway Co.	Nov. 1, 1877, to Nov. 1, 1882	4,200 "	"	By Public Sale October 25, 1877.
Pier 1 and 8 1/2 feet bulkhead easterly	John H. Starin (Assignee)	May 1, 1874, to May 1, 1884	10,000 "	"	By Resolution January 19, 1874.
East half Pier 4, west half Pier 5, and bulkhead between	New York Central & Hudson River Railroad Co.	May 1, 1876, to May 1, 1886	6,010 "	"	By Public Sale March 7, 1876.
Platform at bulkhead between Piers 4 and 5, etc.	New York Central & Hudson River Railroad Co.	May 1, 1876, to May 1, 1886	800 "	"	By Resolutions May 10 and 16, and June 28, 1876.
East half Pier 5, west half Pier 6, and bulkhead between	New York Central & Hudson River Railroad Co.	May 1, 1876, to May 1, 1886	9,000 "	"	By Public Sale March 7, 1876.
East half Pier 6 and bulkheads adjoining	John H. Starin	May 1, 1878, to May 1, 1881	5,600 "	"	By Public Sale April 15, 1878, and Resolution February 12, 1879.
Pier 7	New York, Lake Erie & Western Railroad Co.	May 1, 1878, to May 1, 1881	5,600 "	"	By Public Sale April 22, 1878.
West half Pier 8 and bulkheads adjoining	Erie Railway Co. (Assignee)	Feb. 1, 1876, to May 1, 1881	6,600 "	"	By Public Sale January 25, 1876.
West half Pier 12 and bulkhead adjoining	David Whipple (Assignee)	May 1, 1878, to May 1, 1881	3,855 "	"	By Public Sale March 14, 1878, and Resolution November 6, 1878.
East half Pier 18, except outer end	William D. Morgan	May 1, 1879, to May 1, 1881	4,000 "	"	By Public Sale March 13, 1879.
Bulkhead and platform between Piers 18 and 19	John E. Stow (Assignee)	May 1, 1878, to May 1, 1881	250 "	"	By Public Sale April 15, 1878, and Resolution May 29, 1878.
West half Pier 19	Alexander Mason	May 1, 1878, to May 1, 1881	4,500 "	"	By Public Sale March 14, 1878.
Platform south of Pier 20	C. H. Mallory & Co.	At pleasure of the Board	200 per ann.	"	By Resolution March 27, 1878.
East half Pier 20	C. H. Mallory & Co.	Aug. 15, 1878, to Aug. 15, 1883	5,000 "	"	By Public Sale March 14, 1878.
Bulkhead between Piers 20 and 21	Henry H. Helat	May 1, 1879, to May 1, 1881	2,700 "	"	By Public Sale March 13, 1879.
West half Pier 21	Thomas O'Rourke	May 1, 1878, to May 1, 1881	3,000 "	"	By Public Sale March 14, 1878.
One-half of east half Pier 22, one-half of west half Pier 23, bulkhead between and appurtenances	Fulton Market Fishmongers' Association	May 1, 1879, to May 1, 1889	6,500 "	"	By Public Sale March 18, 1879.
Outer half east side Pier 22	Morrisania Steamboat Co.	May 1, 1879, to May 1, 1882	1,500 "	"	By Public Sale March 13, 1879.
Outer end of west half Pier 23	John H. Lynch	June 1, 1878, to June 1, 1879	2,020 for term.	"	By Public Sale March 14, 1878.
Outer end of east half Pier 23	John H. Lynch	June 1, 1879, to June 1, 1882	2,125 per ann.	"	By Public Sale March 13, 1879.
East half Pier 24 and half bulkhead adjoining	Hartford and New York Steamboat Co.	May 1, 1876, to May 1, 1881	5,710 "	"	By Public Sale March 7, 1876.
West half Pier 25 and half bulkhead adjoining	New Haven Steamboat Co.	May 1, 1876, to May 1, 1881	5,510 "	"	By Public Sale March 7, 1876.
East half Pier 25, west half Pier 26, and bulkhead between	New Haven Steamboat Co.	May 1, 1879, to May 1, 1884	4,500 "	"	By Public Sale March 13, 1879.
Bulkhead and slips east of wharf property of the Bridge Company at Roosevelt street	New York Ferry Co.	June 14, 1878, to Nov. 1, 1882	10,000 "	"	By Public Sale June 14, 1878.
East half Pier 31, west half Pier 32, and bulkhead between	East River Ferry Co.	May 1, 1878, to May 1, 1883	2,500 "	"	By Public Sale April 19, 1878.
East half Pier 33, west half Pier 34, and bulkhead between	Philadelphia & New York Steam Navigation Co.	May 1, 1876, to May 1, 1881	10,110 "	"	By Public Sale March 7, 1876.
Platform between Piers 35 and 36	S. F. Shortland & Brother	At pleasure of the Board	50 "	"	By Resolution May 2, 1877.
Widening east side and extension Pier 36	George H. Penniman	Nov. 1, 1878, to May 1, 1889	700 "	"	By Public Sale December 16, 1878.
Pier 37 and part bulkhead on each side, except the dump	R. Cornell White	May 1, 1875, to May 1, 1880	3,000 per ann.	"	By Resolution October 1, 1874.
Pier 37 and part bulkheads adjoining (except reservation for dump)	Central Vermont Railroad and Steamboat Co.	May 1, 1880, to May 1, 1883	4,000 per ann.	"	By Public Sale April 13, 1880.
Pier 38 and half bulkhead westerly	Maine Steamship Co.	May 1, 1876, to May 1, 1881	7,510 "	"	By Public Sale March 7, 1876.
Platform between Piers 38 and 39	Peter Charles	At pleasure of the Board	400 "	"	By Resolution June 16, 1875.
Pier 40 and half bulkhead easterly	Frank and Howard Phelps	May 1, 1877, to May 1, 1882	5,010 "	"	By Public Sale March 12, 1877.
Platform east of Pier 40	Phelps Brothers & Co.	Feb. 1, 1879, to May 1, 1882	100 "	"	By Resolution December 7, 1878.
Pier 41 and part bulkhead each side	Inland and Seaboard Coasting Co.	May 1, 1879, to May 1, 1884	5,500 "	"	By Public Sale July 25, 1878.
One-ninth part Pier 42	William F. Buckley	May 1, 1879, to May 1, 1882	250 "	"	By Public Sale March 13, 1879.
Pier 43, except inner half west side	Joseph Cooper	May 1, 1878, to May 1, 1881	2,500 "	"	By Public Sale April 15, 1878.
Pier 44 and bulkhead westerly	Alexander Mason	May 1, 1878, to May 1, 1881	4,700 "	"	By Public Sale April 15, 1878.
Pier 45	Joseph V. Brown	May 1, 1878, to May 1, 1881	5,600 "	"	By Public Sale April 15, 1878.
Pier 46	Thomas C. Burke	May 1, 1876, to May 1, 1881	4,300 "	"	By Public Sale March 7, 1876.
Pier 48	Harlem River & Port Chester Railroad Co.	At pleasure of the Board	2,500 "	"	By Resolution May 7, 1874.
Platform between Piers 50 and 51	Joseph V. Brown	May 1, 1879, to May 1, 1882	1,000 "	"	By Public Sale March 13, 1879.
East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for Bath at Pier 51)	Ezra Quimby	May 1, 1879, to May 1, 1882	100 "	"	By Public Sale April 28, 1879.
Bulkhead at Corlears street	Hoelt & Ficken	Nov. 1, 1874, to Nov. 1, 1879	1,700 per ann.	"	By Resolution November 4, 1874.
South half Pier 55 (except outer end), and about 54 feet bulkhead adjoining	East River Bathing Co.	Nov. 1, 1879, to Nov. 1, 1882	800 per ann.	"	By Public Sale April 28, 1879.
South half Pier 55 (except outer end), and about 54 feet bulkhead adjoining	William H. Wood	May 1, 1879, to May 1, 1882	1,500 "	"	By Public Sale March 13, 1879.
North half Pier 56, south half Pier 57, and bulkhead between	Carl Smith & Son	June 1, 1878, to June 1, 1881	1,000 "	"	By Public Sale March 14, 1878.
North half Pier 58 and half bulkhead adjoining	Knickerbocker Ice Company	June 1, 1878, to June 1, 1881	1,000 "	"	By Public Sale March 14, 1878.
South half Pier 59 and half bulkhead adjoining	James R. Klotz	May 1, 1877, to May 1, 1880	400 per ann.	"	By Public Sale March 12, 1877.
Bulkhead (188 feet) on Tompkins street, north of Rivington street	Joseph V. Brown	May 1, 1880, to May 1, 1883	500 per ann.	"	By Public Sale April 13, 1880.
Bulkhead (188 feet) on Tompkins street, north of Rivington street	Joseph V. Brown	May 1, 1878, to May 1, 1881	1,850 "	"	By Public Sale March 14, 1878.
Pier 60 and bulkhead westerly, from north side to Tompkins street	Isaac Fowler	May 1, 1878, to May 1, 1881	(Reduced) 875 per ann.	"	By Public Sale March 14, 1878, and Comptroller January 17, 1880.
Pier 61 and 55 feet bulkhead northerly, except reservation for dump (part unpossessed)	Mutual Benefit Ice Company	May 1, 1878, to May 1, 1881	600 "	"	By Public Sale April 15, 1878.
North half Pier 62	Nassau Ferry Co.	Nov. 1, 1878, to May 1, 1894	2,000 per ann.	"	By Public Sale December 16, 1878.
Bulkhead, etc., at and south of Houston street	East River Bathing Co.	Season of 1879	400 for term.	"	By Resolution January 8, 1879.
Site for Pier, 130 feet south of Houston street	Joseph V. Brown	May 1, 1879, to May 1, 1882	800 per ann.	"	By Public Sale March 13, 1879.
Berth for Bath at Pier at 3d street	Manhattan Gas-light Co.	May 1, 1878, to May 1, 1881	600 "	"	By Public Sale March 14, 1878.
Pier at 5th street (except reservations for Bath and dump)	Manhattan Gas-light Co.	May 1, 1878, to May 1, 1881	600 "	"	By Public Sale March 14, 1878.
Bulkhead at 14th street	Farmers' Protective Union	May 1, 1879, to May 1, 1882	425 "	"	By Public Sale March 13, 1879.
Bulkhead at 17th street	New York and Manhattan Beach Railway Co.	May 1, 1879, to May 1, 1882	2,850 "	"	By Public Sale March 13, 1879.
Bulkhead at 20th street	Greenpoint Ferry Co.	Aug. 1, 1877, to Aug. 1, 1882	2,501 "	"	By Public Sale October 11, 1877.
Pier at 23d street (except reservations outer end and berth for Schoolship)	Joseph V. Brown	June 1, 1878, to June 1, 1881	600 "	"	By Public Sale April 15, 1878.
Bulkhead north of 23d street	E. Win L. Carpenter	May 1, 1879, to May 1, 1882	1,190 "	"	By Public Sale April 28, 1879.
Bulkhead south of 24th street, north of Ferry premises	Thomas Fitzpatrick	May 1, 1879, to May 1, 1882	1,100 "	"	By Public Sale March 13, 1879.
Pier at 25th street	Mark Goodwin	May 1, 1880, to May 1, 1881	200 "	"	By Public Sale April 13, 1880.
Bulkhead at 26th street	Oscar E. Hawxhurst	May 1, 1880, to May 1, 1881	200 "	"	By Public Sale April 13, 1880.
Bulkhead at 30th street	John W. Manning	May 1, 1877, to May 1, 1880	45 per ann.	"	By Public Sale March 12, 1877.
Bulkhead at 32d street	Knickerbocker Ice Co.	May 1, 1878, to May 1, 1881	900 per ann.	"	By Public Sale March 14, 1878.
Pier at 33d street, except outer end	L. I. North Shore Passenger and Freight Transportation Co.	At pleasure of the Board	50 per mo.	"	By Commissioners April 1, 1879.
Outer end Pier at 33d street	East River Ferry Co.	Nov. 1, 1877, to Nov. 1, 1882	2,000 per ann.	"	By Public Sale September 6, 1877.
Bulkhead at 34th street	Garret L. Schuyler	May 1, 1877, to May 1, 1880	235 per ann.	"	By Public Sale March 12, 1877.
Bulkhead at 35th street	Garret L. Schuyler	May 1, 1880, to May 1, 1881	200 per ann.	"	By Public Sale April 13, 1880.
Bulkhead at 35th street	Popham & Co.	May 1, 1877, to May 1, 1880	130 per ann.	"	By Public Sale March 12, 1877.
Bulkhead at 36th street	Popham & Co.	May 1, 1880, to May 1, 1881	250 per ann.	"	By Public Sale April 13, 1880.
Pier at 37th street (except reservation for Public Bath)	John Nesbit	May 1, 1878, to May 1, 1881	500 "	"	By Public Sale March 14, 1878.
Pier at 38th street (except reservation for dump)	Isaac Fowler	May 1, 1878, to May 1, 1881	400 "	"	By Public Sale April 15, 1878.
Bulkhead at 39th street	Watrous & Willson	May 1, 1879, to May 1, 1881	150 "	"	By Public Sale April 28, 1879.
Bulkhead at 43d street	John Ahsbals	Terminated Sept. 1, 1879	100 per ann.	"	By Resolution September 26, 1877.
Bulkhead at 43d street	Michael Kane	Sept. 1, 1879, to Sept. 1, 1881	200 per ann.	"	By Public Sale April 28, 1879.
Extension to bulkhead at 45th street (for stone dump)	Schwarzschild & Sulzberger	May 1, 1879, to May 1, 1882	100 "	"	By Public Sale March 13, 1879.
Bulkhead at 47th street	Owens & Co.	May 1, 1879, to May 1, 1881	675 "	"	By Public Sale May 6, 1879.
Bulkhead at 48th street	Thomas B. Tweddle	May 1, 1878, to May 1, 1881	150 "	"	By Public Sale March 14, 1878.
Bulkhead and stone dump at 49th street	George W. Powe & Co.	May 1, 1879, to May 1, 1881	300 "	"	By Public Sale April 28, 1879.
Bulkhead at 51st street	Charles H. Longstreet (Assignee)	July 1, 1877, to July 1, 1881	305 "	"	By Public Sale June 6, 1877, and Resolution August 7, 1878.
Site for Pier at 51st street	Morrisania Steamboat Co.	Jan. 1, 1878, to July 1, 1881	50 "	"	By Resolution December 19, 1877.
Pier at 53d street	Charles H. Eldridge and C. H. Warren	Dec. 1, 1878, to May 1, 1882	600 "	"	By Public Sale July 25, 1878, and Resolution April 2, 1879.
Site for bulkhead between 56th and 57th streets	Mutual Benefit Ice Co.	May 1, 1879, to May 1, 1882	500 "	"	By Public Sale March 13, 1879.
Site for Platform, etc., north of 62d street	Schmitt & Koehne	At pleasure of the Board	50 "	"	By Resolution April 27, 1877.
Site for Platform, etc., south of 63d street	Jabez A. Bostwick	At pleasure of the Board	200 "	"	By Resolutions March 20 and December 24, 1878.
Site for Platform at 63d street	John Fagan	At pleasure of the Board	75 "	"	By Resolution September 15, 1875.
Site for bulkhead between 63d and 64th streets	Ehrenreich Brothers	At pleasure of the Board	100 "	"	By Resolutions April 24 and December 24, 1878.
Site for bulkhead at 74th street	Neidlinger, Schmidt & Co.	June 1, 1874, to June 1, 1884	250 "	"	By Resolution May 28, 1874.
Pier at 79th street	Neidlinger, Schmidt & Co.	May 1, 1874, to May 1, 1884	50 "	"	By Resolution February 12, 1874.
Site for Platform between 79th and 80th streets	Thomas Patten	At pleasure of the Board	100 "	"	By Resolution November 21, 1877.
Pier or bulkhead at 80th street	Frank E. Wise	May 1, 1878, to May 1, 1881	350 "	"	By Public Sale April 22, 1878.
Pier or bulkhead at 86th street	Murphy & Nesbit	May 1, 1878, to termination of occupancy of upland	100 "	"	By Resolution May 3, 1878.
Bulkhead at 92d street, and wharf property at Fulton street, Astoria	Andrew J. Lusk	May 1, 1879, to May 1, 1880	300 for term.	"	By Public Sale March 13, 1879.
Bulkhead at and south of 93d street	John H. Baxter	May 1, 1880, to May 1, 1881	300 per ann.	"	By Public Sale April 13, 1880.
Harlem River.					
Pier at 117th street	Astoria Ferry Co.	Nov. 1, 1877, to Nov. 1, 1882	250 "	"	By Public Sale July 12, 1878.
Pier or platform at 120th street	Thomas Patten	May 1, 1880, to May 1, 1881	500 "	"	By Public Sale April 13, 1880.
Berth for float, north side Pier at 125th street	James P. Minster	Terminated by surrender July 31, 1879	200 per ann.	"	By Public Sale March 13, 1879.
Right to moor floats at steps, each end Third Avenue Bridge	Harlem and New York Navigation Co.	May 1, 1879, to May 1, 1882	400 per ann.	"	By Public Sale March 13, 1879.
	Edward McGrath and Robert H. Smith	At pleasure of the Board	25 per qr.	"	By Resolution April 24, 1878.
	Adolph L. Kerker	May 1, 1878, to May 1, 1881	1,200 per ann.	"	By Public Sale March 14, 1878.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS, 117 AND 119 DUANE STREET,
OFFICE OF THE ENGINEER-IN-CHIEF,
NEW YORK, May 1, 1880.

EUGENE T. LYNCH, Esq., Secretary of the Board of Docks:

SIR—I have the honor to submit for the consideration of the Board of Commissioners governing this Department the following report of the several works under my supervision during the year ending April 30, 1880:

Battery Section.—Embracing the Boat Landing, Pier, new 1, North river, and about 80 feet north of Pier, new 1.

But little work has been necessary at this section during the year. The plank road approaches over the made land have been enlarged and repaired. A plot of the made land, about 40 feet wide, facing the Boat Landing, has been set off by placing a granite curbing across its northerly side. The enclosed area will be planted with grass seed. The small house used as a shelter for persons waiting for boats has been repaired and painted. I beg leave to suggest the erection of a small wooden or iron awning in front of the steps of the Boat Landing as a protection from the sun for persons waiting for boats during the hot months of summer.

The filling at the north end of the section has been protected from wash of the water by depositing about 60 cubic yards of rip-rap stone on its edges.

Pier, new 1.—The pavement of the pier is in about the same condition as reported last year. The contractors have, however, made an arrangement for the repair of all faults and the maintenance of the surface in good order. The pier has been in constant use by vessels engaged in trade and by the excursion steamers during their season. The Old Dominion Steamship Company built a temporary freight shed, 80 feet by 30 feet, in October and removed the same in April.

Beach Street Section.—Extending from 20 feet south of the south side of Pier, new 26, northwardly about 190 feet.

Length of piling for the year.....25.00 feet; to date, 25.00 feet.
Equivalent length of completed wall for the year.....29.00 " " 29.00 "

The work of building the bulkhead wall at this section and Pier, new 26, was begun in August last. The outer 270 feet of Pier, old 37, were removed in August and September by the contractors, Messrs. T. & A. Walsh, leaving the Old Dominion Steamship Company in occupation of the rest of the pier. The dredging on the site of Pier, new 26, was done by the Union Dredging Company and was finished in October. The outer end of the pier, about 394 feet length and 80 feet in width, was built by the contractors above-named from September to February, and the Steamship Company put in possession at once. The company has built a shed over this part of the new pier which has been in constant use since January last, communication with West street being had over a part of Pier, old 37, and a temporary roadway connecting the inner part of the old pier with the outer part of the new one.

