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DEPARTMENT OF DOCKS.

Twenty-fifth Annual Report, for the Year ending April 30, 1895.

DEPARTMENT OF DOCKS, NEW YORK, July 25, 1895.

To the Honorable WILLIAM L. STRONG, Mayor of the City of New York:

SIR—The Department of Docks, in pursuance of section 719 of chapter 410, Laws of 1882, has the honor to present its annual report for the year commencing May 1, 1894, and ending April 30, 1895, as disclosed by the records of this Department, containing: 1st. The name, occupation and compensation of all persons appointed and employed by said Department. 2d. A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3d. A list of the orders and rules made by said Board, and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof; and the leases made by said Department, for what term, at what rent, to whom and for what property.

Very respectfully,

EDWARD C. O'BRIEN, EDWIN EINSTEIN, JOHN MONKS, Commissioners.
GEORGE S. TERRY, Secretary.

FIRST.

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

Commissioners' Office.

NAME.	POSITION.	RESIDENCE.	SALARY.
EDWARD C. O'BRIEN	Commissioner (President)	Windsor Hotel	\$5,000 00
JAMES J. PHELAN	" (Treasurer)	66 West 85th street	5,000 00
EDWIN EINSTEIN	"	Buckingham Hotel	5,000 00
George S. Terry	Secretary	1 East 39th street	4,800 00
Charles J. Farley	Assistant Secretary	562 Park avenue	2,400 00
John M. Phelan	Chief Clerk	451 East 119th street	2,700 00
James Weir	Apportionment Clerk	Staten Island	2,400 00
Louis S. Kellogg	Clerk	109 West 38th street	2,000 00
Edwin A. Gregory, Jr.	"	386 Manhattan avenue	2,000 00
Adna G. Bowen	Stenographer to the President	101 Waverley place	1,500 00
Francis J. Ryan	Stenographer and Typewriter	121 Bank street	1,200 00
Patrick H. Bird	Stenographer and Typewriter	254 Tenth avenue	1,200 00
Thomas E. Foran	Copyist from Manuscript	536 West 51st street	1,000 00
William S. Hillman	Collector	219 West 25th street	1,800 00
Martin J. McInerney	"	55 Tompkins street	1,800 00
Henry A. Palmstine	Dock Master	109 West 132d street	2,100 00
Daniel Patterson	"	185 1/2 Forsyth street	2,100 00
James A. Monaghan	"	221 Mulberry street	2,100 00
Maurice Stack	"	18 West street	2,100 00
Thomas E. Booth	"	447 East 118th street	2,100 00
James W. Carson	"	437 East 88th street	2,100 00
George A. Woods	"	200 West 96th street	2,100 00
Edward Abell	"	United States Hotel	2,100 00
Thomas Moore	"	109 Barrow street	2,100 00
Thomas Brady	"	204 Henry street	2,100 00
James J. Fleming	"	64 East 12th street	2,100 00
Thomas P. Walsh	"	37 City Hall place	2,100 00
John J. Martin	"	Kingsbridge	2,100 00
Mary Dowling	Cleaner	58 Gansevoort street	Per mo., 45 00
Catharine Lyons	"	40 Cliff street	45 00
Thomas C. Carroll	"	153 East 48th street	60 00

Construction and Repairs.

G. S. Greene, Jr.	Engineer-in-Chief	24 East 42d street	\$6,000 00
A. McC. Parker	First Assistant Engineer	35 West 119th street	4,000 00
Godfrey P. Farley	Assistant Engineer	33 East 62d street	2,400 00
John A. Bensel	"	64 East 79th street	3,000 00
Allen N. Spooner	"	186 Cartaret street, J. C.	1,980 00
George A. Button	"	347 West 59th street	1,800 00
S. W. Hoag, Jr.	"	1718 Madison avenue	2,700 00
John M. Stewart	"	320 West 58th street	1,800 00
William S. White	"	368 South 5th street, B'klyn	1,800 00
Edward Gottschal	Searcher of Water Grants	183 East 116th street	2,400 00
Henry C. Freeman	Clerk to Engineer-in-Chief	1362 Bergen st., B'klyn	2,000 00
David H. Lane	Clerk of Floating Property	Williamsbridge	1,200 00
Berthold Sommer	Clerk	422 East 50th street	1,800 00
Joseph Thompson	"	126 West 83d street	1,500 00
Lucius C. Higgins	"	700 Boulevard	1,500 00
John W. Ingalls	"	346 West 59th street	1,200 00
Thomas P. T. Nash	Copyist from Manuscript	147 East 33d street	1,200 00
Efingham V. Smith	Timekeeper	54 West 17th street	1,200 00
Frederick Lange	Stationery Custodian and Messenger	226 East 112th street	1,500 00
Jacob Bauer	Janitor	160 East Broadway	1,000 00
Robert M. Kid	Draughtsman	Newark, N. J.	1,500 00
John A. Duntze	"	105 West 95th street	1,500 00
William G. Johnson	"	599 McDonough st., B'klyn	1,200 00
Nicholas J. Van der Weyde	"	175 West 83d street	1,200 00
Alexander M. Goge	"	926 Madison avenue	1,100 00
Frederick P. Thompson	Surveyor	417 St. Nicholas avenue	3,000 00
C. W. Staniford	Assistant Surveyor	Brooklyn, N. Y.	2,100 00
J. Frank Johnson	Transitman	417 St. Nicholas avenue	1,500 00
Chandler Davis	"	30 East 39th street	1,500 00
William Selmer	"	828 East 161st street	1,500 00
John T. Hilton	"	247 West 25th street	1,500 00
Eugene Lentillon	"	36 West 11th street	1,500 00
Bernard Rolf	"	84 King street	1,500 00
Peter C. Spence	"	70 West 71st street	1,500 00
J. W. Balet	Leveler	307 East 14th street	1,200 00
Gerald S. Griffin	"	326 East 120th street	1,200 00
William H. Cherry	"	59 Gouverneur street	1,000 00
William J. Crowley	"	30 Scammel street	960 00
Francis O'Neill	"	60 East 105th street	1,200 00
William H. McDonald	"	Staten Island	960 00
Hiram C. Calkins	Hydrographer	Fordham, N. Y.	1,500 00
George E. Rodgers	"	Greenpoint, L. I.	1,500 00
John T. L. Doughty	"	Kingsbridge, N. Y.	1,200 00
James J. White	"	265 Division street	1,500 00
John Moran	Boatman	16 Jackson street	Per wk., 15 00
James King	"	326 Delancey street	Per hr., 25
Daniel Sullivan	"	59 Marion street	Per wk., 15 00
John Carey	"	81 Ninth avenue	" 15 00
Thomas J. Sullivan	"	301 Spring street	" 15 00
Thomas King	"	793 Third avenue	" 15 00
William J. F. Sullivan	Sounder	201 East 114th street	" 15 00
William H. Carman	"	345 West 12th street	" 15 00
Iver Petersen	Scowman (Foreman)	69 Fifty-fifth st., Brooklyn	" 20 00
Ole Olsen	"	439 West 49th street	" 15 00
Charles E. Beck	"	744 Driggs avenue, B'klyn	" 15 00
James Van Houten	"	974 Eighth avenue	" 15 00
Joseph Devlin	"	1153 Third avenue	" 15 00
Philip Stark	"	139 West 128th street	" 15 00

NAME.	POSITION.	RESIDENCE.	SALARY.
John F. Williams	Rodman	815 East 6th street	Per wk., \$18 00
Patrick Crowley	"	2466 Eighth avenue	" 18 00
James W. Dikeman, Jr.	Chainman	885 Cauldwell avenue	" 18 00
Nicholas H. Voorhis	"	348 West 22d street	" 15 00
Charles W. Thompson	"	66 Avenue D	" 15 00
Felix C. Stehl	"	50 East 112th street	" 15 00
Thomas J. Cronin	"	336 East 53d street	" 15 00
James M. Clancey	"	65 Prince street	" 15 00
James C. Darby	"	53 Cannon street	" 15 00
Stephen A. D. Denton	"	596 Washington street	" 15 00
William H. Reilly	"	329 East 22d street	" 15 00
Perry Thompson	"	120 West 13th street	" 15 00
John T. Walsh	"	344 West 12th street	" 15 00
David F. McCarthy	Superintendent of Repairs	2323 Seventh avenue	3,500 00
Robert M. Sterritt	Foreman 57th Street Yard	Williamsbridge	1,200 00
Edward T. Du Bois	Foreman 17th Street Yard	415 East 80th street	Per hour, 40
Samuel Fitzpatrick	Office Keeper and Messenger	742 Eleventh avenue	Per wk., 15 00
Theodore F. Alling	Blacksmith	281 Avenue C	Per hour, 40
Charles McLean	"	208 West 60th street	" 35
Lawrence F. Maxwell	"	144th street and Concord avenue	" 35
John Ronnan	"	338 East 83d street	" 35
Patrick Drummond	"	448 West 53d street	" 35
William T. Brown	"	558 West 51st street	" 35
James Gannon	Blacksmith's Helper	276 Avenue B	" 25
Felix Myers	"	326 East 22d street	" 25
John H. Corley	Superintendent of Machinery	266 West 123d street	1,980 00
John C. Wood	Engineer	430 West 58th street	1,200 00
James Vandegrift	Fireman	73 Gansevoort street	Per wk., 15 00
Henry Head	"	254 West 51st street	960 00
Peter Winn	"	434 West 56th street	720 00
Luther C. Sheldon	Deckhand	254 West 51st street	Per mo., 90 00
John Golden	"	342 East 66th street	" 100 00
Joseph Fletcher	"	350 East 63d street	" 50 00
Garrett Benson	"	404 West 26th street	" 50 00
William Harrigan	Caulker	216 East 51st street	Per hour, 39
Hugh Daly	Carpenter & Ship Carpenter	604 East 14th street	" 39
John R. Grant	"	405 West 49th street	" 39
Daniel McLaughlin	"	63 Avenue D	" 39
Joseph Kyle	"	546 West 46th street	" 39
Thomas Roberts	"	142 East 28th street	" 39
John Williams	"	142 " "	" 39
Bartholomew Donohue	"	147 East 118th street	" 39
John H. Kelly	"	54 Lewis street	" 39
Charles Eagle	"	621 West 51st street	" 39
James T. Ruggles	"	410 East 81st street	" 39
Peter Lange	"	163 West 60th street	" 39
Edward Cavanagh	"	82 Lewis street	" 39
Jeremiah J. Crowley	"	2513 Eighth avenue	" 39
Patrick Barrett	Foreman of Ship Carpenters	361 Spring street	" 50
John J. Boyle	Carpenter	116 East 53d street	1,200 00
Edward Atwell	Rigger	39 Montgomery street	Per wk., 15 00
William Witte	"	340 West 39th street	" 15 00
John McCarthy	"	218 Monroe street	" 15 00
Joseph Devlin	"	901 First avenue	" 15 00
Thomas Stuyvesant	Captain, derrick "City of New York"	154 St. Ann's avenue	" 30 00
William Love	Captain of Pile Driver	123 Avenue D	Per hour, 35
Richard Munster	Captain, 10-Ton Derrick	160 East 65th street	Per wk., 18 00
Edward Rush	Saw Filer	428 West 49th street	Per hour, 35
Henry Wenzel	"	208 East 32d street	" 35
Edward J. Flynn	"	72 West 98th street	" 35
Patrick Donnelly	Watchman	401 Greenwich street	Per wk., 18 00
Montfort Clements	"	452 West 41st street	Per hour, 16 1/2
John Gannon	"	620 Eleventh avenue	" 16 1/2
Nicholas F. Kinnally	"	201 East 114th street	Per mo., 75 00
John Murray	"	341 East 24th street	Per hour, 16 1/2
Henry Manheimer	"	239 " "	" 23
William Strowbridge	"	217 Varick street	" 16 1/2
Edmund K. Stephens	"	227 West 28th street	Per wk., 15 00
Frank Paul	Diver	545 East 141st street	" 35
John Bundick	"	75 South street	" 35
Robert S. Russell	"	346 East 77th street	Per hour, 1 00
Peter Gilligan	"	173 East 117th street	Per day, 5 00
David Tullock	"	130 Madison street	" 35
William J. Hoar	"	213 East 80th street	" 35
Patrick Griffin	Diver's Tender	110 Sullivan street	Per hour, 35
John R. Leary	"	246 West 17th street	" 35
Martin Miller	Foreman of Dock Builders	431 East 114th street	" 45
Daniel Darby	"	55 Bethune street	" 40
Patrick Geoghegan	"	632 East 13th street	" 35
James Denney	"	411 West 50th street	" 35
Patrick H. Murray	"	355 West 17th street	" 35
Charles McInerney	"	770 Columbus avenue	" 35
Benjamin Burns	"	604 East 14th street	" 35
Edwin A. Gregory	Foreman of Laborers	386 Manhattan avenue	" 35
John Jackson	"	482 Fulton street, Brooklyn	" 35
John S. Markham	"	174 Hudson street	" 35
John McSorley	"	114 Tenth avenue	" 35
Andrew Govan	"	125 West 28th street	" 35
Patrick McCann	"	140 West 31st street	" 35
James Bagley	"	209 West 20th street	" 35
Patrick White	Foreman of Piling and Woodwork	304 East 37th street	" 50
Stephen Mullins	Mason's Helper	244 Columbus avenue	" 30
John Bruton	Stonecutter and Mason	262 Avenue B	" 50
John Carroll	"	217 West Houston street	" 50
John Baldwin	"	24 Broome street	" 50
Owen McCabe	"	326 East 33d street	" 50
Andrew Foster	"	312 East 46th street	" 50
Edward D. Saunders	"	309 West 142d street	" 50
Michael McCourt	"	537 Ninth avenue	" 50
Patrick Byrnes	"	2451 Third avenue	" 50
Robert L. Humphreys	"	319 Tenth avenue	" 50
Thomas P. Dunn	"	2037 Third avenue	" 50
Patrick Devlin	"	244 East 106th street	" 50
Thomas Crosby	"	509 East 81st street	" 50
Edward J. McCann	"	617 East 6th street	" 50
William H. Rose	Engineman	227 West 143d street	Per wk., 21 00
Robert Kyles	"	208 West 60th street	Per hour, 45
Dennis F. Eagan	"	402 West 13th street	" 35
W. J. Brennan	"	14 Carmine street	" 35
George A. Shevlin	"	313 East 37th street	" 35
William P. Baker	"	739 Eighth avenue	" 35
John J. Givnan	"	314 East 52d street	" 35
Alfred J. Mayer	"	3 West 135th street	" 35
Montraville M. Smith	"	227 East 128th street	" 35

NAME.	POSITION.	RESIDENCE.	SALARY.
Z. C. Smith.....	Engineman.....	8 West 134th street.....	Per hour, \$0 30
I. B. Maslen.....	".....	227 East 128th street.....	" 35
John Canavan.....	".....	392 East 10th street.....	" 35
John O'Connell.....	".....	334 East 117th street.....	" 35
William T. Hall.....	".....	301 West 147th street.....	" 35
George F. Lange.....	".....	226 East 112th street.....	" 35
James Hennessey.....	".....	965 Park avenue.....	" 35
John R. Grant, Jr.....	".....	451 West 44th street.....	" 35
Thomas J. Joyce.....	".....	306 West 27th street.....	" 35
James Anderson.....	".....	256 West 124th street.....	" 35
George W. Carpenter.....	Inspector of Dredging.....	132 West Washington place.....	" 25
John McDonough.....	".....	56 Suffolk street.....	" 50
Mortimer W. Casper.....	Inspector of Pier Building.....	1414 Fourth avenue.....	" 50
Edward E. McCarney.....	".....	615 Lexington avenue.....	" 50
John Hogan.....	".....	4 Charlton street.....	" 50
William White.....	".....	473 Ninth avenue.....	" 35
James Allen.....	Machinist.....		

Dock Builders, Thirty Cents per Hour.

James Ahearn, Daniel Allen, Thomas Ahearn, Fred. Akerstrom, T. A. Antons, Michael Burns, William T. Bloomer, George Bloomer, Charles A. Bond, Patrick Brady, John Brawley, Henry Bohner, George Boltman, Dunning Brown, John E. Burns, Thomas Burns, Peter J. Byrne, Joseph Byrnes.

Thomas F. Coar, Patrick J. Canty, Thomas Canty, William Carlsen, Charles Campbell, Charles L. Casper, Robert T. Cass, Orrin R. Chamberlain, Stephen Chisom, Michael Chrystal, James Clarke, Thomas Clarke, Christopher Colver, Michael Connolly, Frank Coughlin, Frank Cullen, Terence Cumiskey, George J. Coyle.

William Dally, John Daniels, Daniel Darby, Jr., Frederick Derouin, Owen Dehen, Joseph De Temple, Joseph De Temple, Jr., Peter J. De Temple, Henry Doyle, Joseph Doyle, Matthew Drum, John Duke, Thomas Dunne, William Dwyer.

Martin Erickson.

Louis Fabur, Bernard Farley, Patrick Fitzgerald, William Fitzgerald, No. 1, William Fitzgerald, No. 2, Edward Fitzpatrick, John Fitzpatrick, James H. Flood, Thomas Floyd, Patrick Flynn, William P. French.

James Gandle, Luke Gallagher, John F. Gately, Patrick Gately, John T. Gilligan, John Grinnon.

Joseph Hagen, James Harney, James Harrigan, Owen J. Hart, Andrew Heaney, John Hellriegel, Michael Hennessey, Charles Hennis, James Higgins, Alfred Hines, Conrad Hinckler, Felix Hughes, Peter Huyland.

Charles Johnson, Peter Johnson, William Johnson, William Jordan.

Nicholas Kaufmann, Hugh Kelly, Thomas Kelly, Thomas Kennedy, Morris Kennedy, No. 1, Thomas Kenney, William King, Gilbert Kirk.

Thomas Lafferty, Andrew W. Laine, Herman Landwehr, John Love, Patrick Lynch, Thomas Lynch.

Thomas McAvo, Thomas McCabe, James McDonald, No. 1, John McDonald, Matthew McDonald, John J. McGuire, James McInerly, John McInerly, Neil McLeod, Patrick McManus, Henry McShane, John McShane, Joseph McVey, Martin Manning, James Maguire, James Mahon, John Meade, Thomas Malloy, Peter Monaghan, Michael Monahan, Thomas Moore, Michael Morrissey, James Mulgrew, William Mulhall, William P. Munson, Jeremiah Murphy, James Murray, John Murray, Alfred Mutze.

George Nelson, Wilson L. Newbegin, William Neyland, John Norbeck.

Daniel O'Brien, Morris O'Connell.

James Pelly, William Perchback, Richard Power, Thomas Purdy.

Patrick Rigney, Thomas Redman, John Rode, Michael Rogers, Dominick Ross, Gavin Rutherford, Thomas Rutledge, Joseph Ryan, John Ryder.

Abraham Sayles, William Shandley, Bernard Sheridan, Timothy F. Shine, James Smith, No. 2, James Smith, No. 3, Michael Stapleton, John Stokely, Charles Swanson.

John J. Tierney, Michael Tracy, John F. Trenly.

David F. Walsh, Thomas Welsh, John F. Walsh, William Ward, James Waters, Michael Whalen, Patrick Whalen, William Welden, John Wilson, James Wilson, Thomas W. Wood, James Woods, Daniel C. Woolley.

Laborers, Twenty-three Cents per Hour, Except as Otherwise Stated.

Frederick Ackerstrom, Thomas Ahearn, \$75 per month, Andrew J. Aldrich, Paul Alf, Emrie L. Allen, Thomas Allen, John Allen, Philip C. Anthes, Robert F. Aram, \$75 per month, William J. Armstrong, \$75 per month, David Adler, C. A. Atkinson, \$65 per month, William B. Austin.

Joseph A. Bailey, Preston B. Bailey, William H. Baker, Samuel Ball, G. Bancroft, Edwin D. Barbor, W. H. Barker, John Barns, John Barr, Alfred Barron, Daniel D. Barry, \$75 per month, William A. Bauer, William Bauer, Louis Bauer, Turner H. Baylis, \$75 per month, William Barrett, John Bartlett, William Beards, Edward Beatty, Henry Bender, Ralph H. Benedict, John Bennett, John Bergin, Albert A. Bernhard, Jacob Berman, James Blake, Thomas Blaney, No. 1, Thomas Blaney, No. 2, William Blansdell, Edward M. Boden, Louis Boerner, Patrick Bohan, John Boland, William Bond, John Bohen, John Boyd, Hugh Brady, Sextus Brandenstein, John Bradley, Lawrence Brady, John F. Brady, Owen Brady, William Brander, John Brassel, Edward Breene, Henry C. Brennan, James Brooks, Con. Brosnan, John Brepron, John Bracken, Frank Brady, Louis Bover, Frederick Brede, Daniel Brown, Herman Brown, Joseph Brown, Mark Brown, Thomas Brown, No. 1, Thomas Brown, No. 2, William S. Brown, \$15 per week, Herman Browning, Theodore E. Buck, Patrick Buckley, Alonzo A. Burby, John A. Burke, Peter Burke, William Burke, No. 1, William Burke, No. 2, William J. Burke, Simon Burkhardt, Thomas Burns, James Burns, Robert A. Butler, \$15 per week, Thomas Butler, Martin Brummerhop, Dennis Byrne, Christopher Byrnes.

David Cagney, Charles Campbell, Wallace Campbell, Patrick Cain, Dennis Caniff, Peter Canty, C. Cardillo, William Carey, Alfred T. Carpenter, J. S. Carroll, Timothy Carroll, John J. Casey, Patrick Cash, Stephen Cash, Richard Cashman, Francis Cassidy, David W. Casson, William R. Caster, F. Cavallo, William Champion, Ogden Chapin, Martin Clancy, Michael Clark, M. Clancy, William W. Clark, Peter Clarkin, Charles Claude, James F. Cleary, Thomas Cleary, Philip Coffee, Frank J. Coghlin, Harris Cohen, Michael Cohen, Nathan Cohen, William J. Colby, Charles Collins, John Collins, John Colton, Matthew Conklin, Daniel Connors, John Connors, No. 1, John Connors, No. 2, John F. Connors, John J. Connors, Joseph Connors, Michael Connors, John Conway, A. P. Cook, Matthew Cooley, Thomas Cooney, William J. Coot, Samuel Coleman, P. E. Corbeth, Nicholas Cornell, Jr., Peter Corrigan, Patrick H. Corey, James Cosgrove, John Costello, Thomas F. Creggan, \$75 per month, Patrick Cronin, Walter Crook, Joseph H. Crotty, Jeremiah Crowley, Thomas Crowley, John Cuff, Bernard Cummings, Michael Cunningham, Patrick Cunningham, Thomas Curley, Charles Curran, Joseph Curry, James Curtin.

Charles J. Daly, John J. Daly, John Dalrymple, Warren Davis, W. R. Davis, Cornelius Davison, John Deegan, John Deigan, E. C. DeKay, James F. Delaney, Martin Delaney, Patrick T. Delaney, Joseph DeMartini, William Denim, Thomas Dermody, John Deutsch, John Devine, Frank Devine, John Devoe, Patrick Devin, Jacob Dexheimer, John Dillon, John Dobson, George Doernickel, Joseph Dolan, Philip Domidion, Robert Dolan, Michael Donohue, John P. Donovan, James Doonan, No. 1, James Doonan, No. 2, Carl Dorfer, John Dort, Daniel Dougherty, George Dougherty, Patrick Dougherty, William J. Dougherty, John Downey, Henry J. Dowdell, John H. Doyle, Joseph Doyle, Nicholas Doyle, Patrick Doyle, Thomas Dreyburg, Timothy Driscoll, Timothy O. Driscoll, Max Drucker, James J. Duffey, Michael Dugan, Michael Dunn, Patrick Dunn, Charles Durand, Adolph Duries, Thomas Dwyer, H. Dynan.

Arthur F. Eager, \$65 per month, John C. Eager, Louis Eberlein, Lawrence Eckstein, George Edler, Max Edersheim, Thomas Elliott, Israel Ellis, Max B. Engle, James Enright.

Thomas F. Fagan, Alexander Falke, George Farley, James Farley, No. 1, James Farley, No. 2, Oliver F. Farley, \$65 per month, John Farrell, Michael Farrell, P. Farrington, William J. Fay, \$75 per month, David Fee, James Feeley, No. 1, James Feeley, No. 2, Andrew Feeney, W. C. Feickert, John Fenton, Conrad Ferber, W. J. Ferguson, F. Fiore, James P. Finnan, James Fisher, John Fitzgerald, No. 1, John Fitzgerald, No. 2, J. M. Fitzgerald, Thomas Fitzgerald, William Fitzgerald, Michael Fitzgibbons, John Fitzpatrick, No. 1, John Fitzpatrick, No. 2, William Fletcher, James Flood, Edward S. Flow, Thomas Flynn, Hugh J. Foley, Matthew Foley, Michael Foley, Owen J. Foley, James W. Forbes, Thomas Ford, W. H. Forker, John Foy, Edward P. Frank, Arthur Friedrick, James M. Freeman, \$65 per month, Patrick J. Fullam, David Fuller, William A. Fuller.

Bernard Gaffney, Hugh F. Gaffney, James M. Gaffney, John Gaffney, Frederick Gaines, Louis Gairing, James Gallagher, Thomas Gallagher, Frederick Gambel, James Gandal, Charles H. Gardner, Martin Garry, James Garvin, Patrick Gavin, Cosimo Gentile, Patrick Gererty, Martin Gerraty, Julius Gerson, John Gibbons, Joseph F. Gibbons, Bernard P. Gibney, \$75 per month, Thomas Gibson, John Gilchrist, John Gillen, Thomas Gilmartin, John Gilmore, Giovanni Ginochio, Adolph Glickman, William Goldthwaite, J. Gordon, T. Gould, August Graf, Henry Graf, Walter Graham, Edward Greenan, Ritchie Greer, George Gresser, C. A. Gridley, Martin Griffin, James Griffin, Patrick Griffin, John C. Griger, William H. Grogan, Charles Gronbach, James F. Gilfoyle, Adolph Guran, William Gunn, John Gurrin.

Nicholas Habing, Daniel Haggerty, James Haggerty, John Haggerty, John Hagen, Max Hahn, \$15 per week, Edward L. Halstead, William Hamilton, \$60 per month, Joseph S. Handley, John Hanevy, John Hanafin, Frank Hanafy, Joseph P. Hanigan, George Hanniber, Thomas Hannon, Adolph Harbert, Lawrence Harney, James Harrable, L. Hitch Harrison, William Hartnett, Peter W. Hasnak, E. H. Hathorn, John Hauck, No. 1, John Hauck, No. 2, Martin Hayes, Frederick Haynes, Samuel J. Hays, John Hazard, Patrick Heagney, John Healy, William Healey,

Henry Heckman, Louis Hecht, George W. Henderson, William Hennessey, John Herwig, John Higgins, George Hills, Thomas Hines, Henry Hoffert, John Hoffman, Julius Hoffman, Henry Hoffamer, Michael A. Holahan, \$15 per week, Matthew Horgan, \$65 per month, Timothy Horgan, John Horrigan, Henry A. Howland, George S. Hughes, James Hughes, Thomas Hughes, Michael Hulan, James Hunter, F. F. Huntington, Edward Hussey, James Hutchinson.

George H. Irwin, \$65 per month, Bernard Igoc.

Benjamin Jackmus, Andrew Jackson, Louis Jacobs, Neil Jansen, William C. Jardine, James C. Johnson, David H. Johnston, Thomas Johnston, William T. Johnston, John Jones, No. 1, John Jones, No. 2, William Jordan, Henry Jost, Thomas Judge.

Christian Kaefel, Dennis Kane, John Kane, George Kappies, George Kastmayer, John M. Kearney, Henry Kearney, Thomas Kearney, James E. Keating, John Keating, Joseph Keating, Nicholas Keating, James Keefe, John J. Keefe, William Kellegan, Thomas F. Kelliher, George Keller, David Kelley, Charles Kelly, James Kelly, John Kelly, Patrick H. Kelley, Patrick Kelly, No. 1, Patrick Kelly, No. 2, Edward A. Kennedy, Frank Kennedy, James Kennedy, Matthew Kennedy, William M. Kennedy, John F. Kenney, John P. Kevill, Owen Kettle, Leonard Kessler, David F. Kidney, Frank Kiernan, James Kiernan, John Kiernan, Patrick Kiernan, A. Kimmelstiel, Charles G. G. King, Henry King, William Kiesler, John Kivlin, Charles Klauer, Casper Klein, Alexander Kleiner, Jacob Kohler, Herman Kranse, Charles Krepple, Julius Kuhne, John H. Kuntze, Joseph Kurtz, Joseph Kyle.

Louis Laeks, Ralph Landers, Bernard Lampe, Gottlieb Lang, Simon Lauer, James Laurence, Thomas F. Lavelle, John C. Lavin, Albert Lawless, Abe Lazarus, Ike Lazarus, James Leary, John Leipziger, Charles Leiser, Phillip Lechthaler, R. Leopardo, Max Levy, George H. Liebig, Charles Linton, George Lilly, John Linahan, James Linwood, A. Lito, Jacob Loeger, Edward Long, John Long, Joseph Loughlin, Max Lowel, William Lowrie, Angelo Luzzo, Edward Lubelsky, Augustus Luerson, \$75 per month, Daniel Lynch, John Lynch, O. Lynch, Pater Lynsky, Charles Lyons, Dennis Lyon, Timothy Lyons.

John McBride, James McCabe, Patrick McCabe, James P. McCaffrey, James McCann, Michael McCarthy, Thomas McCarthy, John McClosky, John J. McClure, Jefferson McCormack, Andrew McCormack, Richard McCullough, \$65 per month, Thomas McCullough, Robert McCullum, Edward McDonald, James McDonald, John J. McDonald, Alexander McDonough, M. J. McEnany, James McEntee, Thomas McEvoy, Daniel McGill, John H. McGowan, \$65 per month, Thomas McElroy, \$15 per week, James McGrath, John McGrath, William J. McGrath, William T. McGinnis, James L. McGuire, Joseph McInerly, James McKeever, John McKenna, John McKeon, Andrew McKnight, James McMahon, No. 1, James McMahon, No. 2, Thomas McMahon, William McMahon, Joseph McManus, Peter McLaughlin, Thomas McLaughlin, Martin McLean, George McNamara, William H. McNamara, Patrick McNulty, Owen McQuade, Bernard McShane, Frank J. McLean, Robert McVey.