As soon as the outer part of Pier, new 26, was ready for use, the northerly two-thirds of the inner part of Pier, old 37, was removed by the contractors and work begun for the wall by dredging the soft mud from its site, putting in cobble and rip-rap stone and driving the foundation piles, ninety of which have been driven to date.

The total time of work at this section by the Department force will be longer than usual, because the lessees of the premises there have not entirely removed, but have carried on a part of their business during the progress of the work.

Chambers Street Section.—Extending from the north side of Pier, old 29, northwardly 560 feet.

Length of piling for the year.....195.00 feet; to date, 361.73 feet
" base blocks for the year.....193.00 " " 359.73 "
" "E" course of granite for the year.....169.78 " " 333.93 "
" wall completed for the year.....95.87 " " 200.02 "
Equivalent length of completed wall for the year.....195.00 " " 360.00 "

Work upon this section has been continued and pushed on as fast as possible. During the year 169 feet of wall have been built, and filling put in and leveled off behind it. Plank road approaches for wagons and for foot passengers have been laid and kept in order.

Pier, new 20.—This pier has been finished and a freight shed built upon it by the New York, Lake Erie & Western Railroad Company, and the freight business of the company will be moved from Pier, old 31, to this pier during May, 1880.

Dredging for the extension of the wall and for Pier, new 21, has been commenced, and the work of continuing the construction of the wall is in progress.

The plans for Pier, new 21, have been made, and the contract for building it will be let in a few days. This pier will be the largest yet built in this city, being 100 feet wide by 592 feet long, and having an area of 59,200 square feet, or more than an acre and a third.

Canal Street Section.—Extending from 2.14 feet north of the south side of Pier, new 35, southwardly to about the centre of the slip between Piers, old 41 and old 42.

Length of piling for the year.....0.00 feet; to date, 441.20 feet.
" base blocks for the year.....0.00 " " 383.94 "
" "E" course of granite for the year.....21.34 " " 334.95 "
" wall completed for the year.....10.35 " " 312.83 "
Equivalent length of completed wall for the year.....3.16 " " 373.89 "

No work upon this section has been necessary, except repairs of the temporary plank roads over the filling in rear of the wall, which have been kept in good order.

Spring Street Section.—Extending from 2.14 feet north of the south side of Pier, new 35, northwardly to the centre of the slip between Piers, new 35 and new 36.

Length of piling for the year.....15.73 feet; to date, 139.92 feet.
" base blocks for the year.....18.70 " " 139.92 "
" "E" course of granite for the year.....0.00 " " 84.94 "
" wall completed for the year.....0.00 " " 59.86 "
Equivalent length of completed wall for the year.....15.1 " " 125.74 "

Since it was uncertain at what time the Department would obtain possession of Pier, old 44, which it was necessary to have before building the wall farther to the northward, the piling and wood-work of the foundation at the northerly end of the wall at this section were encased with plank, and the enclosure filled in with cobble stone and gravel to protect the foundation piles from the teredo, which had begun its attacks upon them. Possession of Pier, old 44, was acquired in August, 1879, and the casing was removed and the wall built to the southerly end of the Clarkson street section, with the exception of setting the granite, with its concrete backing, and planking the platform in rear of the concrete backing. This part of the work will be done, for the sake of convenience, after the Charlton street section of the wall is built, and will be completed about the first of September next.

The plank road approaches over the filling in rear of the wall have been sheathed and kept in order.

Charlton Street Section.—Extending from 28.05 feet north of the north side of Pier, new 37, southwardly to about the centre of the slip between Piers, new 36 and new 37.

Length of piling for the year.....233.14 feet; to date, 405.52 feet.
" base blocks for the year.....236.74 " " 405.52 "
" "E" course of granite for the year.....0.00 " " 140.82 "
" wall completed for the year.....28.05 " " 98.14 "
Equivalent length of completed wall for the year.....164.20 " " 333.50 "

The coping, referred to in my last Annual Report, on that part of the wall of this section, north of Pier, new 37, has been set, and that part of the wall is completed.

The work of building the wall through and on each side of Pier, old 44, was delayed until the Department should acquire a title to and take possession of the pier, which did not occur until August, 1879. The work of removing the sheds and cutting through the pier was then begun, and at this date all the piles for the wall of the section have been driven and capped, all the base blocks set, and the cobble stone and rip-rap put in up to the caps. The remaining work of setting the granite, with its concrete backing, covering the caps with plank and receiving the filling, will be proceeded with at once. The wall will be completed about the first of next September.

Foundation piles for an outlet sewer, as laid out by the Bureau of Sewers of the Department of Public Works, have been driven where it is located, in the immediate vicinity of the rear wall, and the wall arranged for building the sewer through it.

The outer part of Pier, old 44, was left standing to accommodate certain vessels which discharged their cargoes upon it, whence they were removed by lighters. All the sheds and decking have now been removed, and plans have been begun for a new pier (Pier, new 36) to be built in the place of Pier, old 44, and the contract will be ready for letting about the first of July. Dredging for this new pier is in progress, and is partly finished.

The plank road over the filling to Pier, new 37, has been repaired and kept in order.

Old King Street Section.—Extending from 28.05 feet north of the north side of Pier, new 37, to 7.04 feet south of the south side of Pier, new 38, a distance of 148.41 feet.

Length of piling for the year.....0.00 feet; to date, 148.41 feet.
" base blocks for the year.....0.00 " " 148.41 "
" "E" course of granite for the year.....0.00 " " 148.41 "
" wall completed for the year.....7.93 " " 148.41 "
Equivalent length of completed wall for the year.....0.41 " " 148.41 "

One piece of coping has been set in the wall of this section, and the backing secured on top of it. No other work has been necessary.

New King Street Section.—Extending from 7.04 feet south of the south side of Pier, new 38, to 32.37 feet north of the north side of Pier, new 38, a length of 114.49 feet of wall built and completed. No work has been done upon this section beyond repairs to and maintenance of the plank roadways over the filling in rear of the wall, and the distribution and leveling off of eight loads of earth. Pier, new 38, is leased by the Williams & Guion Steamship Line, and no work has been done upon it by the Department.

Lower Clarkson Street Section.—Extending from 32.27 feet north of the north side of Pier, new 38, to 4.72 feet south of the south side of Pier, new 39, a length of 152.91 feet. Length of wall built and completed, 152.91.

No work has been done upon this section.

Houston Street Section.—Extending from 4.72 feet south of the south side of Pier, new 39, to 30.09 feet north of the north side of Pier, new 39, a distance of 109.89 feet.

No work has been done upon this section, except the repairing and maintaining of the plank road over the filling, and the distributing of 798 loads of earth filling.

Pier, new 39, is occupied by its lessees, the National Steamship Company, and no work has been done upon it by the Department.

Upper Clarkson Street Section.—Extending from 30.09 feet north of the north side of Pier, new 39, to 55.40 feet south of the south side of Pier, new 40, a distance of 102.51 feet.

Length of piling for the year.....0.00 feet; to date, 102.51 feet.
" base blocks for the year.....0.00 " " 102.51 "
" "E" course of granite for the year.....31.22 " " 102.51 "
" wall completed for the year.....80.31 " " 102.51 "
Equivalent length of completed wall for the year.....5.49 " " 102.51 "

The gap in the wall, left for the temporary outlet of the Clarkson street sewer, has been filled in, the coping and backing logs set in place and the wall completed. There have been received in rear of the wall 694 loads of earth filling.

Leroy Street Section.—Extending from 55.40 feet south of the south side of Pier, new 40, to 25.94 feet south of Pier, new 42, a distance of 561.46 feet.

Length of piling for the year.....0.00 feet; to date, 561.46 feet.
" base blocks for the year.....0.00 " " 561.46 "
" "E" course of granite for the year.....0.00 " " 561.46 "
" wall completed for the year.....55.40 " " 561.46 "
Equivalent length of completed wall for the year.....1.46 " " 561.46 "

The coping of the wall at this section was completed the seventeenth of last September, and the backing log placed the twenty-second day of the same month, thus completing the wall.

The old Clarkson street sewer has been covered with old timber, and earth filling placed over the timber temporarily, until the Bureau of Sewers of the Department of Public Works shall be ready to build a new sewer in its place.

The plank roads to Piers, new 40 and new 41, and to the ferry-house of the Central Railroad Company of New Jersey, have been kept in order.

There have been received in rear of the wall 3,078 loads of filling.

Pier, new 40.—The shed of the Cunard Steamship Company (Limited), has been completed, and has been in use by the company during the year. The ferry house of the Central Railroad Company of New Jersey has been in partial use since the fourteenth of last January, a small boat being run to and from it.

Pier, new 41.—The Knickerbocker Ice Company removed from this pier on the expiration of their lease, and moved away the platform for landing ice, the machinery and scales. Repairs of small extent have been made to the pier. About 140 feet of the outer end of this pier, built in 1877, is in good condition, but the remainder is not strong enough for the requirements of large ocean steamship lines. Orders were given, on 7th April, 1880, to proceed with the work of altering and rebuilding this pier, and plans and specifications for doing the work are now in preparation.

Morton Street Section.—Extending from 25.94 feet south of the south side of Pier, new 42, to 50.39 feet north of the north side of Pier, new 42, a distance of 151.33 feet. Length of wall built and completed 151.33 feet.

No work has been done upon this section except that the plank roadways have been repaired and maintained, and a small amount of filling received and distributed.

Pier, new 42.—This pier is leased to and occupied by the Compagnie Generale Transatlantique, and no work has been done upon it by the Department.

Christopher Street Section.—Extending from 50.39 feet north of the north side of Pier, new 42, to about the north side of Pier, new 47.

Length of piling to date.....1,114.80 feet
" base blocks to date.....1,114.80 "
" "E" course of granite to date.....1,095.22 "
" wall completed to date.....1,095.22 "
Equivalent length of completed wall to date.....1,111.51 "

The work of the Department upon this section has consisted this year, as last, in repairs to the plank roads over the filling from West street to the various piers, repairs to the temporary sewer box, and receiving and trimming a few loads of earth filling.

Pier, new 43, used as a "shifting pier" for the temporary use of steamship lines while the Department is replacing their old piers with new ones, was fitted for the use of the Old Dominion Steamship Company by placing fender piles and cutting gangways.

On the 12th of August last, the few remaining piles belonging to the Department were removed from the Storage Basin at Weehawken.

Twenty-third Street to Thirty-fifth Street, North River.—In the expectation of being soon ordered to build the wall and new piers at this part of the water-front, I have ordered borings made, which are not yet completed, to obtain data as to the bottom of the river. Up to this date 89 borings have been made.

Fifty-seventh Street, North River.—The dumping of filling behind the embankment of earth and stone made between Fifty-fifth and Fifty-eighth streets, North river, has been continued during the year. Private parties have deposited 16,374 single and 2,767 double loads of earth and stone, and the Street Cleaning Bureau of the Police Department 33,549 loads of material.

Houston Street, East River.—The Nassau Ferry Company finished, on the twentieth of March, the building of the following structures at this place: a bulkhead 100 feet long by 30 feet wide; two piers, each 225 feet long, one being 40 feet wide, and the other from 24 to 53 feet wide; two ferry racks and bridges, and a ferry pier.

The Bureau of Sewers of the Department of Public Works extended the sewer at the foot of this street about 410 feet, to and through the above bulkhead and pier to the outer end of the pier. The extension through the pier, of 225 feet, is made with a wrought-iron galvanized pipe, four feet in diameter, and hooded at its outer end. The sewage is discharged into deep water and a swift current. This, in connection with the above work done by the Nassau Ferry Company, and the filling in, also done by the company, completes an important sanitary improvement in the water-front at this place.

Sixtieth Street to Sixty-first Street, East River.—On the first of March work was begun upon a rip-rap embankment with a rubble wall on its top and a wooden platform in front of it by Contractor John B. Devlin. This structure is built within the established bulkhead line, and gives an additional frontage of about 260 feet for the use of vessels of 15 feet or less draft of water. The work is now in progress, and will be completed and ready for use about the middle of August.

Surveying Party.—In connection with construction, the usual verifications of base lines have been made at Chambers street, Beach street, Spring street, and Charlton street sections, a new base line has been established at Laight street section, and frequent tests of bench marks have been made. Soundings before and after dredging have been taken at the various sections, for the bulkhead wall foundation and for new piers. Lines and levels have been given frequently during the building of the wall at the various sections, and for Piers, new 20 and new 26, North river, and also for the rubble wall and platform at Sixtieth and Sixty-first streets, East River. Measurements and calculations of sand, broken stone for concrete, rip-rap stone and cobble stone, delivered by contractors at the various sections, have been made and receipts for the same given.

Surveys and measurements have been made upon the North, East, and Harlem rivers, covering an extent of water-front amounting to about 18,500 linear feet, and from these maps and tracings have been prepared, showing existing piers and bulkheads, with the structures upon them, and their position relative to the proposed bulkhead lines. Extended surveys have been made of the shore line from One Hundred and Forty-fourth street to One Hundred and Fifty-second street, North river, and from One Hundred and Sixty-second street to Fort Washington, North river, to ascertain the feasibility of a storage basin for canal boats.

Soundings to the number of 14,120 have been taken upon the North, East, and Harlem rivers, in 149 slips, of which 3,698 were for construction and 10,422 taken before and after dredging, all of which are on record in this office.

Dredging, at various places upon the North, East, and Harlem rivers, both under contract and under Treasurer's orders, has received the constant supervision of the Surveyor.

Floating Property.—The floating property of the Department consists of the following:

- 100-ton derrick "City of New York."
- 10-ton derrick.
- Derrick scow "Joe."
- Tug "Manhattan."
- 2 dredges, Nos. 3 and 4.
- 12 dredging-machines and mud-scows, Nos. 1 to 12.
- 8 pile-drivers, Nos. 1, 2, 3, 5, 6, 7, 8, and 9.
- 8 deck-scows, "B," "C," "D," "E," "F," "May," "Jim," and "Willie."
- Boring machine "Woodcock."
- 2 divers' scows, and
- 12 yawl boats.

The 100-ton derrick "City of New York" is now in good order, having had no other repairs than patching the boiler and painting the interior of the tower and the machinery. The derrick set thirty-seven concrete base blocks, righted nine overturned scows for the Police Department, hoisted out two scows, turned the concrete platforms at Gansevoort street yard, took down twelve trusses on Pier, old 44, North river, put the spuds in dredge No. 4, and took out and replaced the crane of dredge No. 3.

The 10-ton derrick has had two stanchions fitted to support the frame and the topping-lift connected with the top of the frame, and has been painted. This derrick has set two hundred and twenty-six pieces of granite for the bulkhead wall, and handled the granite curbing the Battery boat landing.

The derrick scow "Joe" is in as good order as is consistent with her age, and is ready for service, but has done no work the past year.

The tug "Manhattan" was docked in September, cleaned and painted with two coats of copper paint, and the copper extended at the water line $2\frac{1}{2}$ by 25 feet. She has done all the towing required by the Department, excepting for ten days when laid up for repairs, which consisted in putting five patches on the boiler.

Dredges Nos. 3 and 4 were docked in September, caulked, coal-tarred, felted and sheathed with one-inch spruce boards up to the water line, and the woodwork has been put in thorough repair. In putting No. 3 in order for work, the step under the crane was found broken, and a new step was fitted.

The spuds and dipper were placed in No. 4, and, on April 1, it was delivered to the Union Dredging Company.

The twelve dredging machine mud-scows are still in the possession of the Union Dredging Company, and are in as good condition as is consistent with their continued use.

The eight deck-scows, "B," "C," "D," "E," "F," "May," "Willie" and "Jim," are in good serviceable condition.

The pile-drivers, Nos. 1, 2, 3, 5, 6, 7, 8 and 9, are all in working order, having had many small repairs made by Department workmen. No. 2 has been fitted with a friction drum. No. 6 has been fitted up as a sounding machine, and 89 borings have been made with it on the sites of the proposed new piers above Twenty-third street, North river. No. 9 was hoisted out and caulked.

The boring-machine "Woodcock" was hired to the Metropolitan Elevated Railroad Company, May 26 to August 20, and to the West Side and Yonkers Railroad Company, September 9 to 18.

The two divers' scows are in good order. The smaller one was lifted out, caulked and painted.

The twelve yawl boats are in good order. One, eighteen feet eight inches long, was built by Department workmen, and one was lost during the night of February 3d.

Gansevoort Street Yard.—Twenty-five concrete base blocks have been made at this yard during the year. There have been received 2,053 barrels of cement, and samples of each lot have been tested. All the iron and blacksmith work for the Department has been done here, and small articles have been issued from the store-house as required.

East Seventeenth Street Yard.—The principal work at this yard has been the receiving, storing and issuing of granite delivered by the contractor. Some slight repairs to the derrick have been made.

At the request of the Board of Health, a part of the yard was set aside last spring for the purpose of a Reception Hospital for contagious diseases, and has been used as such ever since. The Dog-pound was moved farther from the bulkhead to make room for this hospital.

Proposed New Improvement for the North River Water Front, from West Eleventh Street to West Twentieth Street.

I avail myself of this opportunity to lay before the Board some notes and figures concerning that part of the North river water-front between West Eleventh and West Twentieth streets, upon which comment was made in the last annual report of the Commissioners. For the purposes of making the matter clearer and for ready comparison, I submit three plans of this district. The first of these plans shows the water front as it will be when the plan now established by law shall have been carried out; the second shows a new plan for the improvement of this district; and the third shows the land to be taken for this improvement.

As will be seen by plan No. 1, there are to be, under the present plan, no piers between Pier, new 47, nearly opposite the foot of Perry street, and proposed Pier, new 48, which will be between West Eleventh and West Nineteenth streets, a distance of about 4,430 feet, and from proposed Pier, new 48, to West Twenty-second street, there are but four piers; the longest only 357 feet long upon its centre line, while the shortest is 120 feet. The wharfage room, from the north side of Pier, new 47, to the north side of proposed Pier, new 51, including both bulkheads and piers, is about 7,600 feet.

I propose the following plan of improving this district:

1. To continue West street widened to 250 feet upon its line between West Eleventh and Gansevoort streets to the intersection of said line with Thirteenth avenue.
2. To remove all buildings, piers, earth, and mud west of this new 250-foot street to a depth of 25 feet below mean low-water mark.
3. To build a bulkhead or river wall, or other retaining structure, on the west side of this new street.
4. To build 21 new piers, each 80 feet wide, with slips of 160 feet width between them, from the west side of the new street to the new proposed pier line, as shown upon Plan No. 2.*

There are shown by Plan No. 2, twenty-one new piers in this district of the water-front, each 80 feet wide and from 450 to 530 feet long and with slips 160 feet wide. The total amount of wharfage room here, by this plan, is about 25,570 feet, against 7,600 feet by the present plan, as stated above.