James Mackin, Patrick Madden, Daniel Madigan, Patrick Magner, Daniel Maguire, Michael Mahon, Daniel Mahoney, Peter Mahoney, Patrick J. Mahoney, John Malloy, J. J. Malloy, Patrick Malone, Jacobs Marks, Phil Marshall, Patrick Martin, David Marwick, Alonzo L. Mason, George H. Mayer, George Mead, Joseph Mead, Michael Meade, Thomas Meagher, John Megan, John Meyers, Charles Miller, Jacob Miller, Frederick Milligan, John Mills, James R. Misk, Barth. Mitchell, James Mitchell, Thomas Mitchell, Thomas H. Moffatt, James Monaghan, Owen Monaghan, Peter F. Monaghan, \$65 per month, John Monahan, Charles F. Moore, John Morgan, Mathew Morgan, Charles Morley, John Moroney, Mose Morris, Daniel Morrison, R. Morrison, William Morrison, George Morton, Wright Morton, Frank Moss, F. J. Mulcare, Thomas C. Mulcare, Daniel Murnane, Charles Murphy, George Murphy, James Murphy, John Murphy, J. Murphy, Michael J. Murphy, Nicholas Murphy, Thomas F. Murphy, William Murphy, George Murray, James F. Murray, Michael Murray, James Murtagh.

Patrick Nally, Theodore Near, George Nichols, August Neuman, J. Neustadt, Edward Newill, William Nolan, Michael Noonan, Michael Norton, Patrick Nulty.

Edward O'Brien, Edward J. O'Brien, James E. O'Brien, James J. O'Brien, John O'Brien, No. 1, John O'Brien, No. 2, John O'Brien, No. 3, Michael O'Brien, Peter O'Brien, Stephen O'Brien, Daniel O'Connell, Michael O'Connell, Patrick O'Connell, John J. O'Connor, Bartholomew O'Connor, Patrick O'Connor, John F. O'Donnell, Thomas F. O'Donnell, Patrick O'Dwyer, J. Oeler, Henry Oetgen, Henry B. Oetgen, Michael O'Flynn, James O'Grady, J. O'Keefe, Michael O'Keefe, Owen O'Keefe, Patrick O'Keefe, James Oliver, Daniel O'Neill, John O'Neill, Patrick O'Neill, Francis O'Neil, James O'Neil, Jeremiah O'Neil, William O'Neil, James O'Rourke, James O'Shae, Martin O'Shaughnessy, Timothy O'Sullivan, John Overmeir.

Merwin J. Page, Merwin John Page, Phillip Packenham, N. W. Palmer, William Palmer, Thomas Patten, Charles H. Paulson, William Oscar Payne, Adam Peisel, William Pensel, Michael Pettit, D. Pettit, George Pfanner, Vidus Pfeffer, A. Pine, John Pontossi, Howard Pooton, William S. Potts, John Prentiss, J. Pritchard, F. Provogana, F. E. Puddy.

Patrick Quack, Thomas Quain, John J. Quinn, \$75 per month, Patrick Quinn, Peter Quinn, William Quinn.

B. Rafferty, Bernard Rafferty, James H. Ramsey, Abraham Rauch, Cornelius Reardon, Laurence Redmond, Thomas Redmond, P. H. Regan, James Reid, Bernard Reilly, James Reilly, No. 1, James Reilly, No. 2, John Reilly, Michael Reilly, Thomas H. Reilly, John F. Rein, John Reindel, William Reinecke, Jacob Reiser, John Reitz, Henry Rengstorf, Frank Rhoades, John Riley, D. F. Ring, John Ritchie, Charles Roberts, George Robinson, A. B. Rodriguez, George Roemer, Adolph Roessler, Charles W. Roff, William C. Rogers, Arnold Roger, William H. Rohlfis, G. Rosenthal, Julius Rosswog, Henry Rousby, Joseph Rubsam, Henry J. Ruffner, Robert C. Ruhle, Francis Russo, Edward Rusterer, Emil Ruzicka, Dennis Ryan, Joseph Ryan, T. E. Ryan, William Ryan, William Ryno.

Wenzel Safrand, Ralph Sanders, L. Sangredi, Thomas Satchwell, Jacob Sardoff, Henry G. Saunders, Thomas Saunders, George E. Sawyer, David Scanlon, Jacob Schade, George Scheffler, Solomon Schiff, Hyman Schlick, John S. Schindler, E. Schmidt, Fred. Schmidt, Emil Schnabele, Fred. Schneider, Frederick Schneidrum, J. L. Schnitz, Christopher Schout, Frank Schuff, Harry Schultz, Phillip Schultz, Gustav A. Schurman, Milton Sears, Adolph Severyn, Patrick Sexton, George W. Shaffer, Henry Shaffer, Thomas F. Shanley, B. Shannon, James Shanahan, Peter Shaw, No. 1, Peter Shaw, No. 2, Michael Shea, L. D. Shears, Michael Sheehan, Richard Sheehan, John J. Sheil, William Shepard, James Sheridan, Terence Sheridan, John Sherlock, William Sherlock, David Shook, William A. Short, A. Sica, Charles Simon, John G. Sinclair, William Sinclair, Max Silverberg, \$65 per month, Michael Skelly, John J. Slevin, Eugene A. Sloat, James V. Smith, Lloyd Smith, Patrick Smith, Peter Smith, Isaac Solomon, William Spiers, Otto Speidel, Thomas H. Spooner, George Springer, George Staats, William H. Stackpole, Patrick Stafford, Carl Stahl, Lewis Stein, Louis J. Stein, Charles J. Stevens, William Stevens, Samuel J. Stokely, Barney Stockvis, Charles Stromm, John Stump, Dennis Sullivan, Daniel Sullivan, Jeremiah Sullivan, John Sullivan, Thomas Sullivan, William Sullivan, A. Suydam, Luke Sweeney, Frederick L. Styles.

James Talbot, James F. Talor, James Taylor, Robert Taylor, Frederick Terhune, Benedict Theise, Henry Thomas, James L. Thompson, Walter R. Thorpe, Owen Tierney, \$75 per month, Frederick Tilton, Michael Tobin, Elisha Tracy, Joseph Trainer, Joseph Traphagen, Chester P. Traver, George Tremper, William J. Trebbs, \$65 per month, William Tucker, Robert Turley, George Twohey, Patrick Twomey, William J. Twomey.

C. Van Halren, Patrick D. Venman, Augustus Verity, Henry Victor, N. J. Vince, Richard J. Vinson.

Stephen Wade, Henry Wagner, William Walch, A. E. Walker, Emanuel Wallach, Peter Walsh, Pierce Walsh, James Ward, John F. Ward, John Warther, George L. Watson, Peter Watt, John Weenan, Herman Weigel, Samuel Weil, James Wells, Louis Weinheimer, James J. White, Turner White, Nathan Whitman, Daniel Wholey, Jeremiah Wholey, John Wilkinson, Henry Willenbacher, Fred. Williams, Joseph Williams, John Williamson, William Wingate, Nick Wirth, Thomas Witherall, Ludwig Witzel, Fred. Woelfel, August Wolf, Charles Wolferman, Charles H. Wolf, Louis Wolf, Louis Wolters, Robert Worthington.

James Young.

George Zawn, George Zehder, Michael Zeigler, Adolph Zelenka.

Total number of Laborers..... 884

Total number of Dock Builders..... 161

Total number of employees, exclusive of Laborers and Dock Builders..... 221

Total..... 1,266

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

SECOND—A STATEMENT OF THE ACTION OF THE BOARD FOR THE PAST YEAR.

REVENUES AND EXPENDITURES.

The total gross revenue of the Department from leased wharves and wharfage aggregated \$1,940,079.05, not including the sum of \$303,689.84, collected by the Finance Department for the rent of ferries, etc., which amount properly constitutes a portion of the revenue derived by the City for the use of its water-front. The total annual expenditures during the same period were \$1,645,076.02. Of this amount \$852,541.61 was expended for the work of construction and \$527,142.01 was paid for wharf property acquired by purchase or under judgments; the sum of \$188,327.91 was spent in repairs, while the general expenses of the Department amounted to \$77,064.49.

WHARF PROPERTY ACQUIRED, ETC.

The wharf property acquired during the year was as follows:

From Charles F. Choate, 159 feet of bulkhead between Piers, old 28 and 29, North river..... \$80,062 30

Under judgment of New York Life Insurance and Trust Company, as trustee of Charles E. Delaplaine, 199 feet of bulkhead between Chambers and Warren streets..... 188,355 27

Under judgment of Michael Regan, 25 feet of bulkhead next southerly of Houston street..... 23,730 09

Under judgment of William C. Casey, 75 feet and 3/4 inch near Leroy street.....	\$57,760 29
By settlement of suit of Thomas S. Clarkson et al., 75 feet and 2 inches between Morton and Leroy streets.....	61,872 41
From George H. Budke, 43 feet and 3 inches between Perry and West Eleventh streets.....	19,462 50
From estate of James Brown, deceased, 200 feet and 10 inches of bulkhead between West Fifty-first and West Fifty-second streets, North river.....	95,637 13
For expenses incurred in proceedings not yet completed.....	262 29
	<u>\$527,142 01</u>

Report of Tonnage of Vessels Berthed for the Year ending April 30, 1895, on the North, East and Harlem Rivers.

MONTH.	RIVER.	FOREIGN.	DOMESTIC.	TOTAL.	GRAND TOTAL.
1894.					
May.....	North.....	331,093	1,355,818	1,686,911	2,228,190
	East.....	41,531	495,743	537,274	
	Harlem.....		4,005	4,005	
June.....	North.....	320,419	1,315,223	1,635,642	2,171,539
	East.....	30,350	492,150	522,500	
	Harlem.....		13,397	13,397	
July.....	North.....	264,528	1,446,398	1,710,926	2,231,924
	East.....	39,551	466,488	506,039	
	Harlem.....		14,959	14,959	
August.....	North.....	334,318	1,471,693	1,816,011	2,430,879
	East.....	35,493	573,661	609,154	
	Harlem.....		5,714	5,714	
September.....	North.....	312,359	1,247,752	1,560,111	2,150,742
	East.....	27,288	556,572	583,860	
	Harlem.....		6,771	6,771	
October.....	North.....	384,553	1,290,195	1,674,748	2,282,343
	East.....	35,744	563,991	599,735	
	Harlem.....	874	6,986	7,860	
November.....	North.....	291,773	1,102,776	1,394,549	1,973,271
	East.....	22,923	538,780	561,703	
	Harlem.....	478	16,541	17,019	
December.....	North.....	238,750	1,005,983	1,244,733	1,801,657
	East.....	30,456	513,698	544,154	
	Harlem.....	1,496	11,274	12,770	

DESCRIPTION OF CONTRACTS MADE BY THE BOARD DURING THE YEAR ENDING APRIL 30, 1895.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.	AMOUNT PAID TO APRIL 30, 1895.
471	Furnishing and delivering anthracite coal.....	Moquin & Offerman.....	\$3.73 per ton.....	July 17, 1894	Aug. 28, 1894	Jan. 1, 1895	\$4,489 70
472	Paving newly-made land in the vicinity of Piers, new 24 and 25, N. R.....	William P. Beard, assignee of John V. Higgins.....	\$13,250 00	June 7, 1894	Aug. 4, 1894	Oct. 10, 1894	13,250 00
473	Dredging at Piers, new 57 and new 58, and between West Seventy-second and West Seventy-fourth streets, N. R.....	Atlantic Dredging Co.....	183 1/2 cents per cubic yard.....	June 21, 1894	June 22, 1894	July 31, 1894	18,163 51
474	Dredging on the North river.....	Morris & Cummings Dredging Co.....	22 1/2 cents per cubic yard.....	June 21, 1894	June 22, 1894	Dec. 31, 1894	22,494 60
475	Class I—Furnishing and putting in place small cobble.....	Edmund Dwyer.....	90 cents per cubic yard.....	July 17, 1894	July 25, 1894	Jan. 1, 1895	4,808 70
475	Class II—Furnishing and putting in place rip-rap stone.....	Brown & Fleming.....	49 cents per cubic yard.....	July 17, 1894	July 19, 1894	Jan. 1, 1895	13,054 01
475	Class III—Furnishing and delivering sand.....	Murray & Co.....	67 cents per cubic yard.....	July 17, 1894	July 24, 1894	Jan. 1, 1895	1,166 47
475	Class IV—Furnishing and delivering broken stone.....	Cosgriff, Conklin & Foss.....	\$1.44 1/2 per cubic yard.....	July 17, 1894	July 24, 1894	Jan. 1, 1895	7,145 32
476	Paving new-made land in the vicinity of Piers, new 27, 28 and 29, N. R.....	Thomas Harrington.....	\$14,000 00	July 17, 1894	July 23, 1894	Oct. 13, 1894	14,000 00
477	Dredging on the East and Harlem rivers.....	The W. H. Beard Dredging Co.....	22 cents per cubic yard.....	July 17, 1894	Sept. 24, 1894	Dec. 31, 1894	18,778 08
478	Dredging north of West Thirty-fourth street, N. R.....	P. Sanford Ross.....	19 cents per cubic yard.....	Aug. 2, 1894	Sept. 6, 1894	Dec. 31, 1894	22,532 29
479	Furnishing and delivering cement.....	Atlas Cement Co.....	\$1.82 per barrel.....	Aug. 2, 1894	Aug. 10, 1894	Jan. 1, 1895	14,531 12
480	Building new pier, with appurtenances, at the foot of East Sixtieth street, E. R.....	Spearin & Preston.....	\$6,485 00	Aug. 30, 1894	Sept. 13, 1894	Dec. 1, 1894	6,485 00
481	Building new wooden pier, with appurtenances, at the foot of East Sixty-first street, E. R.....	Spearin & Preston.....	Class I: \$8.75; Class II: 50 cents per cubic yard.....	Aug. 30, 1894	Sept. 13, 1894	Dec. 31, 1894	24,169 50
482	Laying second-hand belgian-block pavement in the rear of bulkhead-wall at West Twenty-third street section, on North river, in the vicinity of Piers, new 53 and 54, N. R.....	John Slattery.....	\$1,145 00	Oct. 4, 1894	Oct. 9, 1894	Nov. 1, 1894	1,145 00
483	Removing part of timber basin and building new timber basin foot West Seventy-second street.....	Barth. S. Cronin.....	2,740 00	Sept. 6, 1894	Sept. 14, 1894	Oct. 1, 1894	2,590 00
484	Furnishing spruce timber.....	East River Mill and Lumber Co.....	\$19 per thousand.....	Oct. 4, 1894	Oct. 15, 1894	Mar. 1, 1895	4,741 00
485	Building new Pier foot East Sixty-second street, E. R.....	Barth. S. Cronin.....	Class I: \$15.450; Class II: 55 cents per cubic yard.....	Oct. 4, 1894	Oct. 22, 1894	Apr. 1, 1895	7,947 54
486	Repairing approach to Piers, new 46 and 47, N. R.....	P. Sanford Ross.....	\$9,400 00	Nov. 8, 1894	Nov. 30, 1894	Jan. 8, 1895	9,400 00
487	Repairing Pier and dumping-board at the foot of West Nineteenth street, N. R.....	John W. Flaherty.....	4,447 00	Nov. 28, 1894	Dec. 10, 1894	Dec. 31, 1894	4,447 00
488	Laying second-hand belgian pavement rear of bulkhead-wall at East One Hundred and Second street section, from East One Hundred and First to East One Hundred and Third street.....	John Slattery.....	3,921 00	Dec. 27, 1894	Dec. 27, 1894	Jan. 2, 1895	.....
489	Dredging on the North river, between Battery and West Thirty-fourth street, N. R.....	John H. Fenner.....	1 1/2 cents per cubic yard.....	Jan. 3, 1895	Jan. 8, 1895	May 1, 1895	12,683 51
490	Furnishing spruce timber.....	John C. Orr.....	\$19 per thousand.....	Jan. 25, 1895	Feb. 23, 1895	July 1, 1895	2,123 25
491	Furnishing and delivering anthracite coal.....	Wynn Bros.....	\$3.97 per ton.....	Jan. 17, 1895	Feb. 9, 1895	July 1, 1895	1,450 05
492	Dredging north of West Thirty-fourth street.....	Charles DuBois.....	13 cents per cubic yard.....	Jan. 17, 1895	Feb. 14, 1895	May 1, 1895	6,327 17
493	Dredging on East and Harlem rivers.....	Morris & Cummings Dredging Co.....	18 1/2 cents per cubic yard.....	Jan. 17, 1895	Jan. 23, 1895	May 1, 1895	8,365 94
494	Repairing Pier foot West Fifty-fifth street, N. R.....	Spearin & Preston.....	\$6,469 00	Jan. 31, 1895	Feb. 2, 1895	Apr. 5, 1895	6,469 00
495	Building new coal piers, etc., on westerly side of Ward's Island.....	Conklin & Jones.....	2,690 00	Mar. 7, 1895	Mar. 25, 1895	July 1, 1895	.....
496	Furnishing sawed yellow pine timber.....	Henry D. Steers.....	\$19.69 per thousand.....	Mar. 7, 1895	Mar. 12, 1895	July 1, 1895	.....
497	Repairing Pier, new 15, N. R., near foot of Vesey street.....	Robert P. Staats.....	\$3,340 00	Mar. 14, 1895	Mar. 25, 1895	Apr. 30, 1895	.....
498	Building and delivering a float for boat landing at Pier A, N. R.....	Tregarten & Son.....	\$1,270 00	Apr. 30, 1895	May 8, 1895	June 8, 1895	.....

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1895.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1895.

I.—REVENUE:	
1. Amount of accrued rents uncollected April 30, 1894, as per report for year ending that date.....	\$52,468 09
Amount of rents accruing and wharfage collected during the year ending April 30, 1895, to wit:	
2. To lessees of corporation wharf property, and occupants of land under water, the property of the Corporation, covered by wharf improvements erected by permission of the Department.....	\$1,818,515 94
3. Amount of wharfage collected within the year from unleased corporation wharf property.....	121,563 11
	<u>1,940,079 05</u>
II.—DISTRIBUTION:	
Cash—	\$1,992,547 14
Amount of moneys deposited with the Chamberlain prior to May 1, 1894, being in payment, in advance, of rents accruing therefor.....	\$806 25
Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund for the Redemption of the City Debt.....	1,997,752 64
	<u>\$1,998,558 89</u>
Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit:	
Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1895, 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.....	\$31,890 00
Proceeds of sale of old material.....	145 44
	<u>32,035 44</u>
Leaving this amount deposited during the year as rents and wharfage from corporation wharf property except from premises in use under ferry leases made with the Comptroller.....	\$1,966,523 45
Claims for unpaid rents placed in the hands of the Counsel to the Corporation for collection during the year.....	9,382 02
Sundry unpaid rents.....	16,641 67
	<u>\$1,992,547 14</u>

DOCK BONDS.

Total amount of "Dock Bonds of the City of New York," issued by direction of the Commissioners of the Sinking Fund, for the uses and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 30, 1895.....

I.—RECEIPTS:	
DOCK FUND.	
1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1894, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1894.....	\$1,314,662 42
2. Amount of proceeds of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund.....	500,000 00
3. Amount of premium on Dock Bonds sold between May 20, 1890, and February 26, 1895.....	123,630 00
4. 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 made for lessees, private owners and others, and for the use of the Department appliances and dumping grounds, furnishing maps, tracings, etc.....	58,464 54
	<u>\$1,996,756 96</u>
Deduct amount of Dock Bonds previously charged but not issued.....	150,000 00
	<u>\$1,846,756 96</u>

MONTH.	RIVER.	FOREIGN.	DOMESTIC.	TOTAL.	GRAND TOTAL.
1895.					
January.....	North.....	239,736	679,483	919,219	1,464,462
	East.....	26,450	512,159	538,609	
	Harlem.....	185	6,449	6,634	
February.....	North.....	231,098	534,894	765,992	1,290,198
	East.....	35,516	485,689	521,205	
	Harlem.....		3,001	3,001	
March.....	North.....	207,863	652,238	860,101	1,434,952
	East.....	42,211	527,852	570,063	
	Harlem.....	265	4,523	4,778	
April.....	North.....	287,193	943,285	1,230,478	1,781,427
	East.....	39,478	508,580	548,058	
	Harlem.....		2,891	2,891	
		3,863,972	19,377,612	23,241,584	23,241,584

OPERATIONS ON THE WATER-FRONT.

The total length of bulkhead or river wall completed April 30, 1895, is 16,549 linear feet, of which 569.61 feet was built during the past year, as follows:

340 feet on the North river.
229 feet on the East river.
Six new piers were completed, as follows:
Pier, new 19, near the foot of Warren street.
Pier, new 53, near the foot of West Twenty-third street.
Pier at East Sixtieth street.
Pier at East Sixty-first street.
Pier at East Sixty-second street.
Pier at East One Hundredth street.
Pier at West Nineteenth street was extended out to the pierhead-line.
The total amount of wharfage room made during the year aggregated 4,988 linear feet; the net increase in superficial area of piers is 134,763 square feet.
The total amount of dredging done during the year, at the expense of the Department, was about 680,571 cubic yards, of which about 26,691 cubic yards was done at the dumps of the Department of Street Cleaning.
The Department has kept in repair and properly dredged the wharf property used by the Department of Public Charities and Correction, the Department of Street Cleaning and the Fire and Health Departments.

LEASES AND PERMITS GRANTED BY THE BOARD.

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

II.—EXPENDITURES:

Amount of bills and claims audited in and during the year ending April 30, 1895, and transmitted to the Finance Department for payment, being for materials and supplies furnished, and for services rendered to this Department, to wit:

1. For Construction—	
For bills and claims audited as per Schedule B.....	\$394,601 97
As per Schedule C:	
Salaries of the Commissioners.....	15,000 00
Salaries of the Construction force.....	89,865 80
Weekly pay-rolls of Captains, Engineers, crews and Watchmen on floating property, Dock-builders, Laborers, Blacksmiths, Carpenters and Masons, etc., on Construction force.....	353,073 84
2. For General Repairs—	
For bills and claims audited as per Schedule D.....	\$148,045 27
As per Schedule E:	
Pay-rolls of Dock-builders, Watchmen, Carpenters, Inspectors and Engineers on General Repairs force.....	40,282 64
3. For Annual Expense—	
For bills and claims audited as per Schedule F.....	\$6,697 24
As per Schedule G:	
Salaries of officers and appointees.....	70,367 25
As per Schedule H:	
For property acquired.....	527,142 01
	<u>\$1,645,076 02</u>

III.—BALANCE:

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1895, for use of this Department.....

NEW YORK, April 30, 1895.
Respectfully submitted to the Board,
JOHN M. PHELAN, Chief Clerk.
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, 1895. Cr.

To deposits of money made prior to May 1, 1894, being for payments in advance of rents accruing after that date and credited in this account.....	\$806 25
To deposits of money with the Chamberlain.....	2,056,217 18
To bills and claims audited for materials and supplies furnished, and for services rendered, to wit:	
On Construction account.....	852,541 61
On General Repairs account.....	188,327 91
On Annual Expense account.....	77,064 49
To Dock Bonds previously credited but not issued.....	150,000 00
Balance carried forward.....	4,406,676 50
	<u>\$7,731,633 94</u>

Dr.	Balance Sheet, April 30, 1895.	Cr.	
Acquired real property.....	\$3,627,359 96	The Mayor, Aldermen and Commonalty of the City of New York.....	\$4,374,786 50
Floating plant (as per Schedule J).....	344,950 00	Rents paid in advance of May 1, 1895...	31,890 00
Dock Fund.....	261,680 94		
Contingent Fund.....	1,000 00		
Judgments (as per Schedule K).....	121,457 46		
Sundry claims for unpaid rents in hands of Counsel to the Corporation for col- lection (as per Schedule L).....	93,586 47		
Sundry unpaid rents.....	16,641 67		
	\$4,406,676 50		\$4,406,676 50

SCHEDULE D.
DEBIT ON GENERAL REPAIRS ACCOUNT.



Land under water at West One Hundred and Fifty-eighth street.....	\$147 70
Land under water at West One Hundred and Sixty-second street.....	6 00
Land under water at West One Hundred and Sixty-eighth street.....	22 00

Total amount of wharfage for the North river.....

Pier at East Ninety-sixth street.....	\$581 90
Bulkhead at East Ninety-sixth street.....	16 00
Total amount of wharfage for the East river.....	\$46,235 50

Harlem River.

Pier, new 6.....	\$4,531 31
" 12.....	2,261 35
" 19.....	4,864 65
" new 29.....	4,319 67
" 32.....	7,200 21
Bulkhead at Pier 40.....	110 11
Pier 43.....	2,996 72
" 44.....	551 45
" 45.....	5,185 13
Bulkhead at Corlears street.....	3 75
" East street.....	94 07
Pier 55.....	231 29
" 56.....	41 85
" 57.....	58 52
" 58.....	733 75
" 61.....	589 79
" 62.....	40 30
" at East Third street.....	1,289 91
Bulkhead at East Eighth street.....	118 56
" East Sixteenth street.....	6 20
Pier at East Eighteenth street.....	515 59
Bulkhead between Piers at East Seventeenth and Eighteenth streets.....	3 00
Pier at East Twenty-first street.....	2 00
" East Twenty-sixth street.....	20 00
" East Twenty-eighth street.....	801 38
" East Twenty-ninth street.....	220 24
Bulkhead at East Thirtieth street.....	8 33
Pier at East Thirty-third street.....	30 35
" East Thirty-fifth street.....	167 41
Bulkhead between East Thirty-seventh and Thirty-eighth streets.....	25 00
Pier at East Thirty-eighth street.....	448 04
Bulkhead at East Forty-second street.....	123 05
" East Forty-fifth street.....	110 00
" East Forty-sixth street.....	1,113 00
" East Forty-eighth street.....	97 61
" East Fiftieth street.....	153 00
" East Fifty-third street.....	256 51
" East Fifty-fourth street.....	318 81
" East Fifty-sixth street.....	137 50
" East Sixtieth street.....	306 00
Pier at East Sixtieth street.....	348 00
Bulkhead between East Sixtieth and Sixty-first street.....	616 09
Pier at East Sixty-first street.....	75 50
Bulkhead between East Sixty-first and Sixty-second streets.....	601 31
Bulkhead at East Sixty-second street.....	480 66
Bulkhead between East Sixty-second and Sixty-third streets.....	355 20
Bulkhead at East Seventy-first street.....	247 70
" East Seventy-fifth street.....	322 83
" East Seventy-sixth street.....	317 90
" East Seventy-eighth street.....	309 00
" East Seventy-ninth street.....	318 88
Pier at East Eighty-sixth street.....	553 01
Bulkhead at East Ninety-first street.....	213 72
Pier at East Ninety-fourth street.....	213 72
" East Ninety-fifth street.....	448 25

SCHEDULE J.

Statement of Valuation of Floating Plant, April 30, 1895.

100-ton derrick.....	\$104,000 00	Pile-driver No. 15.....	\$5,000 00
12-ton " No. 1.....	11,000 00	" 16.....	5,000 00
12-ton " 2.....	18,000 00	Deck Scow " B".....	2,200 00
12-ton " 3.....	18,000 00	" " C".....	700 00
10-ton " 4.....	7,000 00	" " D".....	700 00
Movable steam derrick.....	2,000 00	" " E".....	1,500 00
Tug " Manhattan".....	17,000 00	" " F".....	300 00
Tug " Pier".....	35,000 00	" " G".....	5,000 00
Pile-driver No. 1.....	1,000 00	" " H".....	5,000 00
" 2.....	1,200 00	" " I".....	5,000 00
" 3.....	1,000 00	" " J".....	5,000 00
" 4.....	7,000 00	" " K".....	5,000 00
" 5.....	6,000 00	" " L".....	5,300 00
" 6.....	1,000 00	" " M".....	6,000 00
" 7.....	1,000 00	" " N".....	5,300 00
" 8.....	1,000 00	" " O".....	5,300 00
" 9.....	4,000 00	" " P".....	6,000 00
" 10.....	4,500 00	" " Q".....	700 00
" 11.....	4,700 00	" " R".....	1,800 00
" 12.....	6,000 00	" " S".....	4,000 00
" 13.....	9,000 00	" " T".....	1,700 00
" 14.....	9,000 00	Boring machine " Woodcock".....	800 00
		Diver's Scow " A".....	800 00
		" " G".....	400 00
		" " N".....	800 00

SCHEDULE K.

Diver's Scow " S".....	\$800 00	Small boats (at yawl boats, 1 skiff, 6 sound-ing-boats, 2 bateaux and 1 row-boat).....	\$1,500 00
" " T".....	1,200 00	Total value of floating plant.....	\$344,950 00
Naphtha engine launch No. 1.....	500 00		
" No. 2.....	950 00		
Steam launch " Inspector".....	3,000 00		

SCHEDULE L.

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

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy.....	Oct. 1, 1877	.....	\$991 19
Dillon Ransom.....	Mar. 5, 1879	.....	1,300 00
Patrick Grace.....	Feb. 15, 1879	.....	251 25
John D. Tracy.....	Apr. 14, 1880	\$504 75	3,479 75
David Tracy.....	Dec. 14, 1880	1,319 80	5,919 80
".....	Dec. 20, 1880	3,113 55	14,213 96
".....	Mar. 9, 1881	4,063 67	\$17,687 42
" Less received.....	Apr. 25, 1883	.....	780 00
".....	Mar. 20, 1891	.....	1,395 00
".....	Aug. 30, 1893	.....	400 00
".....	Mar. 10, 1881	2,436 34	15,112 42
".....	Mar. 15, 1881	377 18	10,430 46
".....	Apr. 26, 1881	637 85	1,839 68
".....	July 29, 1881	1,366 67	3,105 56
".....	June 4, 1880	99 60	6,240 53
James H. Graham.....	Mar. 30, 1881	871 53	540 35
H. A. Tidemann.....	Oct. 6, 1881	611 10	4,721 53
Thomas Gaynor.....	Apr. 9, 1881	439 22	2,604 43
Thomas C. Burke.....	Jan. 15, 1881	2,389 60	2,531 72
".....	Oct. 20, 1881	739 05	13,139 60
James Savage.....	Mar. 16, 1881	16 70	6,114 05
Herman Hastorf.....	May 17, 1880	419 63	141 70
".....	Apr. 30, 1881	1,806 36	2,214 63
John E. Hoagland.....	Nov. 26, 1881	292 13	7,416 36
Jesse Kyder.....	Nov. 26, 1881	193 86	942 13
Empire City Ice Company.....	Jan. 27, 1882	43 15	658 86
William H. Brown.....	Feb. 16, 1882	6 31	193 15
John Burns.....	Apr. 29, 1882	7 35	2,011 31
John Brennan and others, composing West India Fruit Dealers' Association.....	July 6, 1882	2,405 55	37 35
Daniel Dailey.....	Sept. 14, 1882	3 05	11,780 55
".....	Oct. 13, 1882	1 45	140 55
Frederick Schecker.....	Oct. 12, 1882	46 47	18 95
Collateral judgment against estate of Thomas Tone, surety for David Tracy.....	Oct. 23, 1882	.....	883 97
Adolph L. Kerker.....	Oct. 9, 1882	.....	231 67
			2,100 00
			\$121,457 46

SCHEDULE L.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1895.