The advantages of having so much more room for shipping in this part of the city are very evident, and the next question is that of cost and revenue. With regard to this I make the following estimate:

The assessed valuation of the property to be acquired is, according to the books of the Department of Taxes.....	\$2,066,795 00
Add 50 per cent. for cost of purchase.....	1,033,397 50
Total for property.....	\$3,100,192 50
Cribwork to be removed, 294,000 cubic yards, at \$1.....	294,000 00
Old filling to be removed by dredging, 1,860,000 cubic yards, at 30 cents.....	558,000 00
Dredging outside present crib bulkhead, 900,000 cubic yards, at 20 cents.....	180,000 00
New piers to be built at \$40,000 each.....	840,000 00
	\$4,972,192 50
Add ten per cent for contingencies, including cost of removing buildings, piers, etc., over their value when sold as old material.....	497,219 25
	\$5,469,411 75

The revenue to be derived from the twenty-one new piers is, at present rates, an average of at least \$30,000 per annum for each pier, which, for twenty-one, amounts to \$630,000. If from this be deducted the taxes upon \$2,066,795 of valuation at two and one-half per cent., equal to \$51,674.37, there remains a net yearly revenue of \$578,326, or more than ten per cent.

In considering the cost of improving this section on this new plan, the cost of the bulkhead or river wall is not taken into account, for the reason that the wall must be built under either plan. The borings made in 1872 show that the line of the wall at this section, as required by the existing plan, is over very deep mud and that it will require expensive foundations, while on this new plan it can, doubtless, be built at less expense, although just how much less cannot be estimated without further borings and examinations.

It will be seen that the pier line of this proposed plan varies but little from the bulkhead line of the present plan between West Eleventh and West Thirteenth streets, and that between West Thirteenth and West Twenty-second streets, it is outside the bulkhead and pier line as now established a distance of about 170 feet at the point of greatest variation.

The location of this new line has not been made without great care, and particular examination of sections of the river channel. South of West Thirteenth street this line runs straight to the end of Pier, new 47, which is as nearly as possible the line of the current between the two points.

Recent soundings taken along this section show that the line of 25 feet depth at mean low water is about 150 to 200 feet outside this proposed pier line between West Eleventh and West Thirteenth

streets, and that it is about 200 feet outside the proposed pier line between West Thirteenth and West Twenty-second streets, and that only at and above Twenty-first street is there now a depth of 25 feet below mean low water mark on this line. If, therefore, this proposed plan should be carried out, the present sectional area of the channel would be enlarged by making a depth of 25 feet of water, where now there is but from 10 to 20 feet for this width of from 150 to 200 feet, throughout nearly the whole length of this district. Moreover, this depth of 25 feet will be more apt to be maintained in a district having piers of such size, in order to accommodate vessels using them, than it will be in the same district if the present plan is carried out, of building only a bulkhead wall with a few small piers.

After careful examination, I conclude that this new proposed plan may be carried out as a whole without fear of damage, and that it will be an improvement upon the present plan of improving this district, as regards the future of the harbor and the city water-front, as well as advantageous to the commerce of the city and the revenues of this Department.

I submit herewith an appendix containing a summary of the journal of the work done at each section, a list of the items of general repairs, a statement in detail of dredging done, and a schedule of items of work, repairs, etc., done by permit from the Board of Docks, and under my general supervision.

Very respectfully,

Your obedient servant,

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

APPENDIX.

Summary of Journal of the Work for the Year ending April 30, 1880.

NORTH RIVER WATER-FRONT.

BATTERY SECTION.

May 6 to 8.—Diver took up specimens of wood put down at Pier, new 1, North river, a year since to test different processes of protecting wood against the attacks of the teredo.

May 14 to 17.—Repaired approach to Pier, new 1, North river.

June 19 to July 26.—Cut 33 pieces of granite curbing for the Boat Landing.

June 24 to 27.—Drilled holes for temporary backing logs on bulkhead north of pier.

June 27 to July 5.—Laid plank approach to Pier, new 1, North river.

July 7 to 9.—Put down temporary backing log along footwalk on pier.

July 16 to 18.—Placed backing log on wall to the north of pier.

July 28 to August 23.—Laying drain pipes, building basins, and setting curbing in rear of Boat Landing; also repairing, painting, and moving small boat-house.

August 28 to 29.—Mason drilling holes for ring-bolts at Boat Landing, and Contractor Scully placing 60 cubic yards of rip-rap at the north end of bulkhead wall.

February 6 to April 30.—Elevated Railroad Company deposited 1,508 loads of ashes on the bulkhead, removing the same in boats, and providing screens to prevent any from going into the water.

CHAMBERS STREET SECTION.

May 1 to 21.—The Union Dredging Company removed 1,005 cubic yards of crib work on site of Pier, old 30, North river, for bulkhead wall.

May 1 to June 14.—The Union Dredging Company removed 21,114 cubic yards of mud for bulkhead wall and finished; commenced April 25, 1879. Total removed, 26,489 cubic yards.

May 6 to July 21.—The Union Dredging Company commenced and finished dredging for Pier, new 20, North river, removing 23,450 cubic yards of mud and 3,211 cubic yards of crib-work.

May 9.—Diver removed sunken timber from slip on site of bulkhead wall.

May 19 to 26.—Repaired approach to Pavonia Ferry at north end.

May 27 to 31.—The Union Dredging Company removed 2,809 cubic yards of mud from slip north of Pier, new 20, North river.

May 28 and 29.—Diver examined wall foundation after dredging.

May 29 to 31.—Received 388 loads of filling in the rear of wall.

May 29 to June 2.—Relaid approach to Pavonia Ferry at south end.

June 5.—Divers, assisted by pile-driver, pulled and removed broken and sunken piles on site of Pier, new 20, North river.

June 10.—Divers made examination of wall foundation after final dredging.

June 11 to January 19.—Put down in foundation 6,402 cubic yards of cobbles, and in front and rear of wall 8,150 cubic yards of rip-rap.

June 16 to 24.—Repaired south side of Pier, old 31, North river.

June 27.—Sheathed a portion of southerly approach to Pavonia Ferry.

July 15.—Diver examined site dredged for Pier, new 20, North river.

July 16 and 17.—Divers, assisted by pile-driver, pulled and removed 33 sunken and broken piles from the site of Pier, new 20, North river.

July 22 to September 18.—Drove 605 vertical and 99 bracing piles for bulkhead wall.

July 23.—Removed a part of connecting roadway at north end of Pavonia Ferry to permit of driving bracing piles for wall.

July 28 to December 6.—Contractors Ross and Sanford completed Pier, new 20, North river, excepting about 100 feet from the inner end.

July 31 to September 23.—Made, placed and fastened 8 binding frames.

August 25 to September 29.—Department pile-cutting machine cut off 465 in wall foundation, the balance being cut by hand.

August 27 to October 2.—The 100-ton derrick set 16 concrete base blocks.

September 15 to October 27.—Capping for bulkhead wall completed for present length, 64 transverse and 588 linear feet of longitudinal capping having been placed and fastened.

October 14 to 23.—Removed portion Pier, old 30, and platform adjoining, in rear of bulkhead wall.

October 20 to December 17.—The 10-ton derrick set 186 pieces of granite, making a length of 169.78 feet on the "E" course.

November 7 to January 1.—Laying 4-inch deck plank and placing sheet piling to retain stone filling for bulkhead wall.

November 14 to 22.—Relaid the north plank roadway to Pavonia Ferry.

December 15 to April 30.—Received 29,798 loads of filling, 1,387 of which were from the Police Department.

December 15 to February 3.—Contractors Ross and Sanford completed the inner 100 feet of Pier, new 20, North river.

January 14 to March 7.—The Union Dredging Company removed 27,123 cubic yards mud from slip, north side Pier, new 20, North river. To date, 34,112 cubic yards.

January 30 to February 26.—Removing old work in rear of wall.

February 4 to April 13.—Constructing temporary sewer along old bulkhead from Chambers street to the north side of Pier, old 31, North river.

February 9 to 15.—Moving Department Office at this section.

February 16 to 27.—Diving party removing sunken and broken piles from slip on the north side of Pier, new 20, North river.

March 12 to 30.—Laying plank roadway to Pier, new 20, North river.

April 14 to 30.—Taking up sheathing and deck plank on Pier, old 31, North river, and cutting through said pier in line of bulkhead wall.

April 16 to 20.—Laying plank roadway in front of the New York, Lake Erie and Western Railroad Company's freight shed.

April 26 to 30.—The Union Dredging Company removed 4,109 cubic yards of mud on site of Pier, new 21, North river.

BEACH STREET SECTION.

June 6 to 10.—Drove and pulled out test piles on site of Pier, new 26, North river.

August 11 to 24.—Department force removing sheathing, deck, and fender piles from outer portion of Pier, old 37, North river.

August 25 to October 9.—The Union Dredging Company removed 26,060 cubic yards of mud on site of Pier, new 26, North river.

August 26 to September 12.—Repaired sheathing on the inner end of Pier, old 37, North river.

August 27 to September 5.—Contractors T. & A. Walsh removing outer 270 feet of Pier, old 37, North river.

September 6 to February 3.—Contractors T. & A. Walsh completed the first or outer portion of Pier, new 26, North river.

September 20 to October 12.—The Union Dredging Company removed 1,288 cubic yards of cribwork on site of Pier, new 26, North river.

December 29 to January 14.—Building temporary connection to Pier, new 26, North River, and placing additional mooring posts on completed part of Pier, new 26, North river.

January 20 to February 15.—Continued the placing of additional mooring posts on Pier, new 26, North river.

January 23 to 27.—Divers placing bolts below low water in fenders, armature plates, etc., of Pier, new 26, North river.

February 20 to April 30.—The Union Dredging Company removed 18,534 cubic yards of mud, and 1,450 cubic yards of cribwork for bulkhead wall, and 7,892 cubic yards of mud and 2,536 cubic yards of cribwork on site of Pier, new 26, North river, inner end. To date there have been removed from the site of this pier, 33,952 cubic yards of mud and 3,824 cubic yards of cribwork.

February 28 to March 24.—Taking up sheeting and deck plank and pulling out fender piles on the northerly two-thirds of inner portion of Pier, old 37, North river.

* This arrangement of the size and location of the piers is made only to show the capacity of the district for wharfage and revenue, or that so many piers of such a size can be built within it. It is better not to fix the size and location of piers exactly, under the customary length of leases, until the wishes of intending leases are definitely known.

March 9 to 30.—Constructing temporary connection to Pier, new 26, North River, adjoining the remaining portion of Pier, old 37, North river.
 March 10 to 12.—Test piles driven at site of proposed bulkhead wall between Piers, old 37 and old 38, North river.
 March 13 to April 30.—There were deposited on bulkhead wall foundation 1,987 cubic yards of cobbles, and 2,155 cubic yards of rip-rap.
 March 24 to April 1.—Contractors T. & A. Walsh removing the northerly two-thirds of inner portion of Pier, old 37, North river.
 April 2 to 6.—Repairing sheeting on inner end of Pier, old 37, North river.
 April 13 to 17.—Erected temporary storehouse for use at section.
 April 20 to 30.—Drove 78 vertical and 12 bracing piles for bulkhead wall.

CANAL STREET SECTION.

May 2 to 16.—Diver examined face of wall.
 September 18 to 24.—Repaired plank roadway to Pier, new 34.
 February 16.—Pulled up and removed 11 pile stumps from bottom of slip on north side of Pier, new 34.
 February 16 to 17.—Repaired plank roadway to Pier, new 34.
 April 15 to 24.—Repaired plank roadway to Pier, new 34.

SPRING STREET SECTION.

May 1 to 5.—Diver examined face of wall.
 May 8 to April 24.—Put down in foundation 1,021 cubic yards of cobbles, and in front and rear of wall 812 cubic yards of rip-rap.
 May 8 to June 5.—Encased the woodwork at north end of wall to protect it from marine worms, driving 25 piles in a close row, and using 265 cubic yards of cobbles, and 53 cubic yards of rip-rap.
 June 27 and 28.—Sheathed plank roadway to Pier, new 35, 21 feet by 21 feet.
 November 10.—Repaired plank roadway to Pier, new 35.
 December 4 to 10.—Removed the casing placed around woodwork at north end of wall.
 December 6 to January 10.—Drove 52 piles in bulkhead wall foundation, and finished.
 February 9 to 16.—Repaired plank roadway to Pier, new 35.
 February 11 to 28.—Placed 9 transverse and 72 feet of longitudinal caps on wall, and finished.
 February 14.—Set 17-12 concrete base blocks in wall, and finished.
Charlton Street Section.—May 1st.—Diver finished examination of face of wall.
 May 14.—Repaired plank roadway to Pier, new 37.
 July 14 to 19.—Raised and relaid plank roadway to Pier, new 37.
 July 14 to 19.—Received 403 loads of earth filling in rear of wall.
 September 11 to October 9.—Removed 234 feet of inner end of shed on Pier, old 44.
 September 15 to 27.—Cut through Pier, old 44, for about 166 feet in length, to make way for wall.
 September 18.—Commenced setting coping on wall, and set to date 3½ pieces—28.05 lineal feet, north of Pier, new 37.
 September 24.—Commenced fastening backing log on coping.
 October 9 to December 18.—The Union Dredging Company excavated for bulkhead wall 18,957 cubic yards of mud.
 October 20.—Drilled holes in granite facing, north of Pier, new 37, for insertion of copper plugs to serve in taking accurate measurements of opening or closing of cracks discovered there.
 October 21 to date.—Received 1,095 cart loads of cobbles on the dump (free).
 November 3 to March 1.—The Union Dredging Company excavated for Pier, new 36, 15,550 cubic yards of mud, and 1,281 of cribwork, and discharged 557 cubic yards of the latter, back of bulkhead wall.
 November 8 to date.—Put down 5,684 cubic yards of cobbles in foundation, and 5,580 cubic yards of rip-rap in front and rear of wall.
 December 1 to April 26.—Drove 855 piles in bulkhead wall foundations, and finished.
 January 14 to April 16.—Set 19 5-12 concrete base blocks in bulkhead wall.
 January 24 to 31.—Repaired plank roadway to Pier, new 37.
 February 13 to 19.—Removed 40 feet of inner end of Pier, old 44, to enable dredge to work on crib.
 March 4 to 13.—Took down the shed on what remained of Pier, old 44.
 March 17 to 27.—Took deck, backing logs and spring piles off Pier, old 44.
 April 6 to 21.—Drove 68 piles for permanent sewer.
 April 14 to 30.—Removing inshore end of Pier, old 44.
 April 15 to 17.—Raised and repaired plank walk to Pier, new 37.
 April 17 to 20.—Placed 151 cubic yards of the cobbles received free on the dump between the permanent sewer piles.
 April 30.—Finished placing capping on bulkhead wall.
Old King Street Section.—May 5.—Diver re-examined face of wall.
 September 18.—Set the last piece of coping on bulkhead wall. Total length of coping 148.41 feet.
 September 24 to 25.—Fastened backing log on coping.
New King Street Section.—August 8 to 9.—Repaired plank roadway to Pier, new 38.
 August 10.—Received 8 loads of earth filling in rear of wall.
 September 10 to 11.—Repaired plank roadway to Pier, new 38.
 November 20 to 22.—Repaired plank roadway to Pier, new 38.
 January 27 to 30.—Repaired plank roadway to Pier, new 38.
 April 13 to 14.—Repaired plank roadway to Pier, new 38.
Lower Clarkson Street Section.—No work was done at this section during the year.

HOUSTON STREET SECTION.

May 15 to October 16.—Received 798 loads of earth filling in rear of wall.
 May 15 to 22.—Repaired plank roadway to Pier, new 39.
 September 12 to 13.—Repaired plank roadway to Pier, new 39.
 October 18.—Drilled holes in granite facing of bulkhead wall, 25 feet south of north line of Pier, new 39, for insertion of copper plugs to serve in taking accurate measurements of opening or closing of cracks discovered there.
 November 22 to 28.—Repaired plank roadway to Pier, new 39.
 February 2 to 7.—Repaired plank road to Pier, new 39.

UPPER CLARKSON STREET SECTION.

May 12 to 20.—Set 21 pieces of granite, 31.22 feet on "E" course, closing the gap for temporary sewer outlet, and making a total length of 102.51 feet on the "E" course.
 May 9 to September 13.—Received 694 loads of earth filling in rear of wall.
 September 9 to 12.—Set 9½ pieces of coping on bulkhead wall = 80.31 lineal feet. Total length of coping = 102.51 feet.
 September 22 to 24.—Fastened backing log on coping.
 December 8.—Diver examined sewer deposit in front of wall north of Pier, new 39.

LEROY STREET SECTION.

May 1 to October 4.—Received 3,078 loads of earth filling in rear of wall.
 May 3 to 6.—Inclosed sewer opening with a fence at foot of Clarkson street.
 May 5.—Drew centres from permanent sewer.
 May 7 to 13.—Removed temporary sewer outlet at foot of Clarkson street.
 May 10.—Finished laying plank roadway to Pier, new 40.
 May 23.—Repaired plank roadway to Pier, new 40.
 June 5 to 12.—Covered in temporary sewer opening.
 June 25 to 28.—Raised and relaid plank roadway to Pier, new 40.
 June 25 to July 1.—Put close planking on outer row of piles of Pier, new 40.
 July 10 to 14.—Raised and relaid plank roadway to Pier, new 40.
 August 6 to 7.—Leveled earth and laid horse walk on bulkhead north of Pier, new 41.
 August 29 to September 6.—Repaired plank roadway to Pier, new 41.
 September 12 to 17.—Set 7 pieces of coping on bulkhead wall = 55.21 lineal feet. Total length of coping, 331.39 feet.
 September 20 to 22.—Fastened backing log on coping.
 September 24 to October 1.—Repaired plank roadway to Pier, new 40.
 December 3 to 13.—The Knickerbocker Ice Company removed platform on south side of Pier, new 41, also their scales.
 December 12 to 16.—Planked over opening left in Pier, new 41, by removal of scales.
 December 16 to 17.—Placed 25 feet of backing log on south side of Pier, new 41, where boiler house formerly stood.

January 12.—Removed chippings of reduced base blocks from the concrete platforms at Gansevoort street, and discharged them at the back of the wall.
 January 14.—The "Annex" ferry boats commenced running from foot of Clarkson street.
 January 23 to 24.—Repaired plank roadway to Pier, new 40.
 March 27.—Repaired plank roadway to Pier, new 41.
 March 27 to April 12.—Repaired Pier, new 41; drove 43 spring and 4 mooring piles, sheathed deck 64x142 feet, and patched sheathing 30x35 feet.

MORTON STREET SECTION.

May 31 to June 2.—Driver placed 13 loads of cobbles under and on platform.
 August 1 to 5.—Leveled earth and laid horse walk on bulkhead south of Pier, new 42.
 August 22 to 25.—Received 7 loads of earth filling in rear of wall.
 August 23 to 26.—Repaired plank roadway to Pier, new 42.
 January 16 to 20.—Excavated for and repaired leaks in water pipe leading to Pier, new 42.
 January 21 to 23.—Repaired plank roadway to Pier, new 42.
 March 19 to 24.—Excavated for and repaired leaks in water pipe leading to Pier, new 42.
 April 15 to date.—The Union Dredging Company excavated 4,577 cubic yards of mud in slip, south side of Pier, new 42.

CHRISTOPHER STREET SECTION.