Against John Darrow.....	Nov. 1, 1870.....	\$1,200 00
William Bradley.....	July 1, 1874.....	8,750 00
Oyster Bay and Huntington Steamboat Company.....	Dec. 17, 1874.....	125 00
Henry Smith.....	Feb. 1, 1875.....	9,750 00
Benjamin Terwilliger.....	May 1, 1875.....	900 00
David Tracy.....	May 1, 1878.....	2,017 50
Alexander Mason and Robert Foster.....	May 1, 1878.....	4,227 50
Morrisania Steamboat Company.....	May 1, 1879.....	250 00
John G. Dale.....	Sept. 23, 1879.....	322 78
Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department.....	.....	28,038 45
Thomas C. Burke.....	July 12, 1880.....	852 99
Thomas Fitzpatrick.....	Sept. 15, 1880.....	1,237 30
Steam yacht "Yosemite".....	June 1, 1882.....	935 93
Joseph Cooper.....	Feb. 1, 1883.....	1,375 00
John H. Baxter.....	Feb. 1, 1883.....	175 00
Joseph Cooper.....	May 1, 1883, to May 1, 1884.....	2,750 00
William H. Wood.....	May 1, 1883, to May 1, 1884.....	1,562 50
Peter H. Walsh.....	Aug. 1, 1883, to May 1, 1886.....	3,843 75
Booth & Edgar.....	Dec. 5, 1883.....	250 00
Alexander Mason.....	Mar. 5, 1884.....	1,750 00
Morris Wazel.....	Aug. 1, 1884, to May 1, 1885.....	900 00
Patrick Murray.....	Nov. 1, 1884, to Feb. 11, 1885.....	28 01
Dennis Devine.....	For wharfage May 1, 1885.....	58 90
Thomas Dore.....	For wharfage May 1, 1885.....	235 50
James L. Miller.....	21 months and 16 days' rent to May 1, 1887.....	538 15
Daniel T. Robinson.....	Nov. 1, 1888.....	177 08
F. W. Wright.....	12 mos. rent to May 1, 1890.....	4,000 00
Ridgewood Ice Company.....	May 1, 1892.....	3,591 66
Orrin D. Person.....	May 1, 1891.....	240 00
A. T. Decker & Co.....	To Dec. 4, 1894.....	6,505 77
Sheridan & Byrne.....	To Feb. 1, 1895.....	5,550 00
Hudson River Steamboat Co.....	Season, 1834.....	200 00
William Texter.....	Season, 1891.....	500 00
H. S. & A. H. Mott.....	Feb. 1, 1895.....	687 50
		\$93,586 47

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1895.

FOR YEARS ENDING APRIL 30.	TOTAL GROSS REVENUE FROM LEASED WHARVES AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES AUDITED.	SALARIES OF COMMISSIONERS.	SALARIES OF SECRETARY, CLERKS, DOCK MASTERS, ETC.	STATIONERY AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER-IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	ACQUIRED PROPERTY.
For year ending—									
1871.....	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 56	\$34,258 68	\$40,015 20	\$313,992 68		
1872.....	412,859 93	1,075,605 61	48,252 65	59,544 40	20,702 69	69,473 94	877,631 93		
1873.....	447,328 01	612,878 03	50,000 00	54,787 41	28,754 09	60,791 45	428,545 08		
1874.....	479,361 51	932,710 32	54,574 73	48,738 55	20,973 32	32,383 62	816,100 10		
1875.....	589,361 06	1,536,204 33	12,443 52	52,788 12	24,229 20	37,674 30	1,409,269 19		
1876.....	650,781 88	692,603 96	12,500 00	31,073 61	15,844 34	28,500 33	603,725 68		
1877.....	706,607 78	433,089 90	12,500 00	24,064 53	10,999 82	29,965 95	351,059 60		
1878.....	853,816 92	486,924 69	11,850 81	21,817 40	9,957 41	31,505 72	388,234 93		
1879.....	762,122 37	373,425 68	6,000 00	20,786 96	13,021 17	28,449 84	249,068 30		
1880.....	810,465 41	599,768 63	6,000 00	19,706 94	12,786 96	28,450 00	284,808 89		
1881.....	865,071 89	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	315,044 45		
1882.....	1,062,162 54	1,180,097 44	9,000 00	22,503 41	12,391 48	32,869 91	829,050 27		
1883.....	1,162,833 96	953,007 85	9,000 00	25,999 07	13,755 80	33,084 01	715,641 01		
1884.....	1,246,858 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,080 87		
1885.....	1,187,217 14	1,020,207 51	9,000 00	31,416 67	11,379 73	45,703 41	416,151 25		
1886.....	1,228,151 80	376,789 72	9,000 00	43,192 19	13,140 05	41,159 25	199,258 44		
1887.....	1,260,036 58	389,169 82	9,000 00	46,693 71	6,472 12	44,960 89	162,621 52		
1888.....	1,320,684 81	1,260,538 62	9,000 00	41,469 87	6,315 92	53,070 07	653,434 14		
1889.....	1,418,440 62	1,218,483 76	8,614 52	39,247 76	8,064 44	67,727 67	850,422 54		
1890.....	1,487,930 71	1,316,370 65	9,000 00	37,804 69	1,454 44	78,337 78	1,265,698 26		
1891.....	1,508,554 93	1,971,844 84	10,999 98	43,824 24	6,105 71	86,763 78	1,507,537 55		
1892.....	1,662,437 70	1,882,893 63	15,000 00	51,925 82	11,140 63	80,901 71	1,317,571 59		
1893.....	1,765,783 65	2,762,566 00	15,000 00	55,979 26	5,996 07	85,328 08	1,685,908 22		
1894.....	1,839,658 78	2,708,455 73	15,000 00	60,837 36	8,700 38	89,365 80	1,883,227 81		
1895.....	1,940,079 05	1,645,076 02	15,000 00	70,367 25	6,097 24				
Total.....	\$26,984,191 76	\$27,224,690 23	\$388,186 74	\$1,004,813 97	\$325,872 67	\$1,263,457 98	\$18,109,450 41	\$2,505,508 50	\$3,627,359 96

RENT ROLL, showing the Occupancy on May 1, 1895, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, including all Leases sold within the Year by Public Sale.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
North River.					
Pier, new 1.....	Iron Steamboat Co	May 1, 1891, to May 1, 1901	\$35.10 per ann.	By public sale, Mar. 22, 1881..	\$35,100 00
Bulkhead between Pier, new 1, and Pier, old 1	William J. Murray, assignee.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, Apr. 14, 1891..	1,000 00
Reclaimed land south of Pier, old 1.....	Pennsylvania R. R. Co.....	At pleasure of the Board..	1,000 "	By resolution, Aug. 16, 1882..	1,000 00
Land under water for extension to Pier, old 2, 75 square feet.....	Lehigh Valley R. R. Co.....	At pleasure of the Board..	18.75 "	By resolution, Nov. 28, 1894..	9 40
Land under water for platform between Piers, old 2 and 3, 2,210 square feet.....	Lehigh Valley R. R. Co.....	At pleasure of the Board..	550 "	By resolution, Aug. 25, 1886..	550 00
Land under water for platform between Piers, old 3 and 4, 13,363 square feet.....	Pennsylvania R. R. Co.....	At pleasure of the Board..	3,340.86 "	By resolution, Apr. 26, 1894..	1,475 93
Land under water for extension to bulkhead between Piers 3 and 6 and widening Piers 4 and 5, 97,789 square feet.....	Pennsylvania R. R. Co.....	May 1, 1893, to May 1, 1903	20,000 "	By resolution, Apr. 20, 1893..	20,000 00
Land under water for platforms at bulkheads between Piers 6 and 8, 7,901 square feet.....	N. Y. and Baltimore Transportation Line.....	At pleasure of the Board..	400 "	By resolution, Apr. 30, 1884..	400 00
Land under water for platform south side Pier 8, 4,290 square feet.....	Central R. R. Co. of New Jersey.....	At pleasure of the Board..	1,500 "	By resolution, Jan. 5, 1881....	1,500 00
Land under water for extension to platform between Piers 8 and 9, 8,535 square feet.....	Clark & Seaman.....	At pleasure of the Board..	1,500 "	By resolution, Apr. 30, 1884..	1,500 00
Land under water for extension to Pier 9, 4,455 square feet.....	William Cruikshank, agent	At pleasure of the Board..	800 "	By resolution, Apr. 30, 1884..	800 00
Land under water for platform at bulkhead north side Pier 10, and widening north side of pier, about 4,150 square feet.....	Metropolitan Steamship Co	At pleasure of the Board..	750 "	By resolution, July 26, 1882..	750 00
Land under water for extension to Pier, old 12.....	Metropolitan Steamship Co	At pleasure of the Board..	800 "	By resolution, Feb. 13, 1890..	800 00
North half Pier 12 and bulkhead between Piers 12 and 13.....	Central R. R. Co. of N. J.....	May 1, 1890, to May 1, 1895	11,000 "	By public sale, Apr. 17, 1890..	11,000 00
Pier 13.....	Central R. R. Co. of N. J.....	May 1, 1890, to May 1, 1895	24,000 "	By public sale, Apr. 17, 1890..	24,000 00
Land under water for platform between Piers 12 and 13, and 13 and 14, about 10,672 square feet.....	Central R. R. Co. of N. J.....	At pleasure of the Board..	1,600 "	By resolution, Aug. 5, 1879..	1,600 00
South half Pier 14 and bulkhead adjoining.....	Central R. R. Co. of N. J.....	At pleasure of the Board..	17,250 "	By resolution, Apr. 21, 1892..	17,250 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Northerly half Pier, old 12, Pier, old 13, southerly half of Pier, old 14, and bulkhead between said piers, together with platforms in front of said bulkheads	Central R. R. Co. of N. J.	May 1, 1895, to May 1, 1905	\$53,850 per ann.	By public sale, Apr. 15, 1895..	\$13,462 50
Land under water for platform south of Pier 16, and extension west, about 7,655 square feet	Pennsylvania R. R. Co.	At pleasure of the Board	1,000 "	By resolution, Apr. 30, 1884..	1,000 00
Twenty-three feet of bulkhead south of former site of Pier, old 18, and 7,243 square feet of land under water	Pennsylvania R. R. Co.	At pleasure of the Board.	300 per mo.	By resolution, Feb. 28, 1895 ..	.....
Bulkhead, when completed, extending from a point 20 feet south of the northerly line of Cortlandt street southerly 23 feet	Pennsylvania R. R. Co.	Ten years from date of completion, with privilege of two renewals of ten years each	1,380 1st term 1,518 2d term 1,669.80 3d term	By resolutions, Dec. 14, 1893, and Jan. 3, 1895.....	.....
Bulkhead, when completed, from the northerly line of Cortlandt street southerly 20 feet	John H. Starin	Ten years from date of completion with privilege of two renewals of ten years each	1,200 1st term 1,320 2d term 1,452 3d term	By resolutions, Dec. 14, 1893, and March 22, 1894 .....	.....
Bulkhead extending from a point 140 feet south of Pier, new 14, southerly a distance of 78.17 feet	John H. Starin	Nov. 1, 1894, to Jan. 1, 1904, with privilege of renewal of ten years ..	\$2,164.72 1st term, and \$2,381.20 for renewal term.	By resolutions, June 26, 1894, and March 7, 1895...	1,082 36
Bulkhead extending from a point 75 feet south of Pier, new 14, southerly a distance of 65 feet	International Navigation Co.	Nov. 1, 1894, to Jan. 1, 1904, with privilege of renewal of ten years ..	\$1,800 1st term, and \$1,080 for renewal term.	By resolution, June 26, 1894..	900 00
Washington Pier (new 14)	International Navigation Co.	Jan. 1, 1894, to Jan. 1, 1904, with privilege of renewal of ten years ..	\$56,831.98 1st term, and \$62,515.18 for renewal term.	By resolutions, Jan. 28 and Mar. 31, 1892, and May 10, 1894.....	85,247 97
Bulkhead, from a point 75 feet south of Washington Pier, to a point 87½ feet north of said pier	International Navigation Co.	Jan. 1, 1894, to Jan. 1, 1904, with privilege of renewal of ten years ..	\$4,500 1st term, and \$4,950 for renewal term.	By resolution, Feb. 16, 1893 ..	6,750 00
Pier, new 15 (excepting space for bell-tower), and bulkhead southerly	International Navigation Co.	May 1, 1895, to May 1, 1905, with privilege of renewal term of ten yrs.	\$25,000 1st term, and \$27,500 for renewal term.	By resolutions, Mar. 9, 1893, and Nov. 22, 1894 .....	.....
Space for bell-tower at outer end of Pier, new 15	Hoboken Ferry Co.	At pleasure of the Board.	\$100 per ann.	By resolution, July 12, 1892 ..	100 00
Land under water for extension to Pier, old 25, and Pier, old 27, 13,741 square feet	N. Y. Central & Hudson R. R. Co.	At pleasure of the Board.	4,000 "	By resolution, July 30, 1891 ..	4,000 00
Land under water for platforms between Piers, old 25 and 26, and 26 and 27, 31,568 square feet	N. Y. Central & Hudson R. R. Co.	Aug. 1, 1876, at pleasure of the Board	3,150 "	By resolution, May 10, 1875..	3,150 00
Land under water for platform between Piers, old 27 and old 28, 8,598 square feet	N. Y. Central & Hudson R. R. Co.	Jan. 1, 1888, at pleasure of the Board	2,149.50 "	By resolution, Jan. 5, 1888....	2,149 49
Land under water for platform on southerly side of Pier, old 28, 504 square feet	Old Colony Steamboat Co.	Oct. 27, 1887, at pleasure of the Board	126 "	By resolution, Feb. 17, 1888 ..	126 00
Land under water for extension of Pier, old 28, 16,275 square feet	Old Colony Steamboat Co.	At pleasure of the Board.	4,068.75 "	By resolution, June 9, 1892...	4,068 76
Land under water for platforms north of Pier, old 28, 10,836 square feet	Old Colony Steamboat Co.	At pleasure of the Board.	2,709 "	By resolution, Oct. 27, 1887..	2,709 00
Bulkhead between Piers, old 28 and new 19	Old Colony Steamboat Co.	Ten years from date of completion, with privilege of two renewals of ten years each	7,500 1st term 7,875 2d term 8,268.75 3d term	By resolution, June 29, 1893..	.....
Pier, new 19	Old Colony Steamboat Co.	Dec. 1, 1894, to Dec. 1, 1904, with privilege of renewal of ten years..	27,500 1st term 30,250 2d term	By resolutions, Nov. 3, 1892, and Nov. 22, 1894.....	11,453 33
Land under water for ferry-racks at northerly side of Pier, new 19, 5,603 square feet	N. Y., Lake Erie & Western R. R. Co.	Feb. 5, 1894, at pleasure of the Board	4,000 per ann.	By resolution, July 28, 1892 (See minutes, Aug. 18, 1892.)	4,000 00
Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier, new 19	N. Y., Lake Erie & Western R. R. Co.	Aug. 1, 1891, to Aug. 1, 1901, with privilege of renewal term of ten years.....	\$100,000 for present term. Renewal at appraised rental	By resolutions, July 14, 1875, and August 12, 1881.....	100,000 00
Bulkhead northerly of Pier, new 21, 82½ feet	Charles Mulford	Dec. 1, 1894, to April 30, 1895	\$1,500 per ann.	By resolution, Dec. 14, 1894..	500 00
Bulkhead northerly of Pier, new 21, 82½ feet	Charles Mulford	May 1, 1895, to May 1, 1898	1,500 per ann.	By resolution, Dec. 13, 1894..	.....
Pier, new 22, and bulkheads north and south of same	Baltimore & Ohio R. R. Co.	Jan. 1, 1894, to Jan. 1, 1904, with privilege of renewal term of ten years ..	\$47,000 1st term, \$51,700 for renewal term..	By resolutions, Mar. 1 and May 11, 1893, and minutes, Jan. 11, 1894.....	47,000 00
Pier, new 23, and bulkheads north and south of same	West Shore R. R. Co.	Oct. 1, 1891, to Oct. 1, 1901, with privilege of three renewals of ten years each	\$42,000 1st term 45,000 2d term 50,000 3d term 52,000 4th term	By resolution, Sept. 17, 1891..	42,000 00
Pier, new 24	Homer Ramsdell	Feb. 1, 1899, to Feb. 1, 1899, with privilege of renewal term of ten years.....	28,686.19 1st term 29,186.19 2d term	By resolutions, Nov. 27, 1878, Feb. 7, 1889, Apr. 14, May 12 and Sept. 29, 1892.....	28,686 20
Pier, new 25	Morgan's Louisiana & Texas R. R. and S. S. Co.	Feb. 1, 1889, to Feb. 1, 1899, with privilege of renewal term of ten years.....	33,388.11 1st term 33,955.87 2d term	By resolutions, Nov. 27, 1878, Jan. 11, 1889, and Oct. 23, 1890.....	33,388 12
Bulkhead northerly of Pier, new 25, 32 feet	Southern Pacific Co.	May 1, 1894, to May 1, 1899	1,000 per ann.	Public sale, Apr. 27, 1894....	750 00
Pier, new 26	Old Dominion S. S. Co.	May 1, 1891, to May 1, 1901	34,039.07 "	By resolutions, Aug. 14, 1878, and Jan. 8, 1891.....	34,039 08
Bulkhead from a point 125 feet south of Pier, new 26, northerly to the southerly side of Pier, new 27	Old Dominion S. S. Co.	May 1, 1891, to May 1, 1901	10,100 "	By resolution, Jan. 13, 1888..	10,100 00
Piers, new 27 and new 28, and bulkhead between, 145 feet	Pennsylvania R. R. Co.	Sept. 1, 1894, to Sept. 1, 1904	50,000 "	By resolution, May 25, 1882..	55,666 67
Bulkhead northerly of Pier, new 28, 71 feet	Pennsylvania R. R. Co.	Sept. 1, 1894, to Sept. 1, 1904	5,000 "	By resolutions, Feb. 27 and Apr. 26, 1894	5,000 00
Bulkhead northerly from a point half way between Piers, new 28 and new 29, extending 20 feet northerly of Pier, new 29	Pennsylvania R. R. Co.	Mar. 1, 1894, to Mar. 1, 1901, with privilege of renewal term of ten years.....	7,000 1st term 7,700 2d term	By resolutions, Feb. 27 and Apr. 26, 1894.....	6,181 28
Pier, new 29	Pennsylvania R. R. Co. and others, assignees.	Mar. 1, 1891, to Mar. 1, 1901, with privilege of renewal term of ten years.....	30,000 1st term 30,500 2d term	By resolution, Nov. 27, 1878, (See minutes, Jan. 15 and Apr. 23, 1891).....	30,000 00
Land under water for platform, north side of Vestry street and south side of Watts street, 6,556 square feet	New Jersey R. R. & Transportation Co.	At pleasure of the Board.	1,000 per ann.	By resolution, Nov. 2, 1871..	1,000 00
Pier, old 40	N. J. Steamboat Co.	At pleasure of the Board.	20,000 "	By resolution, Apr. 20, 1893..	20,000 04
Pier, old 40	Norwich and New York Transportation Co.	May 1, 1895, to May 1, 1898	38,000 "	By public sale, Apr. 15, 1895 ..	11,400 00
Extension to outer end of Pier, old 41	N. J. Steamboat Co.	At pleasure of the Board.	25c. per sq. foot per ann	By resolution, Oct. 20, 1892 (See minutes, Dec. 29, 1892.)	.....
Bulkhead between Pier, old 41, and Pier, old 42, 100 feet	Brown & Fleming	May 1, 1895, to May 1, 1896	300 per ann.	By public sale, Apr. 23, 1895..	75 00
300 feet northerly inner end of Pier, old 42, and 27 feet of bulkhead northerly	Edward W. Youmans	At pleasure of the Board.	1,000 "	By resolution, Apr. 26, 1895..	.....
Pier, new 34, and 75 feet bulkhead each side	Pacific Mail S. S. Co.	Sept. 1, 1889, to Sept. 1, 1899, with privilege of renewal term of ten years.....	60,422.94 1st term Rental for extension of pier for renewal term to be hereafter determined	By resolutions, Apr. 2, 1889, Nov. 12, 1891, and June 2, 1892.....	60,422 96
Bulkhead southerly of Pier, new 35, 72 feet	Ocean S. S. Co. of Savannah, Ga.	At pleasure of the Board.	900 per ann.	By resolutions, Sept. 12 and 19, 1889.....	900 00
Pier, new 35	Ocean S. S. Co. of Savannah, Ga.	May 1, 1893, to May 1, 1903	10,690.04 "	By resolution, June 22, 1893..	40,690 04
Bulkhead northerly of Pier, new 35, 81 feet	Ocean S. S. Co. of Savannah, Ga.	At pleasure of the Board.	75 per mo.	By resolution, Apr. 25, 1895 ..	.....
Pier, new 36	Providence & Stonington S. S. Co.	June 1, 1891, to June 1, 1901	34,910.60 per ann.	By resolution, Mar. 23, 1893..	34,910 60
Bulkhead north and south of same	Providence & Stonington S. S. Co.	To June 1, 1901	4,500 "	By resolution, Mar. 23, 1893..	4,500 00
Pier, new 37	Southern Pacific Co.	May 1, 1893, to May 1, 1903, with privilege of renewal term of ten years.....	50,000 1st term 55,000 2d term	By resolution, Feb. 16, 1893..	50,000 00
Bulkhead north and south of Pier, new 37	Southern Pacific Co.	May 1, 1893, to May 1, 1903, with privilege of renewal term of ten years.....	5,000 1st term 5,500 2d term	By resolution, Feb. 16, 1893..	5,000 00
Pier, new 38, and bulkhead north and south of same	Oceanic Steam Navigation Co.	Apr. 1, 1893, to Apr. 1, 1903, with privilege of renewal term of ten years	44,250 1st term 48,675 2d term	By resolution, Mar. 9, 1893..	44,250 00
Bulkhead south of Pier, new 39, 95 feet	L. E. Muller	At pleasure of the Board.	125 per mo.	Minutes, Apr. 29, 1893	1,500 00
Bulkhead south of Pier, new 39, 95 feet	L. E. Muller	May 1, 1895, to May 1, 1896	1,500 per ann.	By public sale, Apr. 23, 1895..	375 00
Pier, new 39	National S. S. Co. (Limited)	May 1, 1895, to May 1, 1901, with privilege of renewal term of ten years	33,400 1st term 39,072 2d term	By resolution, Apr. 23, 1891..	33,400 00
Bulkhead northerly of Pier, new 39, 94 feet	H. P. Kirkham	May 1, 1895, to May 1, 1896	525 per ann.	By public sale, Apr. 23, 1895..	131 25
Bulkhead southerly of Pier, new 40, 94 feet	Vernon H. Brown	May 1, 1895, to May 1, 1896	500 "	By public sale, Apr. 23, 1895..	125 00
Pier, new 40, including water rights at northerly side of said pier	Cunard S. S. Co. (Limited)	May 1, 1893, to May 1, 1903, with privilege of renewal of ten years ..	36,500 1st term 40,150 2d term	By resolutions, July 27 and Dec. 14, 1893	36,500 00
Pier, new 41	Delaware, Lackawanna & Western R. R. Co., assignee	Sept. 1, 1891, to Sept. 1, 1901	30,500 per ann.	Renewal lease. (See minutes, Sept. 10, 1891).....	30,500 00
Bulkhead about 94 feet each side of Pier, new 41	Delaware, Lackawanna & Western R. R. Co.	Sept. 1, 1891, to Sept. 1, 1901	5,300 "	Renewal lease.....	5,300 00
Reclaimed land south of Pier, new 42	Hudson Tunnel Railway Co.	Nov. 1, 1887, at pleasure of the Board	2,000 "	By resolution, Dec. 8, 1887 ..	2,500 00
Pier, new 42	Compagnie Générale Transatlantique	Nov. 1, 1891, to Nov. 1, 1901, with privilege of renewal of ten years ..	46,500 1st term 48,825 2d term	By resolution, Dec. 23, 1890..	46,500 00