June 2 to 6.—Excavated for and covered break in sewer opposite Hoboken Ferry.
 June 19 to July 1.—Contractor Loomis excavated 12,018 cubic yards of mud at Pier, new 46.
 June 20 to July 3.—Repaired mooring posts, corner bands, gates and roof of Pier, new 43.
 July 16 to 28.—Drove 48 spring and fender piles, shifted water pipe and cut gangways on Pier, new 43, for the Old Dominion Steamship Company.
 August 4.—Laid horse walk on bulkhead south of Pier, new 43.
 August 5.—Received 10 loads of earth filling in rear of wall.
 August 5 to 6.—Repaired plank roadway to Pier, new 45.
 August 20 to 21.—Repaired plank roadway to Pier, new 43.
 August 22.—Repaired plank roadway to Pier, new 44.
 August 22 to September 26.—Painted roof and portion of south side of shed on Pier, new 43.
 August 26 to 27.—Repaired platform between Piers, new 45 and new 47.
 September 8 to 10.—Repaired plank roadway to Pier, new 46.
 September 27 to 30.—Drove 6 spring piles and removed 3 broken, at south side and end of Pier, new 43.
 October 17.—Drilled holes in granite facing of wall between Piers, new 45 and new 46, for insertion of copper plugs to serve in taking accurate measurements of opening or closing of cracks discovered there.
 October 20 to 22.—Drove 11 spring piles at end of Pier, new 43 (3 of them to replace those broken by the Steamship "Labrador," on 14th October).
 December 3.—Repaired doors of shed on Pier, new 43.
 January 5 to 8.—Repaired plank roadway to Pier, new 45.
 January 9 to 12.—Repaired plank roadway to Pier, new 43.
 January 12 to 15.—Repaired plank roadway to Pier, new 44.
 February 17 to 19.—Repaired plank roadway to Pier, new 45.
 February 20 to 27.—Repaired plank roadway to Pier, new 46.
 March 1 to 8.—Repaired plank roadway to Pier, new 43.
 March 3 to 4.—Repaired platform between Piers, new 45 and new 46.
 March 9.—Sheathed 176 square feet of deck of Pier, new 43.
 March 25 to 26.—Repaired plank roadway to Pier, new 43.
 March 29.—Repaired doors and roof of shed on Pier, new 43.
 April 3 to 6.—Repaired plank roadway to Pier, new 44.

PROPOSED PIERS AND BULKHEAD, FROM TWENTY-THIRD TO THIRTY-FIFTH STREET, NORTH RIVER.

December 23 to date.—Made 89 borings for same.

MISCELLANEOUS.

July 24 to 29.—Fenced sewer ditch at Fifty-sixth street, North river.
 August 12.—All of the Department's piles remaining at Weehawken Basin were taken to the Storage Basin at Fifty-seventh street, North river.

DEPARTMENT YARDS.

GANSEVOORT STREET YARD.

May 1 to April 30.—Blacksmiths making and repairing iron work for floating property, general repairs, East Seventeenth Street Yard, Christopher, Leroy, Clarkson, King, Houston, Chambers and Beach street sections.
 May 1 to July 31.—Carpenters working for Chambers street section, Department Offices and East Seventeenth Street Yard, and leveling up platforms for concrete blocks.
 May 1 to 2.—Laborers assisting carpenters in stripping and setting up concrete moulds; also engaged making concrete blocks and receiving 400 barrels of cement.
 August 9 to October 31.—Carpenters engaged on work for East Seventeenth Street Yard, Department Offices, Chambers Street Section, and in leveling up platforms, repairing, altering, and setting up concrete moulds. Laborers assisting in stripping and setting up moulds, receiving 650 barrels of cement, and making 22 concrete blocks containing 666½ cubic yards of concrete.
 November 2 to January 21.—Carpenters repairing three old moulds, altering one mould, and making three new moulds; also setting up and stripping concrete moulds, making three new sets of cores, new top moulds and mortar boxes, and trimming platforms.
 November 2 to December 31.—Laborers receiving 2,053 barrels of cement, 160 cubic yards of broken stone, assisting carpenters in setting up and stripping moulds, and making 25 concrete blocks containing 830 cubic yards of concrete.
 February 1 to April 22.—Carpenters engaged on work for Department Offices and repairing old cores.

EAST SEVENTEENTH STREET YARD.

May 1 to June 17.—Delivered screw-bolts to contractors for Pier, new 20, North river, and loaded scows with granite for boat landing curbing at Battery.
 June 19.—Contractor Hall commenced delivering granite on his contract.
 June 19 to July 30.—Receiving granite from contractor and delivering screw-bolts to contractors for Pier, new 20, North river.
 August 6.—Delivering bolts to contractors for Pier, new 20, North river.
 September 12.—Contractor Hall finished delivering granite under his contract.
 October 10.—Delivering bolts to contractors for Pier, new 20, North river.
 October 25.—Delivering bolts to contractors for Pier, new 26, North river.
 October 26.—Repairing the yard derrick.
 November 2 to 5.—Loading scow with granite for Chambers Street Section.
 November 8 to December 6.—Repairing the derrick iron work at the mast-head, oiling guys and strengthening straining post.
 November 8 and December 11.—Delivering bolts to contractors for Pier, new 26, North river.
 February 3 to 28.—Tallowing bolts and wheeling coal.
 March 12.—Moving rejected stone belonging to Department and to ex-Contractor Hogan.
 April 15 to 27.—Loading scow with granite for Charlton street section and repairing derrick guys.

GENERAL REPAIRS.

NORTH RIVER.

Bulkhead at Seventy-ninth street.—Patched 12 square feet of deck, 35 square feet of close fenders with old plank, set 3 mooring posts, laid 16 lineal feet of backing log, and put on 12 square fenders. Finished May 1.
 Bulkhead at Seventy-ninth street.—Drove, chocked, and fastened 17 spring piles and laid 22 feet of backing log. Finished July 30.
 Pier at Fifty-seventh street.—Drove 2 bearing and 7 spring piles, put on 6 half-round fenders and refastened old fenders. Finished May 21.
 Pier at Fifty-seventh street.—Patched 317 square feet of deck and 420 square feet of sheathing with old plank. Finished November 17.
 Pier at Fifty-seventh street.—Patched 24 square feet of deck and 36 square feet of sheathing with old plank. Finished January 24.
 Approach to Pier at Fifty-seventh street.—Patched 1,128 square feet of deck, 200 square feet of sheathing with old plank; took up and relaid 1,360 square feet of old sheathing. Finished December 27.

Approach to Pier at Fifty-seventh street.—Patched 114 square feet of deck, 244 square feet of sheathing, and laid 63 lineal feet of backing log. Finished January 15.

Approach to Pier at Fifty-seventh street.—Patched 64 square feet of deck and 35 square feet of sheathing with old plank. Finished January 24.

Approach to Pier at Fifty-seventh street.—Patched 2,864 square feet of deck and 3,278 square feet of sheathing with old plank. Finished March 24.

Timber Basin at Fifty-seventh street.—Rifted loose piles and timber, and drove 1 pile to secure rafts. Finished May 17.

Timber Basin at Fifty-seventh street.—Made up and secured broken rafts. June 24.

Timber Basin at Fifty-seventh street.—Drove 4 piles to secure rafts. August 26.

Timber Basin at Fifty-seventh street.—Secured and fastened boom logs. October 3.

Pier at Thirty-eighth street.—Patched 4,624 square feet of deck with old plank, laid 2,202 square feet of 3-inch yellow pine sheathing, relaid 3,676 square feet of old sheathing, put down 162 lineal feet of backing log, and drove and fastened 14 fender, 4 spring, and 4 mooring piles. Finished July 24.

Public Bath at Thirty-fifth street. Moored 4 fender floats to bath. June 11.

Public Bath at Thirty-fifth street.—Removed floats and stored them under Pier 43, North River, October 23.

Pier at Thirty-fifth street.—Patched deck, refastened loose sheathing, and straightened and refastened backing log. August 2.

Pier at Thirtieth street.—Refastened loose sheathing. August 4.

Pier at Twenty-eighth street.—Patched 2,363 square feet of deck, laid 3,364 square feet of 3-inch yellow pine sheathing, relaid 2,695 square feet of old sheathing, set 2 mooring posts, laid 176 lineal feet of backing log, and put on 12 square and 10 half-round white oak fenders. June 10.

Pier at Twenty-eighth street.—Patched 725 square feet of deck and 3,169 square feet of sheathing with old plank, and laid 44 feet of side caps and 84 feet of backing log. April 30.

Bulkhead at Twenty-fourth street.—Excavated in rear of bulkhead, covered sewer, straightened lamp-post, filled excavation, and relaid pavement. September 6.

Boat Landing at Twenty-third street.—Repaired float and gang plank. July 29.

Pier at Twenty-third street.—Built a hood over mouth of sewer. November 15.

Bulkhead at Nineteenth street.—Repaired bulkhead, put in 1 mooring post, and drove, chocked and fastened 10 fender piles. May 29.

Pier at Little Twelfth street.—Built up bulkhead, put in three braces, planked over sewer, laid 38 feet of backing log, refastened old backing log, drove 16 fender piles, put in 33 chocks, and set 1 mooring post. March 18.

Pier between Bogart and Bloomfield streets.—Drove, chocked and fastened 9 spring and 3 fender piles, and put in 1 mooring post. August 22.

Pier at Gansevoort street.—Drove, chocked and fastened 1 oak spring and 1 oak fender pile, and put on 2 half-round white oak fenders. June 2.

Public Bath at Bathune street.—Fastened 4 floats to bath. June 16.

Public Bath at Bathune street.—Removed floats, and stored them under Pier, new 43, North river. October 23.

Pier and bulkhead at West Eleventh street.—Drove 1 bearing, 2 spring, and 30 fender piles, put on 9 square fenders, repaired 5 mooring posts, laid 91 lineal feet of backing log, and refastened loose sheathing. May 3.

Pier, new 47.—Put on 1 oak cleat. August 5th.

Bulkhead between Piers, new 42 and new 43.—Handled and stored lot of old piles on bulkhead. August 25.

Bulkhead between Piers, new 41 and new 42.—Removed large stone from bulkhead. October 8.

Pier, new 41.—Swept and cleaned deck of pier. January 27.

Bulkhead between Piers, new 39 and new 40.—Removed lot of old square timber and lot of new 3-inch yellow pine plank from bulkhead. October 14.

Pier, old 42.—Drove 3 spring and 2 mooring piles; set 2 coal derricks; patched 72 square feet of close fenders, 261 square feet of deck, and 1,011 square feet of sheathing with old plank, and laid 22 feet of side caps, 276 feet of backing log, 2,965 square feet of new 3-inch yellow pine sheathing, and relaid 1,305 square feet of old sheathing. May 3.

Pier, old 42.—Pulled 1 loose broken pile. April 3.

Pier, old 42.—Patched 473 square feet of deck and 3,386 square feet of sheathing with old plank, and laid 2,426 square feet of new 3-inch yellow pine sheathing. April 30.

Bulkhead on north side of Lighthouse street.—Drove 21 bearing piles and rebuilt bulkhead. August 22.

Bulkhead on north side of Pier, old 37.—Repaired and patched platform. October 30.

Pier, old 37.—Straightened and braced lamp post. June 23.

Pier, old 37.—Patched 139 square feet of deck. December 30.

Pier, old 34.—Reset lamp post and repaired platform. August 30.

Pier, old 22.—Built a fence around broken portion of platform. September 9.

Bulkhead north side Pier, new 1.—Erected a spar to support a coal derrick. February 9.

Pier, new 1, North river.—Drove 16 spring piles; and put on 3 cleats. June 21.

Pier, new 1, North river.—Drove, chocked and fastened 4 oak spring piles. July 8.

Pier, new 1, North river.—Drove, chocked and fastened 2 oak spring piles. July 12.

Pier, new 1, North river.—Chocked and refastened spring piles. August 7.

Pier, new 1, North river.—Refastened spring piles. August 11.

Pier, new 1, North river.—Refastened spring piles. August 22.

Pier, new 1, North river.—Refastened spring piles. September 4.

Pier, new 1, North river.—Drove, chocked and fastened 2 oak spring piles. October 1.

Pier, new 1, North river.—Drove, chocked and fastened 3 oak spring piles; pulled 3 broken piles, and redrove one of them. October 7.

Pier, new 1, North river.—Swept and cleaned pier. October 8.

Pier, new 1, North river.—Put on 1 oak cleat. October 16.

Pier, new 1, North river.—Relaid platform on roadway with 3-inch yellow pine plank. October 31.

Pier, new 1, North river.—Drove, chocked and fastened 11 oak spring piles. November 26.

Pier, new 1, North river.—Drove, chocked and fastened 3 oak spring piles. November 28.

Pier, new 1, North river.—Drove, chocked and fastened 1 hickory spring pile. December 24.

Pier, new 1, North river.—Put on 1 cleat. January 7.

Pier, new 1, North river.—Drove, chocked and fastened 3 spring piles. January 19.

Pier, new 1, North river.—Refastened spring piles on outer end of pier. February 7.

Pier, new 1, North river.—Made chocks for spring piles. February 28.

Pier, new 1, North river.—Refastened spring piles with chains and staples. April 2.

EAST RIVER.

Pier 18.—Drove 1 fender and 4 oak spring piles; put on 1 square and 2 half-round white oak fenders; battened mooring piles and laid 5,132 square feet 3-inch yellow pine sheathing. May 24.

Pier 19.—Patched 245 square feet of deck, and laid 4,738 square feet of sheathing with old plank; repaired corner band and battened mooring posts. October 14.

Pier 19.—Laid 1,365 square feet of old 4-inch spruce sheathing, and relaid 1,360 square feet of old sheathing. October 27.

Bulkhead between Piers 20 and 21.—Put on 12 half-round white oak fenders. June 10.

Pier 22.—Drove 5 fender piles; put on 12 square fenders; set 2 mooring posts; patched 66 square feet of deck, and laid 747 square feet of sheathing. May 12.

Pier 23 (outer end).—Drove, chocked and fastened 5 oak fender piles, and shored up and battened mooring piles. May 10.

Pier 23 (inner end).—Drove 1 bearing, 2 mooring, and 9 fender piles; patched close fenders; raised backing log; patched 238 square feet of deck, and laid 4,525 square feet of 3-inch yellow pine sheathing. May 13.

Pier 25.—Laid 932 square feet of 3-inch yellow pine sheathing; spliced cross-caps, and put in chocks and braces. May 24.

Bulkhead between Piers 44 and 45.—Drove 1 fender and 3 bearing piles; put in 1 mooring post; laid 8 feet of backing log, 40 feet of caps; put in braces and cross-ties; filled excavation, and relaid pavement. March 27.

Bulkhead at Pier 48.—Repaired bulkhead; reset 1 mooring post; put on 1 square fender, and laid 22 feet of backing log. September 5.

Pier 51.—Put on 4 half-round white oak fenders, and patched old fenders. June 4.

Bulkhead at Pier 51.—Rebuilt bulkhead; drove 7 bearing piles; put in 142 feet of caps, 198 feet of anchor logs, and set and braced 1 mooring post. October 23.

Public Bath at Pier 51.—Fastened four float-fender stages to bath with chains. June 17.

Public Bath at Pier 51.—Removed and repaired float-stages, and stored them under Pier, new 43, North river. October 23.

Pier 51½.—Put on 11 half-round white oak fenders. June 2.

Pier 52.—Put on 3 half-round fenders, and patched old fenders. June 3.

Pier 53.—Put on 1 square and 10 half-round fenders; patched close fenders and set and braced 1 mooring post. June 6th.

Dump at Pier 54.—Put in 11 braces and drove 6 bearing and 3 fender piles. June 11.

Bulkhead at Corlears Street.—Drove and chocked 3 oak fender piles, and put on 2 square fenders. May 12.

Bulkhead at corner of East and Water streets.—Removed deck for examination of bulkhead and relaid it. November 29.

Pier 55.—Drove and fastened 2 bearing and 2 oak spring piles; put on 8 square and 16 half-round fenders, and patched 318 square feet of deck with 5-inch yellow pine plank. May 30.

Pier 55.—Patched 755 square feet of deck with old plank. December 10.

Pier 55.—Sheathed 5,104 square feet of deck with new 3-inch yellow pine plank; raised 210 lineal feet of backing log; rebuilt gangway; put on 2 square fenders; refastened loose fenders and braces; fastened 1 chock and cleat; bored scupper holes and shimmed up deck. February 28.

Pier 56.—Put on 2 half-round fenders; patched deck and refastened old fenders. May 30.

Pier 57.—Drove 3 oak spring piles; pulled 1 pile under cap, and put on 1 square fender. May 17.

Pier at Third street.—Put on 14 half-round white oak fenders; battened one mooring pile, and laid 879 square feet of 5-inch yellow pine deck. May 23.

Pier at Third street.—Patched 323 square feet of deck. October 7.

Pier at Third street.—Patched 362 square feet of deck. November 12.

Pier at Third street.—Cut away pier and built gangway, and drove and fastened with chains 5 oak spring piles. April 30.

Pier at Fifth street.—Patched 51 square feet of deck with 3-inch yellow pine plank. May 24.

Pier at Fifth street.—Drove, chocked and fastened 8 oak spring piles; put in 1 mooring post, and fastened on 4 cleats. July 20.

Pier at Fifth street.—Laid 8,558 square feet of 3-inch yellow pine sheathing; relaid 1,480 square feet of old sheathing; patched 161 square feet of deck; drove 7 bearing and 9 fender piles; reset 7 mooring posts; put on 8 square fenders and 1 ranger, and laid 202 lineal feet of backing log. August 1.

Public Bath at Fifth street.—Fastened 4 float-stages to bath. June 19.

Public Bath at Fifth street.—Removed and repaired floats and stored them under Pier, new 43, North river. October 23.

Bulkhead at Sixteenth street.—Drove 14 oak and 2 spruce fender piles and put on 27 chocks. May 14.

Bulkhead at Seventeenth street.—Drove, chocked and fastened 6 oak fender piles. June 6.

Bulkhead at Seventeenth street.—Drove 22 fender piles; put in 3 mooring posts, and laid 26 feet of backing log. September 10.

Bulkhead at Seventeenth street.—Rebuilt about 100 feet of bulkhead. December 6.

Bulkhead at Seventeenth street.—Pulled 17 broken piles and drove 19 new fender piles; set 2 mooring posts; put on 28 chocks, and filled excavation in rear of bulkhead. April 6.

Bulkhead between Seventeenth and Eighteenth streets.—Raised sunken canal boat; towed it to Harlem River, between One Hundred and Sixth and One Hundred and Seventh streets. September 1.

Bulkhead at Twentieth street.—Laid 131 lineal feet of 12 by 12-inch timber in bulkhead; put down 50 feet of backing log; drove 8 spruce tender piles, and put in 11 chocks. May 7.

Dump at Twenty-second street.—Drove 3 bearing and 6 spruce fender piles, and laid 40 feet of backing log. May 16.

Dump at Twenty-second street.—Raised sunken wreck and towed it to Harlem river at One Hundred and Sixth street. July 19.

Pier at Twenty-third street.—Drove 3 bearing, 9 fender, 1 spring, and 2 mooring piles; put on 22 half-round fenders and 20 square fenders; patched 1,185 square feet of deck; laid 8,031 square feet of new 3-inch yellow pine sheathing, and relaid 1,603 square feet of old sheathing. May 9.

Pier at Twenty-third street.—Straightening and braced lamp-post. June 20.

Pier at Twenty-third street.—Drove 5 fender piles; put in 1 mooring-post; laid 28 feet of rangers, 32 feet of backing log; put in braces, and patched deck and sheathing. August 2.

Pier at Twenty-third street.—Patched 74 square feet of deck, and 14 square feet of sheathing with old plank; set, chocked, and battened 3 mooring posts; put on 1 cleat and 1 half-round white oak fender. October 18.

Pier at Twenty-third street.—Pulled up spring piles; removed outer end of pier, and drove 9 bearing piles. April 30.

Pier at Twenty-fifth street.—Drove 7 fender piles; put on 11 half-round fenders; patched close fenders; laid 3,806 square feet of new 3-inch yellow pine sheathing; patched deck and sheathing; replaced 2 corner bands and laid 139 feet of backing log. August 5.

Pier at Twenty-sixth street.—Drove, chocked, and fastened 4 spring piles; patched 12 square feet of deck, and 155 square feet of sheathing with old plank; laid 532 square feet of old 4-inch spruce sheathing, and 40 feet of backing log. July 16.

Bulkhead at Bellevue Hospital.—Sheathed 7,204 square feet of platform with 3-inch spruce plank; put on 10 square fenders, 20 feet of caps; repaired bulkhead and raised backing log. September 4.

Pier at Twenty-eighth street.—Patched 1,163 square feet of deck, and 1,706 square feet of sheathing with old plank; laid 3,021 square feet of new 3-inch yellow pine sheathing, and 50 lineal feet of backing log; put on 17 square fenders and set 4 mooring posts. May 5.

Pier at Twenty-eighth street.—Laid 627 square feet of 3-inch yellow pine sheathing; patched 108 square feet of deck and 28 square feet of sheathing with old plank, and laid 17 feet of backing log. August 7.

Bulkhead at Thirtieth street.—Filled hole in rear of bulkhead with stone and ashes. November 17.

Pier at Thirty-third street.—Secured and refastened 3 spring piles. June 24.

Pier at Thirty-third street.—Drove, chocked, and fastened 5 oak spring piles, pulled and redrove 1 spring pile. September 27.

Bulkhead at Thirty-sixth street.—Laid 105 feet, 12 inches by 12 inches, timber in bulkhead; put in 5 braces; drove and fastened 7 fender piles, and set 1 mooring-post. April 29.

Public Bath at Thirty-seventh street.—Fastened 4 float stages to bath. June 18.

Public Bath at Thirty-seventh street.—Removed floats and stored them under Pier 43, North river. October 23.

Dump at Forty-fifth street.—Laid 26 feet of backing log and trimmed ends of caps. May 8.

Pier at Forty-sixth street.—Built up bulkhead; drove 16 bearing piles; put on 3 caps and 5 rangers; laid 453 square feet of deck; relaid 600 square feet of old sheathing, and built railing. September 15.

Slips between Fifty-ninth and Sixty-first streets.—Drove and pulled 9 test piles. December 1.

Sixty-second street.—Drove and pulled 3 test piles. November 3.

Pier at Sixty-second street.—Built a new pier, 37½ x 60 feet. December 27.

Pier at Sixty-second street.—Built runway for use of Fire Department. January 29.

HARLEM RIVER.

Pier at One Hundred and Sixth street.—Drove 50 bearing and 6 fender piles; laid 529 feet of rangers, 132 feet of cross caps, 221 feet of backing log; put in 3 mooring posts and 9 square fenders; laid 3,451 square feet of new 3-inch yellow pine sheathing; relaid 3,470 square feet of old sheathing, and put on 2 corner bands. July 7.

Pier at One Hundred and Ninth street.—Laid 700 feet of rangers, 60 feet of cross-ties, 80 feet of backing log, 700 square feet of 3-inch yellow pine sheathing; patched 140 square feet of deck; drove, chocked and fastened 2 oak spring piles; put in 3 braces, and rebuilt runway. June 3.

Pier at One Hundred and Ninth street.—Put 2 large ring bolts in runway for use of Fire Department. January 29.

Pier at One Hundred and Ninth street.—Made connection between street and pier by filling in with earth and stone. March 2.

Public Bath at One Hundred and Fourteenth street.—Fastened 4 floats to bath with chains. June 26.

Public Bath at One Hundred and Fourteenth street.—Removed floats and stored them under Pier, new 43, North river. October 23.

Pier at One Hundred and Seventeenth street.—Drove 1 fender, 2 mooring and 6 spring piles; put on 2 half-round fenders and 1 mooring cleat; patched 2,665 square feet of deck; laid 3,418 square feet of new 3-inch yellow pine sheathing and 26 feet of backing log. May 1.

Pier at One Hundred and Seventeenth street.—Drove 3 fender piles and built runway for use of Fire Department. January 29.

Pier at One Hundred and Twenty-fifth street.—Shored up and chocked rangers, and patched 1,272 square feet of deck. November 25th.

BLACKWELL'S ISLAND.

Storehouse Dock.—Rebuilt bulkhead; drove 8 bearing and 4 spring piles; patched 892 square feet of deck with new 3-inch yellow pine plank, and put in 1 mooring post. July 23.

Charity Hospital Dock.—Drove, chocked, and fastened 9 spring piles and laid 40 feet of backing log. July 24.

Charity Hospital Dock.—Drove 16 bearing, 3 fender, and 8 new spring piles; pulled and redrove 11 old spring piles; put in 1 mooring post; rebuilt runway; laid 332 lineal feet of rangers, 101 lineal feet of caps, 106 lineal feet of backing log, and 2,462 square feet of new 3-inch yellow pine deck. March 20.

WARD'S ISLAND.

Pier.—Drove 5 oak spring piles and reset coal derrick. June 4 to 6.

RANDALL'S ISLAND.

Pier.—Laid 1,988 square feet of sheathing with new 3-inch yellow pine plank; raised 188 lineal feet of backing log, and put on 2 oak cleats. December 1 to 5.

HART'S ISLAND.

Hospital Dock.—Drove 1 spring and 5 bearing piles; put on cap to support boat house, and laid 1,896 square feet of 3-inch yellow pine sheathing. August 6.

Branch Work-house Dock.—Drove 6 bearing, 3 fender, and 10 spring piles; laid 50 feet of caps, and 783 square feet of 3-inch yellow pine sheathing. August 9.

Statement of Dredging.

	DATE AND NUMBER OF CUBIC YARDS DREDGED.		CUBIC YARDS.		BY WHOM PERFORMED.
			Mud.	Crib.	
NORTH RIVER.					
Pier at Thirty-fifth street.....	September. 3,556 mud October ... 6,510 "				
Slip north of Twenty-third Street Ferry.....	August 5,726 mud December. 10,816 "	10,066	4,062	.....	C. H. Loomis. Union Dredging Co.
Slip north of Twenty-third Street Ferry.....	January..... 10,816 "				
Pier at Twenty-first street (dump).....	November. 1,976 "	16,542	1,976	.....	C. H. Loomis. Union Dredging Co.
Pier at Gansevoort street.....	May 1,192 "		1,192	.....	Union Dredging Co.
Pier at Twelfth street (dump).....	November. 794 "		794	.....	Union Dredging Co.
Pier at Eleventh street and bulkhead.....	August. 2,371 mud September. 4,938 "				
Pier, new 46.....	June..... 11,523 mud July..... 495 "	7,309		.....	C. H. Loomis.
Pier, new 42 (south side).....	April..... 10,091 mud October..... 7,406 "	12,018	4,577	.....	C. H. Loomis. Union Dredging Co.
Charlton street section, bulkhead wall.....	November. 7406 " December. 590 "				
Pier, new 36.....	November. 584 mud December. 7,314 " January ... 1,734 " February.. 5,918 " 1,281 crib	18,957		.....	Union Dredging Co.
Pier at Lighthouse street (dump).....	July..... 10,523 mud August..... 14,451 " September. 986 "	15,550	1,281	.....	Union Dredging Co.
Pier, new 26.....	October..... 1,288 crib February.. 7,723 mud 1,703 " 2,536 crib				
Beach street section, bulkhead wall.....	April..... 4,207 mud March..... 12,043 " 2,384 " 1,450 crib	35,391	3,824	.....	Union Dredging Co.
Pier, new 21.....	February.. 1,503 mud April..... 1,511 " 1,005 crib	18,634	1,450	.....	Union Dredging Co.
Chamber street section, bulkhead wall.....	May..... 2,270 mud January... 15,768 " February.. 8,084 " March..... 4,039 "	3,712		.....	Union Dredging Co.
Slip north of Pier, new 20.....	June..... 7,258 mud 18,889 " 13,211 crib July..... 6,310 mud	21,114	1,005	.....	Union Dredging Co.
Pier, new 20.....	May..... 197 mud June..... 1,185 "				
Total, North river.....		22,457	3,211	.....	Union Dredging Co.
		226,279	10,771		
EAST RIVER.					
Pier 12 (south side).....	August 12,568 "	12,568		.....	C. H. Loomis.
Bulkhead between Piers 20 and 21.....	July..... 1,328 "	1,328		.....	Union Dredging Co.
Pier 21 (west side).....	July..... 790 "	790		.....	Union Dredging Co.
Slip between Piers 22 and 23.....	July..... 6,324 "	6,324		.....	C. H. Loomis.
Pier 37 (dump).....	May 198 mud June..... 592 " December. 401 "				
Bulkhead between Piers 51 and 52.....	August..... 127 mud December. 1,185 "	1,191		.....	Union Dredging Co.
Pier 55 (south side).....	June..... 197 "	1,382		.....	Union Dredging Co.
Pier 61 (dump).....	June..... 1,927 "	197		.....	Union Dredging Co.
Pier at Third street.....	May..... 785 "	1,927		.....	Union Dredging Co.
Pier at Fifth street.....	October. 794 mud November. 3,482 "	785		.....	Union Dredging Co.
Pier at Fifth street (dump).....	May..... 1,584 "	4,256		.....	C. H. Loomis.
Pier at Seventeenth street (dump).....	December. 793 "	1,584		.....	Union Dredging Co.
Bulkhead at Twentieth street.....	July..... 984 mud August..... 203 "	793		.....	Union Dredging Co.
Pier at Twenty-second street (dump).....	June..... 197 "	1,187		.....	Union Dredging Co.
Pier at Twenty-third street.....	August..... 695 "	396		.....	Union Dredging Co.
Pier at Twenty-fifth street.....	July..... 3,360 mud August..... 272 "	695		.....	Union Dredging Co.
Pier at Twenty-eighth street.....	June..... 2,366 mud July..... 997 "	3,632		.....	C. H. Loomis.
Pier at Forty-sixth street (dump)....	July..... 393 "	3,363		.....	C. H. Loomis.
Total, East river.....		393		.....	Union Dredging Co.
		43,291			
HARLEM RIVER.					
Pier at One Hundred and Sixth street (south side).....	August 588 "	588		.....	Union Dredging Co.
Pier at One Hundred and Seventeenth street....	March..... 199 mud April..... 1,774 "				
Total, Harlem river.....		1,973		.....	Union Dredging Co.
		2,561			
Total dredging for the year.....		272,131	10,771		

GANSEVOORT STREET YARD.

To amount of stock on hand, Purchased and Issued from Gansevoort Street Yard from May 1, 1879, to April 30, 1880.

Stock on hand May 1, 1879.....	\$11,274 07
Purchased from May 1, 1879, to April 30, 1880.....	15,587 42
Fabricated from May 1, 1879, to April 30, 1880 (47 blocks).....	14,385 22
Total to be accounted for.....	\$41,246 71

Issued to the following Sections:

Floating Property.....	\$810 51
Christopher street section.....	718 71
Charlton street section.....	7,255 39
Clarkson street section.....	252 56
Leroy street section.....	64 05
Lighthouse street section.....	10 28
Canal street section.....	10 97
King street section.....	1 80
Morton street section.....	75
Houston street section.....	5 25
Spring street section.....	41 46
Chambers street section.....	8,598 91
Beach street section.....	154 33
General repairs.....	690 97
Pier New 1, North river.....	4 50
East Seventeenth street yard.....	30 49
Department offices.....	11 49
Gansevoort street yard.....	10,409 52
	29,071 94
Balance on hand May 1, 1880.....	\$12,174 77

EAST SEVENTEENTH STREET YARD.

Statement of Granite (Rough and Cut) on hand at this Yard on April 30, 1880.

KIND.	ON HAND MAY 1, 1879. CUBIC FEET.	RECEIVED DURING YEAR.	TRANSFERRED DURING YEAR.	ON HAND MAY 1, 1880. CUBIC FEET.	RATE.	AMOUNT.
Headers and Stretchers, old lot (cut).....	234.10			234.10	\$0 30	\$70 23
Headers and Stretchers, old lot (rough).....	93.40			93.40	39	36 43
Headers and Stretchers, new lot (Tillson).....	587.45			234.36	353.09	62 218 92
Headers and Stretchers, new lot (Hogan).....	13.40			13.40	40	
Headers and Stretchers, new lot (Hogan).....	1,902.01			1,405.10	403.91	63 254 46
Headers and Stretchers, new lot (Hogan).....	227.07			227.07	45	
Headers and Stretchers, new lot (Hall).....	1,690.19			788.77	301.42	30 150 71
Headers and Stretchers, new lot (Hall).....	4,580.50			2,539.10	2,041.40	64 1,305 49
Vousoirs.....	845.87					253 76
Spandrel and End Stones.....	460.90			12.15	457.75	30 132 32
Corner, End, and Key Stones.....	542.00			100.00	442.00	30 132 00
Headers and Stretchers (fine cut).....	551.45			401.50	149.95	30 44 99
Rough.....	586.13			272.70	313.43	30 94 03
Coping, new lot (Hall).....		5,064.00	1,066.40	3,997.60	69	2,758 34
						\$5,458 28

List of Work Done by Private Parties under Supervision of the Engineer-in-Chief, by Order of or Under Permit from the Board of Docks.

NORTH RIVER.

Bulkhead at Sixty-sixth street.—Building a rip-rap retaining embankment along centre line of Sixty-sixth street, and filling in rear of same, by the New York Central & Hudson River Railroad Company. Work in progress.

Pier at Forty-sixth street.—Erection of platform scales, weighing office and ice bridge, by the Mutual Benefit Ice Company. May 16 and 17.

Bulkhead between Forty-fourth and Forty-sixth streets.—Building rip-rap retaining embankment along south side of pier at Forty-sixth street, and filling in behind new bulkhead, by the Municipal Gas Company. Work in progress.

Pier at Fortieth street.—Erection of an ice bridge, by Empire City Ice Company. May 3 to 16.

Pier at Thirty-ninth street.—Erection of ice platform by Peter McDonnell. Finished July 18.

Pier at Thirty-fifth street.—Driving three fender piles south side of pier, by People's Line Albany Steamers. December 5.

Pier at Twenty-fifth street.—Repairs to the deck by C. T. Van Santvoord. October 20 to 25.

Pier at Twenty-second street.—Erection of a shed on outer end, 38 x 60 feet, by A. Van Santvoord. May 26 to June 7.

Pier at Twentieth street.—Extension of pier, 87 feet in length, by the Knickerbocker Ice Company. December 15 to February 28.

Pier at Fifteenth street.—Erection of an ice bridge on pier, by Mutual Benefit Ice Company. April 8.

Pier at Fifteenth street.—Erection of Engine house and shafting on pier, by Mutual Benefit Ice Company. April 8.

Bulkhead between Fourteenth and Fifteenth streets.—Insertion of two mooring posts by Glasco Ice Company. June 21 to 24.

Pier at Bloomfield street.—Repairs to the deck by Felix Dougherty. November 8.

Department Yard foot of Gansevoort street.—Moving of iron tanks across the concrete platform, by William Collins. July 1 to August 20.

Pier, new 47.—Laying water pipes on pier, by A. E. Outerbridge & Co. August 25 to 29.

Pier, new 47.—Erection of a shed on pier, by the Quebec & Gulf Ports Steamship Company. August 19 to September 13.

Pier, new 43.—Alteration to office, by Old Dominion Steamship Company. July 18 to 24.

Laying rail tracks west of West street, between Morton and Leroy streets, by the Albany Brewing Company. December 16, 1878, to October 27.

Pier, new 40.—Erection of a shed, by the Cunard Steamship Company (Limited). February 4, 1879, to July 19.

Pier, old 42.—Erection of hoisting engine on pier, by E. W. Youmans. October 9 to 18.

Pier, new 26.—Erection of a shed, by the Old Dominion Steamship Company. Commenced January 12. Work in progress.

Between Piers, New 21, and New 20.—Moving of two buildings nearer to bulkhead, by the New York, Lake Erie & Western Railroad Company. January 22 to April 6.

Pier, New 20.—Erection of a shed, by the New York, Lake Erie & Western Railroad Company. January 15 to April 20.

Pier 28.—Erection of platform and building north of pier, by the Old Colony Steamboat Company. July 18 to August 20.

Pier 22.—Repairs to approach to north side of pier, by the owners. September 12 and 13.

Pier 16.—Construction of platforms and sheds, by the Pennsylvania Railroad Company. June 16 to January 31.

Bulkhead between Liberty and Cortlandt Streets.—Repairing same, by the Pennsylvania Railroad Company. June 16 to December 6.

Pier 14.—Widening the pier 8 feet on the southerly side, by the Central Railroad Company of New Jersey. October 31 to January 28.

Pier 14.—Extension of the pier 102 feet in length, by the Central Railroad Company of New Jersey. October 28 to February 25.

Piers 12, 13, and 14.—Building of platforms between piers and removing portions of Pier 13, by the Central Railroad Company of New Jersey. August 6 to October 28.

Pier 9.—Extension of pier 100 feet in length, by Wm. Cruikshank. October 29 to November 22.

Piers 8 and 9.—Building a platform between piers, by Clark & Seaman. November 6 to December 19.

Piers 8 and 9 and platform between.—Erection of shed on platform, and extension of shed on Pier 9, by Clark & Seaman. November 19 to December 31.

Bulkhead at Pier 7.—Insertion of drain pipe in bulkhead, by E. W. Jacobs. August 26 to 28.

Pier 3.—Repairing all but 200 feet of pier, by E. W. Cruikshank. July 21 to September 24.

Pier 3.—Extension of shed 100 feet on pier, by F. Alexandre & Sons. September 16 to October 9.

Pier New 1.—Erection of a shed 80x30 feet, by the Old Dominion Steamship Company. October 7 to 17.

Removal of same by same company. April 22 to 26.

Boat Landing, Battery.—Erection of telegraph poles in rear of Boat Landing by Fire Department. July 29.

EAST RIVER.

Bulkhead west of Pier 1.—Repairs to bulkhead, by Staten Island Ferry Company. September 17 to October 28.

Pier 1.—Erection of a two-story shed, by J. H. Starin. May 12 to July 8.

Pier 2.—Rebuilding outer end of pier, by the Union Ferry Company. June 9 to 30.

Pier 4.—Rebuilding 40 feet of outer end, by James Cruikshank. November 25 to December 29.

Pier 6.—Repairs to easterly side of pier, by J. H. Starin. September 27 to 29.

Bulkhead between Piers 11 and 12.—Insertion of a drain-pipe, by Hendricks Brothers. January 28 to 30.

Bulkhead opposite 42 South street.—Insertion of drain pipe in bulkhead, by William Hill. August 13 to 22.

Pier 13.—Driving 7 fender piles on westerly side, by S. A. Jenks & Co. January 3 to 6.

Bulkhead between Piers 14 and 15.—Insertion of 2 drain pipes in bulkhead, by John L. Fagan. June 30 to July 12.

Pier 16.—Rebuilding of 310 feet of inner part of pier, by S. A. Jenks & Co. March 15 to May 15.