Pier, new 43	Panama R. R. Co.	At pleasure of the Board.	2,000 per mo.	By resolutions, June 14, 1894, and Apr. 25, 1895	18,000 00
Piers, new 44 and 45, including extensions and bulkhead between and one-half bulkhead north of Pier, new 45	Oceanic Steam Navigation Co.	July 1, 1889, to July 1, 1899, with privilege of renewal of ten years ..	64,903.76 1st term 66,148.95 2d term	By resolutions, Feb. 14, 1889, Aug. 1, 1890, and Aug. 27, 1891.....	64,903 76
Bulkhead southerly of Pier, new 46, 78½ feet	Citizens' Steamboat Co. of Troy	May 1, 1895, to May 1, 1896	600 per ann.	By public sale, Apr. 23, 1895..	150 00
Pier, new 46	Citizens' Steamboat Co. of Troy	May 1, 1895, to May 1, 1899, with privilege of renewal of ten years ..	33,517.40 1st term 35,567.40 2d term	By resolutions, Jan. 11, 1889, and Oct. 9, 1890.....	33,517 44
Pier, new 47, and bulkhead between Pier, new 46, and Pier, new 47	Quebec Steamship Co.	May 1, 1891, to May 1, 1901	20,000 per ann.	By resolution, Oct. 2, 1890 ..	20,000 00
Bulkhead along easterly side of approach to Pier, new 46, and Pier, new 47	Quebec Steamship Co.	At pleasure of the Board.	1,200 "	By resolutions, Oct. 2, 1890, and Apr. 25, 1895	1,000 00
Easterly 100 feet of bulkhead along southerly side of West Eleventh street	Richard J. Foster	May 1, 1895, to May 1, 1898	2,050 "	By public sale, Apr. 1, 1895..	512 50
Two hundred feet in length of bulkhead on southerly side of West Eleventh street, beginning at a point on the said bulkhead 35 feet westerly of a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced southerly, crosses said bulkhead, and extending 200 feet east from said point.	E. M. Van Tassel Elevating Co., assignees	Nov. 1, 1888, to Nov. 1, 1898	1,850 "	By public sale, Oct. 23, 1888, and resolution, Jan. 5, 1893 ..	1,850 00
Southerly side of Pier at foot of West Eleventh street, and a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced southerly, crosses said bulkhead, and extending westerly along said bulkhead and the southerly side of said pier 225 feet, etc.	Joseph Cornelli	Nov. 1, 1888, to Nov. 1, 1898	1,900 "	By public sale, Oct. 23, 1888..	1,900 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Pier at West Eleventh street; the outer 160 feet on the southerly side, the end and the whole of the northerly side of said pier outside and westerly of Thirtieth street.	Catskill and New York Steamboat Co.	May 1, 1892, to Nov. 1, 1898	\$3,500 per ann.	By public sale, Apr. 5, 1892...	\$3,500 00
Bulkhead at Bank street.	Knickerbocker Ice Co.	May 1, 1891, to May 1, 1896	850 "	By public sale, Apr. 14, 1891...	850 00
Northerly half and outer end of Pier foot of West Twelfth street, with privilege of placing dumping-board thereon.	John A. Bouker.	May 1, 1890, to May 1, 1895	2,100 "	By public sale, Apr. 17, 1890...	2,100 00
Northerly half and outer end of Pier at West Twelfth street, with privilege of maintaining a dump.	John A. Bouker.	May 1, 1895, to May 1, 1898	2,300 "	By public sale, Apr. 1, 1895...	2,300 00
Pier foot of Jane street.	Joseph Cornell.	May 1, 1891, to May 1, 1896	3,479.18 "	By public sale, Apr. 14, 1891...	3,479 80
Pier at Horatio street, except reservation, etc.	Consumers' Ice Co.	May 1, 1891, to May 1, 1896	1,500 "	By public sale, Apr. 14, 1891...	1,500 00
Pier, old 56 (with reservation to cancel, if required for new public market).	Lehigh Valley R. R. Co., assignee.	May 1, 1888, to May 1, 1891, holding over.	3,500 "	By public sale, Apr. 11, 1888...	3,500 00
Pier, old 56.	Lehigh Valley R. R. Co.	May 1, 1895, to May 1, 1905	4,000 "	By public sale, Apr. 15, 1895...	4,000 00
Bulkhead between Piers, old 56 and 57, 240 feet.	Michael Reilly.	May 1, 1895, to May 1, 1896.	525 "	By public sale, Apr. 23, 1895...	525 00
Berth on south side of Pier, old 57.	Joseph Cornell.	At pleasure of the Board.	150 per mo.	By resolutions, Feb. 8, 1894, and Apr. 26, 1895...	2,050 00
Bulkhead between Piers, old 57 and 58, 250 feet.	Frederick A. Slingerland.	May 1, 1895, to May 1, 1896.	675 per ann.	By public sale, Apr. 23, 1895...	675 00
Permit for platform scales, etc., southerly of Pier at Little West Twelfth street.	Cedar Hill Ice Co.	At pleasure of the Board.	125 per mo.	Minutes of Feb. 23 and Mar. 1, 1893...	1,500 00
Pier at Little West Twelfth street.	John L. Eccles.	May 1, 1892, to May 1, 1897.	1,400 per ann.	By public sale, Apr. 5, 1892...	1,400 00
Pier at West Fifth-street.	Central R. R. Co. of New Jersey.	Jan. 1, 1894, to Jan. 1, 1904.	11,000 "	By public sale, Sept. 2, 1893...	11,000 00
Pier at West Sixteenth street.	Bernard Campbell.	Feb. 1, 1890, to Feb. 1, 1895.	1,000 "	By public sale, Jan. 28, 1890...	833 33
Pier at West Sixteenth street.	Bernard Campbell.	May 1, 1895, to May 1, 1898.	1,600 "	By public sale, Apr. 1, 1895...	400 00
Pier at West Seventeenth street.	Baltimore & Ohio R. R. Co.	May 1, 1891, to May 1, 1896.	4,500 "	By public sale, Apr. 14, 1891...	4,500 00
Pier at West Eighteenth street.	Robert S. Briggs.	Sept. 1, 1892, to May 1, 1897.	2,200 "	By public sale, Apr. 5, 1892...	2,200 00
Pier at West Twenty-first street.	H. & A. Allan.	Feb. 1, 1892, to Feb. 1, 1902, with privilege of renewal of ten years.	\$25,000 per ann. 27,500 per ann. for renewal term.	By resolution, May 28, 1891...	25,000 00
Pier at West Twenty-second street.	C. T. Van Santvoord.	May 1, 1891, to May 1, 1896.	12,519.26 per ann.	By public sale, Apr. 14, 1891, and resolutions, Feb. 18, 1892...	12,519 28
Land under water for platform and terry racks, between West Twenty-second and West Twenty-third streets, 6846 square feet.	N. Y., Lake Erie & Western R. R. Co.	March 18, 1887, at pleasure of the Board.	1,711.50 "	By resolution, Oct. 20, 1886, and Jan. 7, 1887...	1,711 50
Pier, new 53, except water on southerly side.	Pennsylvania R. R. Co.	May 1, 1895, to May 1, 1896.	3,000 "	By public sale, Apr. 23, 1895...	750 00
Bulkhead north of Pier, new 53, 140 feet.	Pennsylvania R. R. Co.	May 1, 1895, to May 1, 1896.	1,000 "	By public sale, Apr. 23, 1895...	250 00
Pier, new 54.	Sanderson & Son, assignees.	Jan. 1, 1892, to Jan. 1, 1902.	25,000 "	Renewal lease, resolution June 4, 1891...	25,000 00
Bulkhead between Piers, new 54 and 55, 205 feet.	James Tilley.	May 1, 1895, to May 1, 1898.	1,600 "	By resolution, Mar. 14, 1895...	1,600 00
Pier, new 55.	Atlas Steamship Co. (Limited).	May 1, 1892, to May 1, 1902.	25,000 "	Renewal lease, minutes Mar. 3, 1892...	25,000 00
Bulkhead between Piers, new 55 and 56.	I. T. Williams & Sons.	July 1, 1894, to July 1, 1904, with privilege of renewal of ten years.	2,250 1st term 2,475 2d term	By resolution, Nov. 3, 1892...	2,250 00
Pier, new 56.	Simpson, Spence & Young, agents.	July 1, 1892, to July 1, 1902.	30,000 per ann.	Renewal lease, minutes Mar. 24, 1892...	30,000 00
Bulkhead between Piers, new 56 and 57.	J. B. & J. M. Cornell.	Oct. 1, 1890, to Oct. 1, 1900, with privilege of two renewals of ten years each.	2,500 1st term 2,750 2d term 3,025 3d term	By resolution, May 29, 1890, (See minutes, Aug. 27, 1891)	2,500 00
Pier, new 57.	Barent H. Lane.	Feb. 15, 1891, to Feb. 15, 1901, with privilege of renewal of ten years.	25,000 1st term 27,500 2d term	By public sale, Jan. 30, 1891...	25,000 00
Pier, new 58.	John H. Starin, sublet to Delaware, Lackawanna & Western R. R. Co.	May 1, 1892, to May 1, 1902, with privilege of renewal of ten years.	12,500 1st term 13,750 2d term	By resolutions Apr. 14, 1892, and Nov. 9 and Dec. 28, 1893...	12,500 00
Pier, new 59.	Jefferson Hogan, sublet to the Occident Dock Co.	Nov. 1, 1892, to Nov. 1, 1902, with privilege of renewal of ten years.	12,500 1st term 13,750 2d term	By resolution, May 5, 1892, (See minutes, Sept. 29, 1892, and Feb. 16, 1893)	12,500 00
Piers, new 61, 62 and 63, and bulkhead between Piers, new 60 and 63; also 55 feet of bulkhead northerly of Pier, new 63, including land under water in front of same.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1901, with privilege of renewal of ten years.	56,000 1st term 61,000 2d term	By resolutions, Jan. 28, 1887, and Nov. 13 and 20, 1890...	56,000 00
Pier at West Thirty-fifth street, with reservation for bath.	Henry C. Rogers, assignee.	June 1, 1892, to June 1, 1902.	5,000 per ann.	By public sale, May 9, 1892, and minutes, Feb. 8, 1894...	5,000 00
Pier at West Thirty-sixth street.	N. Y. Central & Hudson R. R. Co.	Oct. 8, 1894, to Oct. 8, 1904.	20,000 "	By resolutions, Oct. 8, 1884, and July 3, 1894...	17,852 74
Pier at West Thirty-seventh street.	Pennsylvania R. R. Co.	July 1, 1891, to July 1, 1901, with privilege of two renewals of ten years each.	10,000 1st term 11,000 2d term 12,000 3d term	By resolution, Jan. 30, 1891...	10,000 00
Pier at West Thirty-eighth street.	Pennsylvania R. R. Co.	Feb. 15, 1891, to Feb. 15, 1901, with privilege of two renewals of ten years each.	10,000 1st term 11,000 2d term 12,000 3d term	By resolution, Jan. 30, 1891...	10,000 00
Land under water for platform southerly about 66 feet from West Fortieth street, 924 square feet.	John R. McPherson.	May 1, 1887, at pleasure of the Board.	231 per ann.	By resolution, Feb. 4, 1887...	231 00
Pier and temporary approach at West Fortieth street.	Western Stock Yard Co.	May 1, 1892, to May 1, 1897.	7,700 "	By public sale, Apr. 5, 1892...	7,700 00
Bulkhead foot of West Forty-first street.	Consolidated Gas Co.	May 1, 1895, to May 1, 1896.	100 "	By public sale, Apr. 23, 1895...	25 00
Land under water for widening and extension to Pier at West Forty-third street, 19,120 square feet.	Knickerbocker Ice Co.	At pleasure of the Board.	100 "	By resolutions, Sept. 25 and Nov. 21, 1873...	100 00
Northerly 150 feet of bulkhead between Forty-third and Forty-fourth streets, with privilege of dumping-board.	Albert H. Hastorf.	May 1, 1895, to May 1, 1896.	1,400 "	By public sale, Apr. 23, 1895...	350 00
Pier at West Forty-fifth street.	New York Horse Manure Co.	May 1, 1892, to May 1, 1897.	3,500 "	By resolution, Dec. 3, 1891...	3,500 00
Pier at West Forty-sixth street, with privilege of dumping-board on outer end of pier.	John A. Bouker.	May 1, 1890, to May 1, 1895.	3,000 "	By public sale, Apr. 17, 1890...	3,000 00
Pier at West Forty-seventh street, with reservation for dump of Department of Street Cleaning on southerly side.	Bernard Campbell.	May 1, 1895, to May 1, 1896.	1,000 "	By public sale, Apr. 23, 1895...	250 00
Pier at West Forty-eighth street.	James Parks.	Aug. 1, 1893, to Aug. 1, 1898.	5,000 "	By resolution, July 13, 1893...	5,000 00
Pier and approach at West Forty-ninth street.	N. Y., Lake Erie & Western R. R. Co.	Nov. 1, 1891, to Nov. 1, 1901.	10,000 "	By resolution, Oct. 29, 1891...	10,000 00
The northerly 83 feet of bulkhead between West Forty-ninth and West Fiftieth streets.	James Gilles & Sons.	May 1, 1890, to May 1, 1895.	350 "	By public sale, Apr. 17, 1890...	350 00
Bulkhead south of West Fiftieth street about 83 feet.	William Brooks' Son Co.	May 1, 1895, to May 1, 1898.	500 "	By public sale, Apr. 15, 1895...	125 00
Bulkhead between West Fiftieth and West Fifty-first streets, 200 feet.	Central Ice Co.	Apr. 1, 1895, to Apr. 1, 1898.	1,600 "	By resolution, Mar. 14, 1895...	400 00
Pier at West Fifty-first street.	George W. Plunkitt & Thomas Smith.	May 1, 1890, to May 1, 1895.	3,900 "	By public sale, Apr. 17, 1890...	3,900 00
Bulkhead between Fifty-fourth and Fifty-fifth streets.	H. S. & A. H. Mott.	Apr. 1, 1895, to Apr. 1, 1905, with privilege of two renewals of ten years each.	2,750 1st term 3,025 2d term 3,400 3d term	By resolutions, Sept. 18, and Oct. 23, 1891, and Mar. 14, 1895...	134 00
Bulkhead northerly of West Fifty-fifth street, 110 feet.	E. C. Clifford & Co.	At pleasure of the Board.	1,600 per ann.	By resolutions, Mar. 14 and May 3, 1895...	134 00
Pier at foot of West Fifty-eighth street, northerly side, end and surface.	Union Stock Yard and Market Co.	May 1, 1891, to May 1, 1896.	3,000 "	By public sale, Apr. 14, 1891...	3,000 00
Southerly side reserved for Department of Docks.	N. Y. Central & Hudson R. R. Co.	Nov. 1, 1892, to Nov. 1, 1902.	2,800 "	By resolution, May 23, 1890...	2,800 00
Land under water for Pier at West Fifty-ninth street, 26,700 square feet.	N. Y. Central & Hudson R. R. Co.	May 1, 1890, to May 1, 1895.	60 "	By public sale, Apr. 17, 1890...	60 00
Southerly half of bulkhead at the foot of West Sixtieth street.	N. Y. Central & Hudson R. R. Co.	May 1, 1895, to May 1, 1898.	150 "	By public sale, Apr. 30, 1895...	37 50
Southerly half of bulkhead at West Sixtieth street, 30 feet.	N. Y. Central & Hudson R. R. Co.	Aug. 1, 1894, to Aug. 1, 1904.	7,000 "	By resolution, Apr. 23, 1884, and minutes, Jan. 11, 1894...	6,500 00
Land under water between West Sixtieth and West Sixty-fifth streets, for erection of two piers, 373,653 square feet.	N. Y. Central & Hudson R. R. Co.	Aug. 1, 1904, to Aug. 1, 1914.	8,000 "		
Land under water between south line of West Sixty-fifth and south line of West Seventy-second streets, westerly to established pier line of 1868, 355,724 square feet.	N. Y. Central & Hudson R. R. Co.	May 1, 1890, to May 1, 1900.	21,000 "	By resolution, Apr. 28, 1880...	21,000 00
Bulkhead between Seventy-sixth and Seventy-ninth streets, about 755 feet.	John D. McLaughlin.	May 1, 1895, to May 1, 1896.	2,300 "	By public sale, Apr. 23, 1895...	575 00
Bulkhead southerly of Eightieth street, about 125 feet, including upland easterly.	Thomas Ward.	At pleasure of the Board.	83.33 per mo.	Minutes, Apr. 7, 1892, and Apr. 26, 1895...	1,000 00
Bulkhead at West Eighty-first street.	Frederick Getler.	May 1, 1895, to May 1, 1896.	250 per ann.	By public sale, Apr. 23, 1895...	62 50
Bulkhead at foot of West Ninety-seventh street, about 60 feet.	Thomas J. Brooks.	May 1, 1893, to May 1, 1896.	500 "	By public sale, Apr. 12, 1893...	625 00
Land under water for piers, etc., foot of West Ninety-seventh street.	National Transit Co.	At pleasure of the Board.	100 "	By resolutions, Nov. 21, 1888, and Oct. 1, 1891...	100 00
Land under water for platform north of West One Hundred and Eighth street.	Bernheimer & Schmid.	June 10, 1888, at pleasure of the Board.	601.50 "	By resolution, May 4, 1888...	601 48
Pier at West One Hundred and Twenty-ninth street, except southerly side, used for dump of Street Cleaning Department.	McDermott & Co.	May 1, 1892, to May 1, 1897.	700 "	By public sale, Apr. 5, 1892, and minutes, Sept. 18, 1893...	700 00
Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets.	McDermott & Co.	May 1, 1894, to May 1, 1899.	625 "	By public sale, Apr. 27, 1894...	468 75
Bulkhead at foot of West One Hundred and Thirtieth street, and 50 feet northerly, and platform in front of same.	Riverside & Fort Lee Ferry Co.	May 1, 1891, to May 1, 1896.	400 "	By public sale, Apr. 14, 1891...	500 00
Bulkhead southerly of West One Hundred and Thirtieth street, and Pier at West One Hundred and Thirtieth street, southerly side.	Riverside & Fort Lee Ferry Co.	May 1, 1891, to May 1, 1896.	500 "	By public sale, Apr. 14, 1891...	625 00
Ice bridge and scales on south side of Pier at West One Hundred and Thirtieth street.	National Ice Co.	At pleasure of the Board.	100 per mo.	By resolution, Apr. 26, 1895...	100 00
Bulkhead between West One Hundred and Thirtieth and West One Hundred and Thirty-third streets.	William A. Wells.	May 1, 1894, to May 1, 1899.	300 per ann.	By public sale, Apr. 27, 1894...	225 00