Pier 16.—Erection of a shed on the pier, by James E. Ward & Co. May 13 to June 28.

Pier 18.—Sheathing westerly half of pier, by owners. October 28 to 31.

Piers 18 and 19.—Driving 7 fender piles between piers, by S. A. Jenks & Co. October 8 and 9.

Pier 20.—Driving 16 fender piles westerly side of pier, by S. A. Jenks & Co. September 1 and 2.

Pier 22.—Extension of boiler house easterly side of pier, by the Fulton Market Fish Mongers' Association. October 7 to 18.

Pier 33.—Driving 13 fender piles and putting on 11 fenders, by Warren Rosevelt. October 28 to November 1.

Pier 38.—Repairing the pier, by the Maine Steamship Company. June 6 to 26.

Bulkhead between Piers 40 and 41.—Insertion of an 8-inch drain, by George V. Hecker & Co. June 18 to 27.

Bulkhead between Piers 41 and 42.—Repairs to bulkhead, by the New York Floating Dry Dock Company. July 1 to 31.

Pier 44.—Repairs to drain pipe under pier, by G. V. Hecker & Co. August 23 to 29.

Bulkhead between Piers 44 and 45.—Repairing same, by Josiah Macy's Sons. February 24, to April 3.

Pier 45.—Driving 10 piles through the pier, by Warren Rosevelt. February 13 and 14.
Bulkhead between Piers 45 and 46.—Rebuilding from low water up for 100 feet, by Josiah Macy's Sons. October 6 to November 1.
Pier 47.—Driving 15 fender piles on lower side, by Stephen A. Jenks & Co. June 24 and 25.
Pier 49.—Repairs to pier, by Warren Rosevelt. August 22 to September 15.
Pier 49.—Erection of shed, by W. M. Bassett. January 7 to February 5.
Bulkhead at foot of Montgomery street and between Piers 50 and 51.—Rebuilding from low water up for 330 feet, by William Vosburgh. October 2 to November 27.
Bulkhead between Jackson and Corlears streets.—Rebuilding of 100 feet of bulkhead, by Stephen A. Jenks & Co. September 5 to October 17.
Bulkhead at foot of Corlears street.—Repairs to bulkhead, by occupants. August 20 to September 27.
East street.—Driving 20 fender piles at foot of street, by Lawrence & Co. August 12th to 29th.
Pier 58.—Sheathing 124 feet of inner end of pier, by Carl Smith & Son. May 19 and 20.
Pier at Houston street.—Completion of the following structures, built by the Nassau Ferry Company; a bulkhead 100 feet long and 30 feet wide; two piers, each 225 feet in length, one 40 feet and the other from 24 to 53 feet in width; two ferry racks and bridges, and a ferry pier. Finished March 20.
Placing of a new iron sewer under the new pier and extension of the old sewer through the new bulkhead by the Department of Public Works. September 8 to March 12.
Pier at Seventh street.—Building a platform on piles, about 25 x 35 feet; a ferry bridge with racks; and two ferry buildings, one 18 x 40 feet, and the other 10 x 22 feet, by the East River Ferry Company. Finished September 20.
Bulkhead between Fifteenth and Sixteenth streets.—Repairing same, by Manhattan Gas-light Company. February 17 to April 17.
Department Yard at Seventeenth street.—Placing two hydrants on the bulkhead, by the Department of Public Works. November 10 to 15.
Cutting away a portion of the string piece by the Board of Health in order to make a gangway to the Small-pox Hospital. January 15 to 16.
Bulkhead between Twenty-third and Twenty-fourth streets.—Erection of two grain hoppers, by Clark & Allen. April 10 to May 3.
Pier at Twenty-eighth street.—Erection of an ice bridge and platform scales, by Leonard & Stephenson. May 7 to 13.

HARLEM RIVER.

Pier at One Hundred and Seventeenth street.—Erection of an ice bridge on pier, by J. P. Minster. April 22 to May 9.
Platform at One Hundred and Thirtieth street.—Driving of 10 piles, by Mrs. Hull. June 12.

DEPARTMENT OF PUBLIC PARKS.

WEDNESDAY, January 19, 1881.

Regular meeting, 9.30 A. M.
Present—Commissioners Lane, Wales, MacLean, and Olliffe.
On motion of Commissioner Olliffe, Commissioner Wales was called to the chair.
In accordance with the previous action of the Board, Messrs. Morris K. Jessup and Percy R. Pyne, on behalf of the Trustees of the Museum of Natural History, appeared before the Board in relation to a communication from them presented December 1, 1880, asking that measures be taken to connect Manhattan Square with the Central Park by means of a tunnel, the building of an additional wing to the Museum building, the improvement of Manhattan Square, and other subjects connected with the Museum.
Messrs. Dwight H. Olmstead and James F. Ruggles appeared in relation to the improvement of Manhattan Square.
The minutes of the previous meeting were read and approved.
The following communications were received:
From the Topographical Engineer—In relation to a geographical description of the northern boundary of the city as now constituted, and recommending that the co-operation of the authorities of the City of Yonkers be requested.
Commissioner Lane offered the following:
Resolved, That it be referred to a committee of two to confer with the Mayor of the City of Yonkers as to their paying one-half of the expense of surveying the dividing line between the City of New York and City of Yonkers. That the Topographical Engineer proceed with the work of surveying and monumenting the said line at the earliest day.
That said Committee notify the Commission appointed to revise the laws relating to the City of New York of the condition of the existing survey of the Twenty-third and Twenty-fourth Wards, and of this action of the Board.
The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:
Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.
The Chairman appointed Commissioners Lane and MacLean as such committee.
From the Board of Pilot Commissioners, protesting against the application for permission to moor a floating pavilion at the Battery.
Ordered filed.
From Alexander McLean, relative to restoring the pavement in front of premises on Third avenue, between One Hundred and Sixty-fourth and One Hundred and Sixty-sixth streets. Referred to Commissioner Olliffe.
From William H. Ramscar, desiring to erect a sign board at corner of Jerome avenue and bridge leading to Fleetwood Park. Referred to Commissioner Olliffe with power.
From Lieutenant Commander H. H. Goringe, notifying the Board of his intention to place the Obelisk on its pedestal on Saturday next at noon, and from the Acting Superintendent of Parks, recommending that a detail of men be made to assist in preserving order on that day.
Commissioner Lane offered the following:
Resolved, That the Acting Superintendent of Parks be directed to select and detail 80 laborers to the Captain of Police to assist in preserving order at the ceremony of placing the Alexandrian Obelisk upon its pedestal.
Commissioner Wales offered the following as an amendment:
Resolved, That the Captain of the Police be directed to detail 35 of the force under his command to preserve order at the ceremonies of placing the Obelisk on its pedestal on Saturday next.
Adopted.
Commissioner Lane offered the following:
Resolved, That the Acting Superintendent of Parks be directed to select and detail eighty laborers to the Captain of Police to assist in preserving order at the ceremony of placing the Alexandrian Obelisk upon its pedestal.
The Chairman put the question whether the Board would agree to said motion, and it was determined in the negative, a majority of all of the members of the Board not voting in favor thereof, as follows:
Aye—Commissioners Lane—1.
Noes—Commissioners Wales, MacLean, and Olliffe—3.
From Michael Whalen, resigning his position of Gate Keeper on the force of the Department.
Accepted.
From J. Wiedenmann applying for the position of Superintendent of Parks.
Ordered filed.
From Dwight H. Olmstead protesting against the granting of permission to allow bicycle riding in Central Park and on Riverside Drive.
Ordered filed.
From the Vessel Owners' and Captains' Co-operative Association, protesting against the erection of an ornamental pier and pavilion off the Battery.
Ordered filed.
In accordance with the action of the Board, at its last meeting, a list of the employees of the Department was presented, which was approved of and ordered transmitted to the Supervisor of the CITY RECORD.
From the Acting Superintendent of Parks recommending the restoration of Dennis Miller, carpenter, absent on account of sickness.
Commissioner Lane moved that Dennis Miller, carpenter, be and he is hereby restored to duty.
The Chairman put the question whether the Board would agree to said motion, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:
Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.
From A. Hepp, applying for the position of Superintendent of Parks.
Ordered filed.
From Casper Antes, desiring to be reinstated as Gate Keeper, on the force of the Department.
Ordered filed.
From Leonard W. Jerome—Relative to the consideration of plans for the drainage of the property owned by the Jerome Park Villa Site and Improvement Company.
Referred to the Topographical Engineer to report on.
From Wm. Cauldwell, John L. Burnett, Jordan L. Mott, and others, recommending Louis F. Haffen, for appointment as Assistant Engineer.
Ordered filed.

Commissioner Lane, from the Auditing Committee, presented the following report:
The Auditing Committee beg leave to report that they have examined and audited the following bills, and submit the same to the Board for approval:

Arnold, David P., meal, nuts, etc.	Maint. Zoolg. Dept., 1880.	.....	\$282 70
Bremer & Fitzgerald, coal	Harlem R. B., Reps., I. & M., 1880.	.....	27 50
Byrd, Edward A., plate glass	Labor, Maint., and Supplies, 1880.	.....	25 75
Bush, Geo. W., coal	Labor, Maint., and Supplies, 1880.	.....	33 00
Hawes, M. E., bread	Maint. Zoolg. Dept., 1880.	.....	59 43
Howell, A. J., rubble stone	Sedgwick & V., Maint. of, 1880.	.....	660 00
Lawrence, B. H., blacksmithing	Maint. 23d and 24th Wards, 1880.	.....	32 78
Manhattan Gas-light Co., gas, Astor place	Labor, Maint., and Supplies, 1880.	.....	31 95
Milliken, David, sawdust	Maint. Zoolg. Dept., 1880.	.....	7 50
Mott, J. L., Iron Works, stove and fixtures	Labor, Maint., and Supplies, 1880.	.....	63 50
Mullane, John, oats	Maint. 23d and 24th Wards, 1880.	.....	25 00
O'Brien, M., milk	Maint. Zoolg. Dept., 1880.	.....	10 85
Pratt, Chas. & Co., oil	Maint. 23d and 24th Wards, 1880.	.....	13 00
Shady, James H., fish	Maint. Zoolg. Dept., 1880.	.....	9 00
Taylor, A. S., newspapers	Labor, Maint., and Supplies, 1880.	.....	17 32
Wilson & Adams, lumber	Bronx B., Reps. and Maint., 1880.	.....	296 89
			\$1,596 26

RECAPITULATION.

Maintenance Zoological Department, 1880	\$369 48
Labor, Maintenance, and Supplies, 1880	171 61
Maintenance 23d and 24th Wards, 1880	70 78
Sedgwick Avenue Maintenance of, 1880	660 00
Harlem River Bridges—Repairs, Improvement, and Maintenance, 1880	27 50
Bronx Bridges—Repairs, Improvement, and Maintenance, 1880	296 89
	\$1,596 26

Amounting in the aggregate to the sum of fifteen hundred and ninety-six dollars and twenty-six cents.

(Signed)

SMITH E. LANE,

Auditing Committee.

NEW YORK, January 18, 1881.

The above mentioned bills having been read and passed on separately, the Chairman moved that the Board do now approve them, and that the Secretary be directed to transmit the same to the Finance Department for payment.

The Chairman put the question whether the Board would agree to said motion, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

On motion of Commissioner Wales, it was

Resolved, That it be referred to Commissioner to examine and report upon the expediency of pasturing upon the Central Park, during the summer, a small herd of Jersey cows.

On motion of Commissioner Olliffe, the name of Commissioner Wales was inserted in said resolution.

Commissioner Wales offered the following:

Whereas, The approaches to the Central or McComb's Dam Bridge are in a condition requiring rebuilding to make the same safe and equal to the constant use to which they are subjected, and

Whereas, The Engineer of Construction has prepared plans and specifications for rebuilding the same, and thereby save, for some years to come, the expense of building a new bridge at that point, therefore,

Resolved, That the Counsel to the Corporation be requested to inform this Board whether, in his opinion, this Department has authority under chapter 534, Laws of 1871, and chapter 329, Laws of 1874, to rebuild said approaches, and whether the authority contained in said laws relative to raising funds for building bridges across the Harlem river is applicable to the rebuilding of the approaches, as herein referred to.

Adopted.

Commissioner Wales offered the following:

Resolved, That the plans and specifications for the approaches to the bridge to be built over the Harlem river at Madison avenue, under authority of chapter 534 of the Laws of 1871, and chapter 329 of the Laws of 1874, signed William J. McAlpine, Engineer of Construction, dated August 1880, and presented to the Board August 4, 1880, be and they are hereby approved; that a copy of said plans be filed in the office of the Register of the City and County of New York, and that

one of the Commissioners of the Department of Public Parks, be and he is hereby authorized and designated to certify said plans; and that the form of contract for doing said work as submitted by the Engineer of Construction, be transmitted to the Counsel to the Corporation for his approval as to form, and when so approved and printed the Secretary be directed to insert advertisements in the CITY RECORD, inviting proposals for doing said work.

On motion of Commissioner Wales the said resolution was referred to a committee consisting of Commissioners MacLean and Olliffe, to examine and report upon the same at the next meeting of the Board.

Commissioner Lane offered the following:

Resolved, That John McCabe, laborer, be and he is hereby restored to duty.

The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

Commissioner Lane offered the following:

Resolved, That Julius Munckwitz be continued as Acting Superintendent of Parks until the next meeting of the Board.

The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

Commissioner Lane offered the following:

Resolved, That until the next meeting of the Board, either one of the Commissioners be and he is hereby invested with power to approve of all requisitions for supplies and to sign all permits issued by the Department.

The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

Commissioner Lane offered the following:

Resolved, That the Secretary is hereby authorized to make arrangements to have furnished this Department with complete files of all the bills and documents of the Senate and Assembly, during the present session of the Legislature, at an expense not exceeding fifty dollars.

The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

On motion of Commissioner Lane, it was

Resolved, That the Comptroller of the city be requested to present to the Commissioners of the Sinking Fund, a statement that the Department of Public Parks request a continuation of the lease of the premises at 36 Union square, now occupied by them, for the term of three years from the first day of January, 1881.

On motion of Commissioner Lane, it was

Resolved, That it be referred to Commissioners Lane and MacLean, to report to the Board a proposed revision of the By-laws.

On motion of Commissioner Olliffe, it was Resolved, That the Engineer of Construction report to this Board whether the line of the sewer which is intended to be constructed in the centre of the Southern Boulevard from Third to Willis Avenues can be so altered as to be laid between the centre line and the curb line to avoid the taking up the Macadam pavement laid last fall.

Commissioner Lane offered the following: Resolved, That P. Woods be and he is hereby appointed a temporary carpenter for duty on the Central Bridge.

The Chairman put the question whether the Board would agree to said resolution, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

Commissioner Wales moved that the bridge over Cromwell's Creek at One Hundred and Sixty-first street be closed.

The Chairman put the question whether the Board would agree to said motion, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales and MacLean—3.

No—Commissioner Olliffe—1.

Commissioner Lane called up a resolution laid over at the last meeting, to fine John Smith, Park Keeper five days' pay for being off his post and neglect of duty, and moved its adoption.

The Chairman put the question whether the Board would agree to said motion, and it was determined in the affirmative, a majority of all of the members of the Board voting in favor thereof, as follows:

Ayes—Commissioners Lane, Wales, MacLean, and Olliffe—4.

The charges preferred against Park Keepers Thomas Green, James Dunn, and Michael Foley, and Gate Keeper Timothy Keating, were referred to Commissioner MacLean for trial.

On motion of Commissioner Lane at 12.10 o'clock the Board adjourned.

E. P. BARKER, Secretary.

DEPARTMENT OF DOCKS.

At a meeting of the Board of Docks, held December 8, 1880.

Present—Commissioners Dimock and Vanderpoel.

On motion, Commissioner Dimock took the chair.

The minutes of the meetings held the 19th, 22d, 24th, and 27th ultimo, were read and approved.

The following communications were received, read, and,

On motion, laid on the table to await action, as stated, to wit:

From New York Floating Dry Dock Company—For permission to lengthen Pier 49, East river, and to widen the same on the easterly side. Applicants requested to furnish this Department with evidence of their title to the land under water lying outside and adjacent to the present pier.

From Counsel to the Corporation—In reference to application of the Hudson Tunnel Railroad Company for use of water front between Morton and Leroy streets, North river.

From Engineer-in-Chief—Report as to dredging required in slip adjoining pier 29, East river. Secretary directed to examine the lease of said premises made by the Commissioners of the Sinking Fund, as to whether the lessees should do the necessary dredging thereat.

The following communications were received, read, and

On motion, placed on file, action being taken where necessary, as stated, to wit:

From Hudson Tunnel Railroad Company—For permission to land brick upon the bulkhead, between Morton and Leroy streets, North river. Applicants informed that the Department has no objection to the landing of brick at said premises.

From Warren Roosevelt—For permission to drive about twenty brace piles underneath Pier 36, East river. Permission granted, the work to be done under the supervision of the Engineer-in-Chief of this Department.

From Charles A. Coe—For permission to erect pier in front of bulkhead on Water street, between East and Corlear streets, East river. Applicant informed that as the objections to the construction of such a pier, set forth in communication addressed him on December 31, 1879, still exist, his application is denied.

From Engineer-in-Chief, as follows:

1st. Report, as to repairs required to Pier 44, East river. Engineer-in-Chief directed to repair said pier in accordance with his report on Secretary's Order No. 1722, at a cost of about \$200.

2d. Report of the material excavated and removed by the Union Dredging Company in Department dredges and scows, during the month of November, 1880. Secretary directed to forward bill of said company for the amount due for use of said dredges and scows, with the request that they pay said amount to the Treasurer of this Department.

3d. Reporting the suspension of Peter Maguire, Night Watchman, for being intoxicated while on duty at his post, also the suspension of John Cochran, Night Watchman, for being found asleep at his post. Action approved, and the said Watchmen discharged.

A communication was received from the Comptroller remitting penalty imposed by this Department against Stephen L. Merchant, agent, contractor, for furnishing Portland cement, and, being read,

On motion, the following preamble and resolution was adopted:

Whereas, By virtue of the power vested in the Finance Department, by section 31 of chapter 335, Laws of 1873, the Comptroller has decided to remit the penalty imposed by this Department, against Stephen L. Merchant, agent, for non-delivery of cement, within the times agreed upon under his contract for furnishing said material, dated June 14, 1880, and deducted in the sum of \$1,400 from audited claim No. 6621, on December 1, 1880, therefore,

Resolved, That a requisition be and is hereby directed to be drawn upon the Comptroller for the sum of \$1,400, being the amount now due said Stephen L. Merchant, agent, under said audited claim, consequent upon the said penalty being remitted, and that the bookkeeper charge the said sum to the said contract, so that the accounts of the Department shall exhibit Estimate No. 4 and final, under said contract, as settled and paid in full in the sum of \$4,213.44.

A communication was received from the Comptroller, remitting penalty imposed by this Department against Robert L. Darragh, contractor, for furnishing granite stones for bulkhead or river wall, and, being read,

On motion, the following preamble and resolution was adopted:

Whereas, By virtue of the power vested in the Finance Department by section 31 of chapter 335, Laws of 1873, the Comptroller has decided to remit the penalty imposed by this Department against Robert L. Darragh for non-delivery of granite-stones for bulkhead or river wall, within the times agreed upon under his contract for furnishing said material, dated March 26, 1880, and deducted in the sums of \$300 from audited claim No. 6358 on June 16, 1880, and \$550 from audited claim No. 6473 on August 25, 1880; therefore,

Resolved, That a requisition be and is hereby directed to be drawn upon the Comptroller for the sum of \$850, being the amount now due said Robert L. Darragh under said audited claim, consequent upon the said penalty being remitted, and that the bookkeeper charge the said sum to the said contract, so that the accounts of the Department shall exhibit Estimates Nos. 1 and 2 and final, under said contract as settled and paid in full in the sum of \$11,123.41.

On motion, the Engineer-in-Chief was directed to repair the surface of Pier 61, East river, in accordance with his report on Secretary's Order No. 1724.

An application was received from Arkell & Co., in reference to lease of new pier to be built by this Department at the foot of Twenty-sixth street, North river, and being read, was,

On motion, placed on file, and the following resolution adopted:

Resolved, That Arkell & Co., representing Ernest L. Simpson and Lewis H. Spence, agents of the Leith line of steamers, be and are hereby informed that this Department, upon the completion of a pier to be constructed by it at or near the foot of West Twenty-sixth street, and to be known as Pier, new 56, North river, in conformity with the new plans adopted or to be adopted for the improvement of the water front, will grant to them a lease of said pier, for a term of ten years, at a yearly rent of \$25,000, and will agree in said lease to give to the said lessees a covenant of renewal of the lease for a further term of ten years at an annual rent of \$30,000; the Department reserves the right to build the said pier and the bulkhead wall contiguous thereto, at such time as it may by said Department be deemed expedient; provided, that they shall within five days after receipt of this notice, file in this office, their acceptance in writing, of the terms hereof, and agree to execute a lease containing the usual covenants and conditions, and in conformity with the terms herein set forth, for the pier when so built and ready for occupancy.

On motion, the following appointments were made: Patrick McDonagh, as a Watchman, and Martin Sager, as a Dockbuilder.

On motion, the Board adjourned.

EUGENE T. LYNCH, Secretary

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH all the Public Offices in the City are open for business, and at which each Court regularly opens and adjourns, 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 3 P. M.

WILLIAM R. GRACE, Mayor; JOHN TRACEY, Chief Clerk; WILLIAM M. IVINS, Secretary.

Mayor's Marshal's Office.

No. 7 City Hall, 10 A. M. to 3 P. M.

CHARLES REILLY, First Marshal.

Permit and License Bureau Office.

No. 1 City Hall, 10 A. M. to 3 P. M.

DANIEL S. HART, Registrar.

Sealers and Inspectors of Weights and Measures.

No. 7 City Hall, 10 A. M. to 3 P. M.

WILLIAM EYERS, Sealer First District; THOMAS BRADY, Sealer Second District; JOHN MURRAY, Inspector First District; JOSEPH SHANNON, Inspector Second District.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.

President Board of Aldermen.
FRANCIS J. TWOMEY, Clerk Common Council.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

No. 31 Chambers street, 9 A. M. to 4 P. M.

HUBERT O. THOMPSON, Commissioner; FREDERICK H. HAMLIN, Deputy Commissioner.

Bureau of Water Register.

No. 31 Chambers street, 9 A. M. to 4 P. M.

JOHN H. CHAMBERS, Register.

Bureau of Incumbrances.

No. 31 Chambers street, 9 A. M. to 4 P. M.

JOSEPH BLUMENTHAL, Superintendent.

Bureau of Lamps and Gas.

No. 31 Chambers street, 9 A. M. to 4 P. M.

STEPHEN MCCORMICK, Superintendent.

Bureau of Streets.

No. 31 Chambers street, 9 A. M. to 4 P. M.

JAMES J. MOONEY, Superintendent.

Bureau of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.

STEVENSON TOWLE, Engineer-in-Charge.

Bureau of Chief Engineer.

No. 31 Chambers street, 9 A. M. to 4 P. M.

JOHN C. CAMPBELL, Chief Engineer.

Bureau of Street Improvements.

No. 31 Chambers street, 9 A. M. to 4 P. M.

GEORGE A. JEREMIAH, Superintendent.

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.

THOMAS KEECH, Superintendent.

Bureau of Water Purveyor.

No. 31 Chambers street, 9 A. M. to 4 P. M.

DANIEL O'REILLY, Water Purveyor.

Keeper of Buildings in City Hall Park.

JOHN F. SLOPER, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.

Nos. 19 and 20 New County Court-house, 9 A. M. to 4 P. M.

ALLAN CAMPELL, Comptroller; RICHARD A. STORRS, Deputy Comptroller.

Auditing Bureau.

No. 19 New County Court-house, 7 A. M. to 4 P. M.

DANIEL JACKSON, Auditor of Accounts.

Bureau for the Collection of Assessments and of Arrears of Taxes and Assessments and of Water Rents.

No. 5 New County Court-house, 9 A. M. to 4 P. M.

ARTEMAS CADY, Collector of Assessments and Clerk of Arrears.

Bureau for the Collection of City Revenues and of Markets.

No. 6 New County Court-house, 9 A. M. to 4 P. M.

THOMAS F. DEVOE, Collector of City Revenue and Superintendent of Markets.

Bureau for the Collection of Taxes.

First floor Brown-stone Building, City Hall Park.

MARTIN T. MCMAHON, Receiver of Taxes; ALFRED VREDENBURG, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.

No. 18 New County Court-house, 9 A. M. to 4 P. M.

J. NELSON TAPPAN, City Chamberlain.

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

Staats Zeitung Building, third floor, 9 A. M. to 5 P. M.

WILLIAM C. WHITNEY, Counsel to the Corporation.

ANDREW T. CAMPELL, Chief Clerk.

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.

ALGERNON S. SULLIVAN, Public Administrator.

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.

WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.

STEPHEN B. FRENCH, President; SETH C. HAWLEY, Chief Clerk.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 8:30 A. M. to 5:30 P. M.

JACOB HESS, President; GEORGE F. BRITTON, Secretary.

FIRE DEPARTMENT.

Headquarters.

Nos. 155 and 157 Mercer street.

VINCENT C. KING, President; CARL JUSSEN, Secretary.

Bureau of Chief of Department.

ELM BATES, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

GEORGE H. SHELTON, Fire Marshal.

Bureau of Inspection of Buildings.

WM. P. ESTERBROOK, Inspector of Buildings.

Office hours, Headquarters and Bureaus, from 9 A. M. to 4 P. M. (Saturdays to 3 P. M.)

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent of Telegraph.

Repair Shops.

Nos. 128 and 130 West Third street.

JOHN MCCABE, Captain-in-Charge, 8 A. M. to 5 P. M.

Hospital Stables.

No. 199 Christie street.

DEDERICK G. GALE, Superintendent of Horses.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.

CHARLES F. CHANDLER, President; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

No. 35 Union square, 9 A. M. to 4 P. M.

EDWARD P. BARKER, Secretary.

Civil and Topographical Office.

Arsenal, 64th street and 5th avenue, 9 A. M. to 5 P. M.

Office of Superintendent of 23d and 24th Wards.

Fordham 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M.

EUGENE T. LYNCH, Secretary.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.

THOMAS B. ASTEN, President; ALBERT STORER, Secretary.

BOARD OF ASSESSORS.

Office, City Hall, Room No. 12, 9 A. M. to 4 P. M.

JOHN R. LYNCH, Chairman; WM. H. JASPER, Secretary.

BOARD OF EXCISE.

Corner Mulberry and Houston streets, 9 A. M. to 4 P. M.

WILLIAM P. MITCHELL, President; J. B. ADAMSON, Chief Clerk.

SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.

PRTER BOWE, Sheriff; JOEL O. STEVENS, Under Sheriff.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.

AUGUSTUS T. DOCHARTY, Register; J. FAIRFAX McLAUGHLIN, Deputy Register.

COMMISSIONERS OF ACCOUNTS.

No. 27 Chambers street, 9 A. M. to 4 P. M.

WM. PITT SHEARMAN, JOHN W. BARROW.

COMMISSIONER OF JURORS.

No. 17 New County Court-house, 9 A. M. to 4 P. M.

THOMAS DUNLAP, Commissioner; ALFRED J. KEEGAN, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.

WILLIAM A. BUTLER, County Clerk; J. HENRY FORD, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park

9 A. M. to 4 P. M.

DANIEL G. ROLLINS, District Attorney; MOSES P. CLARK, Chief Clerk.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK.

No. 301 MOTT STREET,

NEW YORK, January 18, 1881.

AT A MEETING OF THE BOARD OF HEALTH of the Health Department of the City of New York, held at its office on the 18th day of January, 1881, the following resolutions were adopted:

Resolved, That under the power conferred by law upon the Health Department, the following amendment of the Sanitary Code for the security of life and health be and the same is hereby adopted, and declared to form a portion of the Sanitary Code:

Resolved, That section 193 of the Sanitary Code be and is hereby amended to read as follows:

Section 193. That no cattle other than milch cows, with or without their young calves, shall be led or driven through or along any of the streets of the City of New York, without a permit in writing from the Health Department, and in strict accordance with the routes, hours, and conditions prescribed thereby, provided, however, that sheep may be driven on routes prescribed for them, pursuant to the terms and conditions of the permits issued from time to time by the Board of Health.

[L. S.] CHARLES F. CHANDLER,

President.

EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,
36 UNION SQUARE,
NEW YORK, JANUARY 21, 1881.

BIDS OR ESTIMATES FOR EACH OF THE

following named works, to wit:

1. For furnishing all the labor, tools, and materials, and doing all the mason and granite work.

2. For furnishing all the labor, tools, and materials, and doing all the iron work to be done in the construction of fifteen parks in Fourth Avenue, between Seventy-third Street and Eighty-eighth Street, in the City of New York, will be received by the Department of Public Parks, until nine and a half o'clock A. M., of Wednesday, the 2d day of February, 1881, at which time and place the estimates received will be publicly opened by the head of said Department and read.

The person making any bid or estimate must furnish the same, enclosed in a sealed envelope, to the head of said Department of Public Parks, at its office, on or before the day and hour above mentioned.

The envelope must be endorsed with the name or names of the person or persons presenting the same, the date of its presentation and a statement of the work to which it relates.

For the nature and extent of the work, reference must be made to the specifications and drawings on file in the office of the Department.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; and 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; 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 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 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.

The amount in which security will be required for the performance of the several contracts is as follows:

For No. 1. Above-mentioned mason and granite work..... \$7,000 00

For No. 2. Above-mentioned iron-work..... 2,000 00

Bidders must satisfy themselves by personal examination of the location of the proposed work, and the plans and drawings, and by such other means as they may prefer as to the nature and extent of this work, and shall not at any time after the submission of an estimate assert that there was any misunderstanding in regard to the nature, or amount of work to be done.

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 to be bid or specified by the lowest bidder, shall be due and payable for the entire work.

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 contracts, when awarded, will be awarded to the lowest bidders.

Blank forms for proposals and forms of contract, which the successful bidders 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 Superintending Architect, 36 Union Square.

SMITH E. LANE,
SALEM H. WALES,
CHARLES F. MACLEAN,
WILLIAM M. OLLIFFE,
Commissioners D. P. P.

E. P. BARKER, Secretary.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,
PROPERTY CLERK'S OFFICE,
NO. 300 MULBERRY STREET, ROOM NO. 39,
NEW YORK, JANUARY 7, 1881.

OWNERS WANTED BY THE PROPERTY
Clerk, Police Department, City of New York, 300 Mulberry Street, Room No. 39, for the following property now in his custody without claimants: Boots, rope, iron, cloth, male and female clothing, gold and silver watches, coffee, trunks, bags and contents, placks, shoes, revolvers, blankets, robes, bracelets, etc., also small amount of money taken from prisoners and found by patrolmen of this Department.

C. A. ST. JOHN,
Property Clerk.

SUPREME COURT.

In the matter of the application of the Department of Public Parks, for and in behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of a certain road, avenue, or parkway, known as the Spuyten Duyvil Parkway (although not yet named by proper authority), and streets connecting same with Broadway, from the Spuyten Duyvil & Port Morris Railroad to Broadway, in the City of New York.

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

I.—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to Chester A. Arthur, Esq., our Chairman, at the office of the Commissioners, No. 9 Chambers Street (Room No. 5), in the said city, on or before the 31st day of January, 1881; and that we, the said Commissioners, will hear parties so objecting within the ten week

days next after the said 31st day of January, 1881, and for that purpose will be in attendance at our said office on each of said ten days, at 2 o'clock P. M.

II.—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates, and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 1st day of February, 1881.

III.—That the limits embraced by the assessment aforesaid, are as follows, to wit: All those lots, pieces, or parcels of land situate, lying, and being within the following boundaries:

Commencing at a point where the northerly line of said Parkway intersects the easterly line of the Spuyten Duyvil Railroad Company; thence running northerly along the line of said railroad, and the easterly line of Hudson River Railroad Company to the northerly line of the City of New York; thence easterly along the northerly line of the City of New York to the westerly line of the Croton Aqueduct; thence southerly along the westerly line of the Croton Aqueduct to the former boundary line between Kingsbridge and West Farms; thence in a southerly direction along the said boundary to the easterly line of the Spuyten Duyvil Railroad; thence following the line of said railway until it reaches the point of beginning.

IV.—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 New Court-house, at the City Hall, in the City of New York, on the tenth day of February, 1881, 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, December 20, 1880.

CHESTER A. ARTHUR,
NATHANIEL JARVIS, Sr.,
SAMUEL A. LEWIS,
Commissioners.

In the matter of the application of the Commissioners of the Central Park, for and in behalf of the Mayor, Aldermen, and Commonality of the City of New York, relative to the opening of Seventy-fourth Street, from Eighth Avenue to the Hudson River, in the City of New York.

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

I. That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections, in writing, duly verified, to Frederick Smyth, Esq., our Chairman, at the office of the Commissioners, No. 82 Nassau Street (Room No. 22), in the said city, on or before the thirty-first day of January, 1881, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said thirty-first day of January, 1881, and for that purpose will be in attendance, at our said office, on each of said ten days, at 2 o'clock P. M.

II. That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works in the City of New York, there to remain until the second day of February, 1881.

III. That the limits embraced by the assessment aforesaid are as follows, to wit: All those certain lots, pieces or parcels of land, situate, lying and being in said City, and which, taken together, are bounded and joined as follows, to wit: Northerly, by the centre line of the blocks between Seventy-fourth and Seventy-fifth Streets; southerly, by the centre line of the blocks between Seventy-third and Seventy-fourth Streets; easterly by the centre line of the Eighth Avenue, and westerly, by the established bulkhead line of the Hudson River.

IV. That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at the Chambers thereof in the County Court-house in the City of New York, on the tenth day of February, 1881, 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, December 20th, 1880.

FREDERICK SMYTH,
JACOB F. OAKLEY,
WILLIAM M. TWEED, Jr.,
Commissioners.

THE CITY RECORD.

COPIES OF THE CITY RECORD CAN BE obtained at No. 2 City Hall (northwest corner basement). Price three cents each.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, JANUARY 17, 1881.

PROPOSALS FOR 15,000 TONS WHITE-ASH COAL.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, at their office, until 9.30 o'clock A. M., Saturday, January 29, 1881, at which time they will be publicly opened and read, by the head of said Department, for furnishing and delivering 15,000 tons of White Ash Coal, of the best quality, and in good order. Each ton to consist of 2,240 pounds. None other will be accepted. All of said coal to be delivered alongside as required, in about the following sizes and quantities, free of all expense, at the following places:

At Blackwell's Island—

5,500 tons Grate size

200 tons Stove size.

At Ward's Island—

3,000 tons Grate size.

At Randall's Island—

1,000 tons Grate size.

1,000 tons Egg size.

300 tons Stove size.

At Hart's Island—

800 tons Egg size.

At Bellevue Hospital—

2,000 tons Grate size.

At Steamboat Dock, foot East Twenty-sixth Street, for use of Steamboats, in cargoes of about 200 tons per month—

1,200 tons Grate size.

Proposals to state the particular description of coal to be delivered as known in the market, from what mine produced, and all particulars, to enable the Board to arrive at a proper decision.

The award of the contract will be made as soon as practicable after the opening of the bids.

No proposal will be considered unless accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that, if the contract be awarded under that proposal, they will, on its being so awarded, become bound as sureties in the estimated amount of fifty per cent. for its faithful performance, which consent must be verified by the justification of each of the persons signing the same for double the amount of

surety required. The sufficiency of such security to be approved by the Comptroller.

The Department of Public Charities and Correction reserves the right to decline any and all proposals if deemed to be for the public interest, and to accept an offer for the whole bid or for any single article included in the proposal, and no proposal will be accepted from, or a 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.

Blank forms of proposals and specifications, which are to be strictly complied with, can be obtained on application at the office of the Department, and all information furnished.

JACOB HESS,
TOWNSEND COX,
THOMAS S. BRENNAN,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, JANUARY 17, 1881.

PROPOSALS FOR 500 TONS WHITE-ASH COAL.

PROPOSALS, SEALED AND INDORSED AS above, will be received by the Commissioners of Public Charities and Correction, at their office, until 9.30 o'clock A. M., Saturday, January 29, 1881, at which time they will be publicly opened and read, by the head of said Department, for furnishing and delivering 500 tons of White Ash Coal, of the best quality, to be well screened and in good order. Each ton to consist of 2,240 pounds. None other will be accepted. All of said coal to be delivered as required, in about the following sizes and quantities, free of all expense, at the following places:

At Tombs, Centre Street, First District Prison—

200 tons Egg size.

At Jefferson Market, Second District Prison—

160 tons Grate size.

At Essex Street, Third District Prison—

50 tons Egg size.

At 57th Street, Fourth District Prison—

30 tons Egg size.

At 126th Street, Fifth District Prison—

30 tons Egg size.

At No. 66 Third Avenue—

30 tons Egg size.

Proposals to state the particular description of coal to be delivered as known in the market, from what mine produced, and all particulars, to enable the Board to arrive at a proper decision.

The award of the contract will be made as soon as practicable after the opening of the bids.

No proposal will be considered unless accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that, if the contract be awarded under that proposal, they will, on its being so awarded, become bound as sureties in the estimated amount of fifty per cent. for its faithful performance, which consent must be verified by the justification of each of the persons signing the same for double the amount of surety required. The sufficiency of such security to be approved by the Comptroller.

The Department of Public Charities and Correction reserves the right to decline any and all proposals if deemed to be for the public interest, and to accept an offer for the whole bid or for any single article included in the proposal, and no proposal will be accepted from, or a 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.

Blank forms of proposals and specifications, which are to be strictly complied with, can be obtained on application at the office of the Department, and all information furnished.

JACOB HESS,
TOWNSEND COX,
THOMAS S. BRENNAN,
Commissioners.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR BUILDING MATERIALS.

SEALED BIDS OR ESTIMATES FOR FURNISH- ing for New Bolder House, Penitentiary, B. I.

4 10½-inch heavy Wrought-iron Beams, 12 feet 10 inches each in length, as per specification.

6 12½-inch heavy Wrought-iron Beams, 16 feet long, as per specification.

1 7-inch Fluted Column, 1½ inch thick, as per specification.

10 barrels Rosendale Cement.

50 barrels Rockland Lime.

30,000 prime quality North River Hard Brick.

100 pounds Rosin.

2 boxes 9 x 12 French Glass.

—or any part thereof, will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M., of Saturday, the 29th day of January, 1881. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Building Materials," and 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 a 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 from time to time, at such times and in such quantities as may be directed by the said Department; but the entire quantity will be required to be delivered on or before thirty (30) days after the date of the contract.

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, 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; 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 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.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept to contract within forty-eight (48) hours after written notice that the same has been awarded to him 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.

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same respectively, at the office of the said Department. 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 estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, issued on the completion 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, unless under the written instruction of the Commissioners of Public Charities and Correction.

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 a 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.

Dated, New York, January 17, 1881.

JACOB HESS,
TOWNSEND COX,
THOMAS S. BRENNAN,
Commissioners of the Department of
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE.

TO CONTRACTORS.

PROPOSALS FOR DRY GOODS, GROCERIES, ETC., AND BUILDING MATERIALS.

SEALED BIDS OR ESTIMATES FOR FURNISH- ing

DRY GOODS.

5 cases quilts (8 doz. each).

10,000 yards Gingham.

500 pounds Linen Thread (16 ozs. per pound).

1,200 yards Sheep's Grey Cassimere.

GROCERIES, ETC.

20,000 Fresh Eggs (candled).

500 bags Bran.

25 boxes XX 14 x 20 best Charcoal Tin.

10 bales straight Hurl Broom Corn.

—or any part thereof, will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9 o'clock A. M., of Tuesday, the 25th day of January, 1881. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Dry Goods, Groceries, etc., and Building Materials," and 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 a 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 from time to time, at such times and in such quantities as may be directed by the said Department; but the entire quantity will be required to be delivered on or before thirty (30) days after the date of the contract.

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, 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; 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 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.

Should the person or persons to whom the contract may be awarded neglect or refuse to accept to contract within forty-eight hours after written notice that the same has been awarded to him 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.

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same respectively at the office of the said Department. 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 estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, issued on the completion 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, unless under the written instruction of the Commissioners of Public Charities and Correction.

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

Dated New York, January 12, 1880.

JACOB HESS,

TOWNSEND COX,

THOMAS S. BRENNAN,

Commissioners of the Department of Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, January 8, 1881.

IN ACCORDANCE WITH AN ORDINANCE OF the Common Council, "In relation to the burial of strangers or unknown persons who may die in any of the public institutions of the City of New York," the Commissioners of Public Charities and Correction report as follows:

At Workhouse, Blackwell's Island—Sarah Collins; aged 24 years. Nothing known of her friends or relatives.

At Homeopathic Hospital, Ward's Island—Minnie alias Annie Sullivan; aged 38 years; 5 feet 3 inches high; hazel eyes; brown hair. Nothing known of her friends or relatives.

At New York City Asylum for Insane, Ward's Island—Joseph Behring, admitted July 26, 1875; aged 41 years; 5 feet 8 inches high; light hair; gray eyes. Nothing known of his friends or relatives.

Philip Clark; aged 24 years; 5 feet 2½ inches high; brown hair; gray eyes. Nothing known of his friends or relatives.

James W. Taylor, admitted December 20, 1878; 5 feet 6½ inches high; aged 42 years; brown hair and eyes. Nothing known of his friends or relatives.

Samuel W. Hoyt, admitted July 28, 1880; aged 38 years; 5 feet 3 inches high; gray hair; blue eyes. Nothing known of his friends or relatives.

Philip Flanagan, admitted June 17, 1879; aged 51 years; 5 feet 11 inches high; white hair; gray eyes. Nothing known of his friends or relatives.

By Order,
G. F. BRITTON,
Secretary.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, 31 CHAMBERS STREET,
NEW YORK, December 27, 1880.

PUBLIC NOTICE.

HEREAFTER ALL BUSINESS OF THE DEPARTMENT of Public Works will be transacted at No. 31 Chambers street.

HUBERT O. THOMPSON,
Commissioner of Public Works.

JURORS.

NOTICE IN RELATION TO JURORS FOR STATE COURTS

OFFICE OF THE COMMISSIONER OF JURORS,
NEW COUNTY COURT-HOUSE,
NEW YORK, July 1, 1880.

APPLICATIONS FOR EXEMPTIONS WILL BE heard here, from 9 to 4 daily, from all persons hitherto liable or recently serving who have become exempt, and all needed information will be given.

Those who have not answered as to their liability, or proved permanent exemption, will receive a "jury enrollment notice," requiring them to appear before me this year. Whether liable or not, such notices must be answered (in person, if possible, and at this office only) under severe penalties. If exempt, the party must bring proof of exemption; if liable, he must also answer in person, giving full and correct name, residence, etc., etc. No attention paid to letters.

Persons "enrolled" as liable must serve when called or pay their fines. No mere excuse will be allowed or interference permitted. The fines, received from those who, for business or other reasons, are unable to serve at the time selected, pay the expenses of this office, and if unpaid will be entered as judgments upon the property of the delinquents.

All good citizens will aid the course of justice, and secure reliable and respectable juries, and equalize their duty by serving promptly when summoned, allowing their clerks or subordinates to serve, reporting to me any attempt at bribery or evasion, and suggesting names for enrollment. Persons between sixty and seventy years of age, summer absentees, persons temporarily ill, and United States and District Court jurors are not exempt.

Every man must attend to his own notice. It is a misdemeanor to give any jury paper to another to answer. It is also punishable by fine or imprisonment to give or receive any present or bribe, directly or indirectly, in relation to a jury service, or to withhold any paper or make any false statement, and every case will be fully prosecuted.

THOMAS DUNLAP, Commissioner,
County Court-house (Chambers street entrance).

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, January 10, 1881.

SEALED PROPOSALS FOR FURNISHING THIS DEPARTMENT WITH THE FOLLOWING ARTICLES, TO WIT:

250,000 pounds Hay, of the quality and standard known as Good Sweet Timothy.
55,000 pounds good clean Rye Straw.
1,000 bags of White Oats, 80 pounds to the bag.
1,200 bags Fine Feed, 60 pounds to the bag.

—will be received at these Headquarters until 10 o'clock A. M. on Saturday, the 22d inst. nt, when they will be publicly opened and read.

No proposal will be received or considered after the hour named.

Proposals must include all of the items, specifying the price per cwt. for hay and straw, and per bag for oats and feed.

All of the articles are to be delivered at the various houses of the Department in such quantities and at such times as may be directed.

Two responsible sureties will be required upon each proposal, who must each justify thereon, prior to its presentation, in an amount not less than one-half of the amount thereof.

Blank forms of proposals, together with such further information as may be required, may be obtained upon application at these Headquarters, where the prescribed form of contract may also be seen.

Proposals must be enclosed upon the envelope, "Proposals for Furnishing Forage," with the name of the bidder, and be addressed to the Board of Commissioners of this Department.

The Board of Commissioners reserve the right to reject any or all of the proposals received, if deemed to be for the interest of the city.

VINCENT C. KING,
JOHN J. GORMAN,
CORNELIUS VAN COTT,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 & 157 MERCER STREET,
NEW YORK, November 7, 1878.

NOTICE IS HEREBY GIVEN THAT THE BOARD OF COMMISSIONERS OF THIS DEPARTMENT WILL MEET DAILY AT 10 O'CLOCK A. M., FOR THE TRANSACTION OF BUSINESS.

By order of the Board.

VINCENT C. KING, President,
JOHN J. GORMAN, Treasurer,
CORNELIUS VAN COTT,

CARL JUSSEN,
Secretary.

ASSESSMENT COMMISSION.

THE COMMISSIONERS APPOINTED BY CHAPTER 550 of the Laws of 1880, to revise, modify, or vacate assessments for local improvements in the City of New York, give notice to all persons affected thereby that the notices required by said act must be filed with the Comptroller of said city and a duplicate thereof with the Counsel to the Corporation, as follows:

First. As to all assessments confirmed prior to June 9, 1880, on or before November 1, 1880.

Second. As to all assessments confirmed subsequent to June 9, 1880, for local improvements theretofore completed, and as to any assessment for local improvements known as Morningside avenues, within two months after the dates upon which such assessments may be respectively confirmed.

The notice must specify the particular assessment complained of, the date of confirmation of the same, the property affected thereby, and in a brief and concise manner the objections thereto, showing that the assessment was unfair or unjust in respect to said real estate.

Dated NEW YORK, July 13, 1880.

EDWARD COOPER,
JOHN KELLY,
ALLAN CAMPBELL,
GEORGE H. ANDREWS,
DANIEL LORD, JR.,
Commissioners under the Act.

FINANCE DEPARTMENT.

INTEREST ON CITY STOCKS.

THE INTEREST ON THE BONDS AND STOCKS of the City of New York, due February 1, 1881, will be paid on that day by the Comptroller, at his office in the New Court-house.

The transfer-books will be closed from January 17 to February 1, 1881.

ALLAN CAMPBELL,
Comptroller.

FINANCE DEPARTMENT—COMPTROLLER'S OFFICE,
NEW YORK, January 12, 1881.

ORDER OF THE COMPTROLLER OF THE CITY OF NEW YORK, CONSOLIDATING CERTAIN BUREAUX IN THE FINANCE DEPARTMENT.

SECTION 3 OF CHAPTER 521 OF THE LAWS of 1880, requires that heads of departments shall reduce the aggregate expenses of their respective departments by a reduction of salaries, and confers upon them authority to consolidate bureaux and offices for that purpose, as follows, to wit:

"In making the reduction herein required, every head of department may abolish and consolidate offices and bureaux, and discharge subordinates in the same department."

The Comptroller of the City of New York, in pursuance of the duty imposed and the authority thus conferred upon him, hereby orders and directs that the following Bureaux in the Finance Department shall be consolidated, the consolidation thereof to take effect on the first day of January, 1881, viz:

First—"The Bureau of the Collection of Assessments," and "The Bureau for the Collection of Arrears of Taxes and Assessments and of Water Rents," shall be consolidated as one bureau, and on and after January 1, 1881, shall be known as "The Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," and possess all the powers conferred and perform all the duties imposed by law and ordinance upon both said bureaux, and the officers thereof, the chief officer of which consolidated bureau shall be called "Collector of Assessments and Clerk of Arrears."

Second—"The Bureau for the Collection of the Revenue accruing from rents, and interest on bonds and mortgages, revenue arising from the use or sale of property belonging to or managed by the city," and "The Bureau of Markets," shall be consolidated as one Bureau, and on and after January 1, 1881, shall be known as "The Bureau for the Collection of City Revenue and of Markets," and possess all the powers conferred and perform all the duties imposed by law and ordinance upon both said bureaux, and the officers thereof; the chief officer of which said consolidated Bureau shall be called "Collector of City Revenue and Superintendent of Markets."

CITY OF NEW YORK, FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Dec. 31, 1880.

ALLAN CAMPBELL,
Comptroller.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR, ROOM NO. 1, NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, December 8, 1880.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment list was received this day in this Bureau for collection:

CONFIRMED AND ENTERED DECEMBER 4, 1880.

BLOOMINGDALE ROAD CLOSING.

The property affected is embraced within the following boundary, viz.: From the north side of 59th street to the south side of 159th street, and from 8th avenue to the Hudson river.

All payments made on the above assessment on or before February 6, 1881, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR, ROOM NO. 1, NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, December 8, 1880.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED AND ENTERED DECEMBER 4, 1880.

12th avenue regulating, grading, curb, guttering, and flagging, between 130th and 133d streets.
43d street sewer, between 1st avenue and East river.
Lexington avenue sewer, between 125th and 126th streets.

Front street sewer, between Dover and Roosevelt streets.

52d street sewer, between 3d and Lexington avenues.
15th street basin, northwest corner Avenue A.

77th street fencing vacant lots, between 4th and 5th avenues.

All payments made on the above assessments on or before February 6, 1881, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR, ROOM NO. 1, NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, Dec. 4, 1880.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment lists were received this day in this Bureau for collection:

CONFIRMED AND ENTERED NOV. 27, 1880.

as follows:
70th street, flagging, south side, between Madison and 5th avenues.

40th street, paving, between 2d and 3d avenues.
106th street, regulating and grading, between 4th and Madison avenues.

81st street, regulating, grading, etc., between 8th and 9th avenues.

10th avenue, crosswalks, at 152d street.
Lexington avenue, crosswalks, north and south sides of 125th street.

5th and Madison avenue, fencing vacant lots, 72d and 73d streets.

Avenue A, fencing vacant lots, northeast corner 86th street.

79th and 80th streets, fencing vacant lots, Madison and 5th avenues.

8th avenue, west, fencing vacant lots, 107th and 115th streets.

8th avenue, east, fencing vacant lots, 110th and 115th streets.

110th street, fencing vacant lots, 7th avenue and New avenue, etc.

76th street, fencing vacant lots, Lexington and 4th avenues.

125th street, fencing vacant lots, southwest corner 5th avenue.

59th street, south side, fencing vacant lots, 5th and 6th avenues.

57th street, south side, fencing vacant lots, 2d and 3d avenues.

72d street, north and south sides, fencing vacant lots, 9th and 10th avenues.

Boulevard J, west side, fencing vacant lots, 72d and 74th streets.

1st avenue, fencing vacant lots, southwest corner 61st street.

Beaver street, basin at junction of Pearl street.

Jane street, basin at northeast and southeast corners 13th avenue.

Front, Montgomery street, and Northeast corner.

South, Montgomery street, Basin, northwest corner.

132d street, sewer, 7th avenue, 300 feet west 7th avenue.

Lexington avenue, sewer, 104th and 105th streets.

58th street, sewer, between 1st and 2d avenues.

113th street, sewer, between 4th and Madison avenues.

69th and 70th streets, sewer, between 2d and 3d avenues.

Lexington avenue, sewer, between 72d and 73d streets.

64th street, sewer, between 8th avenue and Boulevard.

69th street, sewer, between Boulevard and 9th avenue.

Cliff street, sewer, between Beekman and Ferry streets.

Mt. Morris avenue, sewer, between 123d and 124th streets.

Sylvan Place, sewer, between 120th and 121st streets.

All payments made on the above assessments on or before February 2, 1881, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF TAXES,
NO. 32 CHAMBERS STREET,
NEW YORK, November 1, 1880.

NOTICE TO TAX-PAYERS.

NOTICE IS HEREBY GIVEN TO ALL PERSONS who have omitted to pay their taxes for the year 1880, to the Receiver of Taxes, that unless the same shall be paid to him at his office before the first day of December next, one per cent. will be collected on all taxes remaining unpaid on that day, and one per cent. in addition thereto on all taxes remaining unpaid on the 15th day of December next.

No money will be received after 2 o'clock P. M. Office hours from 8 A. M. to 2 P. M.

MARTIN T. McMAHON,
Receiver of Taxes.

ARREARS OF TAXES.

NOTICE TO TAXPAYERS

THE COMPTROLLER OF THE CITY OF NEW York hereby gives notice to owners of Real Estate in said city, that, as provided by chapter 123 of the Laws of 1880, they may now pay any arrears of taxes and Croton water rents levied prior to the year 1877, with interest thereon at the rate of seven per cent. per annum. If, however, such taxes and Croton water rents are not paid before the first day of October next, the property on which they are due will be sold for taxes immediately thereafter, with the addition of accrued interest thereon at the rate of 12 per cent. per annum from the respective dates on which they were levied.

Lists for such tax sale are now being prepared by the Clerk of Arrears.

The time of payment of taxes for the years 1877, 1878, and 1879, with interest thereon at the rate of seven per cent. per annum, is extended to the first day of April, 1881, and if not paid before that date, interest will be payable at the rate of twelve per cent. per annum.

The Act, chapter 123, Laws of 1880, containing these provisions of law, is published below.

JOHN KELLY,
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, JUNE 4, 1880.

CHAPTER 123.

AN ACT in relation to arrears of taxes in the City of New York, and to provide for the reissuing of revenue bonds in anticipation of such taxes.

Passed April 15, 1880; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. At any time after the passage of this act, and before the first day of October, eighteen hundred and eighty, any person may pay to the Comptroller of the City of New York the amount of any tax upon real property belonging to such person, heretofore laid or imposed and now remaining unpaid, together with interest thereon at the rate of seven per centum per annum, to be calculated from the time that such tax was imposed to the time of such payment, provided, also, that the time when such payment may be made on the amount of any such tax laid or imposed in the years eighteen hundred and seventy-seven, eighteen hundred and seventy-eight, and eighteen hundred and seventy-nine shall extend to the first day of April, eighteen hundred and eighty-one.

The comptroller shall make and deliver to the person making any such payment a receipt therefor, and shall forthwith cancel the record of any such tax on the books of the finance department; and upon such payment being made such tax shall cease to be a lien upon the property and shall be deemed fully paid, satisfied and discharged, and there shall be no right to any further interest or penalty by reason of such tax not having been paid within the time heretofore required by law, or by reason of any statute passed requiring the payment heretofore of any penalty or interest over seven per centum per annum upon any unpaid tax.

Sec. 2. Any revenue bond heretofore issued in anticipation of the taxes in the first section specified which may fall due and become payable before said taxes are collected, may be reissued by the comptroller of said city, in whole or in part, for such period as he may determine, not exceeding one year.

Sec. 3. This act shall take effect immediately.

DEPARTMENT OF FINANCE,
BUREAU FOR COLLECTION OF ASSESSMENTS,
FIRST FLOOR, ROOM NO. 1, NEW COURT-HOUSE,
CITY HALL PARK,
NEW YORK, June 4, 1880.

NOTICE TO PROPERTY-HOLDERS.

PROPERTY-HOLDERS ARE HEREBY NOTIFIED that the following assessment list was received this day in this Bureau for collection:

CONFIRMED APRIL 16, ENTERED APRIL 24, 1880.

Opening of—
156th street, from the westerly line of Kingsbridge road to the easterly line of 11th avenue.

157th street, from the westerly line of the Road or Public Drive near the Harlem river to the easterly line of 11th avenue.

158th street, from the westerly line of Kingsbridge road to the Hudson river.

159th street, from the westerly line of the Road or Public Drive near the Harlem river to the easterly line of 11th avenue.

All payments made on the above assessments on or before August 3, 1880, will be exempt (according to law) from interest. After that date interest will be charged at the rate of seven (7) per cent. from the date of entry.

The Collector's office is open daily, from 9 A. M. to 2 P. M., for the collection of money, and until 4 P. M. for general information.

EDWARD GILON,
Collector of Assessments.

FINANCE DEPARTMENT—COMPTROLLER'S OFFICE,
NEW YORK, January 22, 1880.

NOTICE TO OWNERS OF REAL ESTATE IN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS OF THE CITY OF NEW YORK.

THE COMPTROLLER OF THE CITY OF NEW York hereby gives notice to owners of real estate in the Twenty-third and Twenty-fourth Wards, that pursuant to an act of the Legislature of the State of New York, entitled "An act to provide for the adjustment and payment of unpaid taxes due the county of Westchester by the towns of West Farms, Morrisania, and Kingsbridge, lately annexed to the city and county of New York," passed May 22, 1878, the unpaid taxes of said town have been adjusted and the amount determined as provided in said act, and that the accounts, including sales for taxes levied prior to the year 1874, by the Treasurer of the County of Westchester, and bid in on account of said towns, and also the unpaid taxes of the year 1873, known as Rejected Taxes, have been filed for collection in the Bureau of Arrears in the Finance Department of the City of New York.

Payments for the redemption of lands so sold for taxes by the Treasurer of the County of Westchester, and bid in on account of said towns, and payments also of said Rejected Taxes of the year 1873, must be made hereafter to the Clerk of Arrears of the City of New York.