Pier at West One Hundred and Thirty-third street.	Ramsdell Transportation Co.	May 1, 1892, to May 1, 1897.	1,200 "	By public sale, Apr. 5, 1892...	1,200 00
Pier at West One Hundred and Thirty-fourth street.	M. M. McDermott.	May 1, 1895, to May 1, 1898.	300 "	By public sale, Apr. 30, 1895...	75 00
Berth for bath at Battery Wall, season 1894.	William A. Hall.	At pleasure of the Board.	250 per mo.	Minutes of Apr. 5 and 20, 1894...	833 33
Berth for bath at Battery Wall, season 1895.	William A. Hall.	At pleasure of the Board.	250 "	Minutes, Feb. 21, 1895...	150 00
Berth at Battery Landing.	American Committee Statue of Liberty.	At pleasure of the Board.	150 per ann.	By resolutions May 9, 1890 and Feb. 21, 1895...	150 00
Berth at Battery Landing.	N. Y. & Long Branch Steamboat Co.	Summer season of 1895...	750 "	By resolution, Apr. 25, 1895...	150 00
Easterly half of Pier 4.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1896.	4,400 "	By public sale, Apr. 14, 1891...	4,400 00
Bulkhead and platform between Piers 4 and 5.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1896.	1,100 "	By public sale, Apr. 14, 1891...	1,100 00
Pier 5.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1896.	16,500 "	By public sale, Apr. 14, 1891...	16,500 00
Bulkhead between Piers 5 and 6.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1896.	1,100 "	By public sale, Apr. 14, 1891...	1,100 00
Pier, old 6.	N. Y. Central & Hudson R. R. Co.	May 1, 1891, to May 1, 1896.	8,800 "	By public sale, Apr. 14, 1891...	8,800 00
Bulkhead between Piers, new 6 and 7, 97 feet.	N. Y., Lake Erie & Western R. R. Co.	At pleasure of the Board.	400 "	By resolution, Apr. 26, 1895...	1,000 00
West half of Pier, new 7.	N. Y., Lake Erie & Western R. R. Co.	May 1, 1888, to May 1, 1898.	10,000 "	By public sale, Apr. 11, 1888...	10,000 00
Land under water for widening Pier, new 7.	N. Y., Lake Erie & Western R. R. Co.	Aug. 1, 1890, to May 1, 1898.	1,500 "	By resolution, Mar. 7, 1883...	1,500 00
Land under water to widen Pier 10.	J. M. Ceballos.	Dec. 1, 1891, at pleasure of the Board.	500 "	By resolution, May 14, 1891, and minutes, Dec. 17, 1891...	500 00
Westerly half of Pier 12 and bulkhead westerly, 100 feet.	Henry E. Nesmith, Jr.	May 1, 1895, to May 1, 1896.	2,000 "	By public sale, Apr. 23, 1895...	500 00
Land under water for platform between Pier 16 and Pier 17, 7,097 square feet.	N. Y. & Cuba Mail Steamship Co.	At pleasure of the Board.	1,774.25 "	By resolution, Apr. 23, 1891...	1,774 38
Easterly half of Pier 18.	N. Y. & Cuba Mail Steamship Co.	May 1, 1892, to May 1, 1897.	9,500 "	By public sale, Apr. 5, 1892...	9,500 00
Bulkhead between Piers 18 and 19, 124 feet.	John A. McCarthy.	May 1, 1895, to May 1, 1896.	250 "	By public sale, Apr. 23, 1895...	62 50
Land under water for platform south of Pier 20, 660 square feet.	N. Y. & Texas Steamship Co.	At pleasure of the Board.	200 "	By resolution, Mar. 27, 1891...	1,400 00
East half of Pier 20.	N. Y. & Texas Steamship Co.	May 1, 1891, to May 1, 1896.	7,700 "	By public sale, Apr. 14, 1891...	7,700 00
Bulkhead between Piers, old 20 and 21, 126 feet.	N. Y. & Texas Steamship Co.	At pleasure of the Board.	1,000 "	Minutes, Oct. 4 and 26, 1893...	1,000 00
Westerly half of Pier 21, including whole surface of pier.	Hartford & N. Y. Transportation Co.	May 1, 1891, to May 1, 1896.	6,600 "	By public sale, Apr. 14, 1891...	6,600 00
East half of Pier 24 and half the bulkhead adjoining.	New Haven Steamboat Co.	May 1, 1891, to May 1, 1896.	6,500 "	By public sale, Apr. 14, 1891...	6,500 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.	New Haven Steamboat Co.	May 1, 1891, to May 1, 1896.	9,000 "	By public sale, Apr. 14, 1891...	9,000 00
West half of Pier 26 and half bulkhead adjoining.	Baltimore & Ohio R. R. Co.	May 1, 1891, to May 1, 1896.	3,000 "	By public sale, Apr. 14, 1891...	3,000 00
Land under water for platforms easterly and westerly of Pier 27, 4,300 square feet.	Baltimore & Ohio R. R. Co.	Nov. 1, 1886, at pleasure of the Board.	1,075 "	By resolution, Sept. 15, 1886...	1,075 00
Land under water for platform between Piers 32 and 33, etc., 10,489 square feet.	Long Island R. R. Co.	At pleasure of the Board.	8,000 "	By resolution, Dec. 24, 1884...	8,000 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
East half of Pier 33, west half of Pier 34, and bulkhead platform between.....	B. F. Clyde, sublet to Clyde Steamship Co.....	May 1, 1892, to May 1, 1897	\$8,000 per ann.	By public sale, Apr. 5, 1892, and Oct. 8, 1894, and resolution Apr. 4, 1895.....	\$8,000 00
Wharf structures at inner westerly end of Pier 35.....	Bridgeport Steamboat Co.....	May 1, 1897, to May 1, 1907	9,000 "	Minutes, Apr. 13, 1894.....	1,650 00
Land under water for platform westerly side of Pier 36, about 2,520 square feet.....	Central Vermont Railroad Co.....	At pleasure of the Board.....	150 per mo.	By resolution, Dec. 13, 1894.....	6.00 00
Land under water for widening east side and extension to Pier 36, 15,885 square feet.....	George H. Penniman.....	May 1, 1889, to May 1, 1890	3,000 "	By public sale, Mar. 20, 1889.....	3,000 00
Bulkhead between Piers, old 36 and new 29, easterly 80 feet.....	Michael Reilly.....	May 1, 1895, to May 1, 1896	200 "	By public sale, Apr. 23, 1895.....	50 00
Land under water for temporary platform adjoining westerly side of Pier 38, 1,594 square feet.....	Maine Steamship Co.....	Aug. 1, 1888, at pleasure of the Board.....	398.50 "	By resolution, Nov. 10, 1887.....	398 52
Pier 38 and bulkhead westerly.....	Maine Steamship Co.....	June 1, 1892, to June 1, 1897	12,000 "	By public sale, May 9, 1892.....	12,000 00
Land under water for platform north of Pier 38, 3,048 square feet.....	Maine Steamship Co.....	At pleasure of the Board.....	762 "	By resolution, Nov. 22, 1894, and Apr. 25, 1895.....	.....
Land under water for platform south of Pier 39, 2,350 square feet.....	Peter Charles.....	At pleasure of the Board.....	400 "	By resolution, June 16, 1875.....	400 00
Land under water for platform easterly of Pier 39, 1,808 square feet.....	Bridgeport Steamboat Co.....	At pleasure of the Board.....	452 "	By resolution, Mar. 7, 1895.....	.....
Land under water for platform westerly of Pier 40, 1,779 square feet.....	Old Colony Steamboat Co.....	At pleasure of the Board.....	444 75 "	By resolution of Aug. 30, 1894.....	222 38
Pier 40.....	Old Colony Steamboat Co.....	From Aug. 1, 1894, until removal for new pier.....	12,500 "	By resolution of Aug. 2, 1894.....	9,375 00
Undivided ninth part of Pier, old 42.....	J. A. McCarthy.....	May 1, 1891, to May 1, 1895	50 "	By public sale, Apr. 17, 1890.....	50 00
Land under water for platform between Piers 42 and 43, 782 square feet.....	William J. Clark.....	At pleasure of the Board.....	16 30 per mo.	By resolution, Dec. 8, 1892.....	195 60
Land under water for widening Pier, old 45, 2,856 square feet.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	June 1, 1890, to June 1, 1900, with privilege of two renewals of ten years each.....	714 1st term 742.56 2d term 771.12 3d term	By resolution, Aug. 10, 1888, and minutes, Mar. 9, 1893.....	714 00
Land under water for platform between Piers, old 45 and new 36, 6,411 square feet.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	June 1, 1890, to June 1, 1900, with privilege of two renewals of ten years each.....	1,602.75 1st term 1,666.86 2d term 1,730.97 3d term	By resolution, Aug. 10, 1888, and minutes, June 26, 1890, and Mar. 9, 1893.....	1,602 72
Pier, new 36.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	Dec. 31, 1882, to Dec. 31, 1898, with privilege of renewal of ten years.....	15,000 per ann.	By resolution, Nov. 9, 1888, and minutes, Mar. 9, 1893.....	15,000 00
Land under water for extension, Pier 49, 637 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board.....	159.25 "	By resolution, May 12, 1892, and minutes, July 21, 1892.....	159 24
Land under water for platform north of Pier 49, 4,220 square feet.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	Jan. 1, 1881, at pleasure of the Board.....	1,000 "	By resolution, Nov. 22, 1880, and July 21, 1886.....	1,000 00
Land under water for platform at bulkhead south of Pier 50, 19,080 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board.....	4,000 "	By resolution, May 26, 1880.....	4,000 00
Land under water for platform between Piers 50 and 51, 10,725 square feet.....	Harlem River & Port Chester R. R. Co.....	At pleasure of the Board.....	1,500 "	By resolution, May 7, 1874, and Nov. 6, 1879.....	1,500 00
East half of Pier 51, west half of Pier 52, and bulkhead, etc., between.....	N. Y., New Haven & Hartford R. R. Co.....	May 1, 1888, to May 1, 1898	8,000 "	By public sale, Sept. 20, 1887.....	8,000 00
Land under water for platform between Piers 51 and 52, including shed, 8,378 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	Dec. 30, 1890, to May 1, 1898	2,194.50 "	By resolution, Sept. 11, 1890, and minutes, Aug. 4, 1892.....	2,194 52
Land under water for platform west of Pier, old 53, 7,425 square feet.....	Durycia Brothers.....	At pleasure of the Board.....	1,856.50 "	By resolutions, Feb. 7 and Apr. 25, 1895.....	.....
Land under water for platform west side of Pier 53, 844 square feet.....	H. D. Mould.....	May 1, 1891, at pleasure of the Board.....	125 "	By resolutions, Feb. 25 and Apr. 2, 1891.....	125 00
Easterly half of Pier 53.....	H. D. Mould.....	May 1, 1895, to May 1, 1896	200 "	By public sale, Apr. 23, 1895.....	200 00
Bulkhead foot of Corlears street, 60 feet.....	John A. Bouker.....	May 1, 1895, to May 1, 1896	100 "	By public sale, Apr. 23, 1895.....	25 00
Bulkhead foot of Cherry street, 50 feet.....	Lawrence Son & Gerrish.....	May 1, 1895, to May 1, 1895	100 "	By public sale, Apr. 23, 1895.....	100 00
Premises foot of Broome street.....	Wright & Cobb.....	At pleasure of the Board.....	1,500 "	Minutes, Apr. 5 and 20, 1894.....	1,375 00
North half of Pier, old 56, south half of Pier, old 57, and bulkhead between.....	Hecker-Jones-Jewell Milling Co.....	May 1, 1895, to May 1, 1896	1,500 "	By public sale, Apr. 23, 1895.....	375 00
Northerly half of Pier, old 58, and bulkhead northerly.....	Joseph K. Smith.....	May 1, 1895, to May 1, 1895	2,000 "	By public sale, Apr. 1, 1895.....	525 00
Pier 60 and bulkhead northerly, 200 feet.....	John A. McCarthy.....	May 1, 1892, to May 1, 1897	1,500 "	By public sale, Apr. 5, 1892.....	1,500 00
Northerly half and outer end of Pier, old 61.....	Eitel & Son.....	May 1, 1895, to May 1, 1895	900 "	By public sale, Apr. 5, 1895.....	225 00
South half of Pier 62 and bulkhead southerly, about 100 feet.....	James Shewan & Son.....	At pleasure of the Board.....	3,500 "	By resolutions, Dec. 6, 1894, and Apr. 25, 1895.....	750 00
One hundred and fifteen feet of the northerly side, inner end, of Pier 62, and 60 feet of bulkhead on Stanton street.....	H. A. Peck & Co.....	At pleasure of the Board.....	1,500 "	By resolutions Dec. 6, 1891, and May 2, 1895.....	125 00
One hundred and thirty feet of bulkhead (adjoining H. A. Peck & Co.) on the northerly side of Pier 62.....	John T. Welch.....	At pleasure of the Board.....	1,500 "	By resolutions, Dec. 6, 1894, and May 3, 1895.....	375 00
Bulkhead at East Fourth street.....	Hencken & Co.....	May 1, 1891, to pleasure of the Board.....	150 "	By resolution, July 9, 1891.....	150 00
Bulkhead at East Fourth street, 60 feet, and return along the northerly side, 252 feet.....	Hencken & Co.....	May 1, 1895, to May 1, 1896	600 "	By public sale, Apr. 23, 1895.....	150 00
Pier at Fifth street.....	Sheridan & Byrne.....	May 1, 1891, to May 1, 1896	3,700 "	By public sale, Apr. 14, 1891.....	.....
Northerly half of Pier at Eighth street.....	Emeline Roach.....	At pleasure of the Board.....	62 50 per mo.	By resolutions, Aug. 30, 1893, and Sept. 13 and Nov. 28, 1894.....	.....
Pier at Ninth street, southerly half of Pier at Tenth street and bulkhead between.....	Estate of John Roach.....	At pleasure of the Board.....	187.50 "	By resolutions, Aug. 30, 1893, and Sept. 13, 1894.....	9,751 25
Northerly half of Pier at foot of Tenth street and southerly half of Pier at foot of Eleventh street.....	Estate of George Law.....	At pleasure of the Board.....	1,500 per ann.	By resolution, Mar. 8, 1892.....	1,500 00
Bulkhead at East Fourteenth street, 110 feet.....	Murray & Co.....	May 1, 1892, to May 1, 1897	525 "	By public sale, Apr. 5, 1892.....	525 00
Bulkhead at East Fifteenth street, 65 feet.....	Consolidated Gas Co.....	May 1, 1894, to May 1, 1895	300 "	By public sale, Apr. 27, 1894.....	225 00
Bulkhead between East Seventeenth and East Eighteenth streets.....	Murray & Co.....	May 1, 1895, to May 1, 1896	125 "	By public sale, Apr. 23, 1895.....	31 25
Pier at East Eighteenth street.....	Carroll Box and Lumber Co.....	At pleasure of the Board.....	300 per mo.	By resolution, Oct. 25, 1894.....	1,500 00
Pier at East Eighteenth street, with reservation for public bath.....	Carroll Box and Lumber Co.....	May 1, 1895, to May 1, 1900, with privilege of renewal of 5 years.....	4,000 1st term renewal at appraised rental	By resolution, Oct. 25, 1894.....	.....
Bulkhead at East Twentieth street, 78 feet.....	H. L. Herbert & Co.....	Feb. 1, 1890, to Feb. 1, 1895	\$500 per ann.	By public sale, Jan. 22, 1890.....	375 00
Bulkhead at East Twentieth street, 78 feet.....	H. L. Herbert & Co.....	At pleasure of the Board.....	500 "	By resolution, Jan. 25, 1895.....	41 67
Bulkhead foot of East Twenty-second street.....	Brooklyn & N.Y. Ferry Co.....	Feb. 15, 1891, to Feb. 15, 1901, with privilege of renewal of ten years.....	\$150 1st term 165 2d "	By public sale, Jan. 30, 1891.....	150 00
Bulkhead south of East Twenty-fourth street, north of ferry premises.....	Greenpoint Ferry Co.....	June 1, 1881, to June 1, 1891 (holding over).....	4,100 per ann.	By public sale, Mar. 22, 1881.....	4,100 00
Bulkhead between East Twenty-fifth and East Twenty-sixth streets.....	Candee & Smith.....	Nov. 1, 1894, to Nov. 1, 1904, with privilege of renewal of ten years.....	4,500 1st term 5,000 2d term	By resolution, Oct. 27, 1892.....	2,250 00
Bulkhead at East Thirtieth street, 60 feet.....	William Hastorf.....	May 1, 1894, to May 1, 1899	250 per ann.	By public sale, Apr. 27, 1894.....	250 00
Pier at foot of East Thirty-first street.....	Joseph V. Brown.....	May 1, 1892, to May 1, 1897	2,750 "	By public sale, Apr. 5, 1892.....	2,750 00
Pier at foot of East Thirty-second street.....	J. H. Starin.....	May 1, 1892, to May 1, 1897	1,400 "	By public sale, Apr. 5, 1892.....	1,400 00
Southerly side of Pier at East Thirty-third street.....	Knickerbocker Ice Co.....	At pleasure of the Board.....	1,500 "	Minutes, Dec. 13, 1892, and Jan. 5, 1893.....	1,500 00
Bulkhead at foot of East Thirty-sixth street, 60 feet.....	Popham & Co.....	May 1, 1890, to May 1, 1895	260 "	By public sale, Apr. 17, 1890.....	260 00
Bulkhead foot of East Thirty-sixth street, 60 feet.....	Popham & Co.....	May 1, 1895, to May 1, 1898	300 "	By public sale, Apr. 1, 1895.....	75 00
Pier at East Thirty-seventh street (with reservation for Public Bath).....	Baltimore & Ohio R. R. Co.....	May 1, 1891, to May 1, 1896	1,000 "	By public sale, Apr. 14, 1891.....	1,000 00
Platform south of East Thirty-eighth street, about 50 feet.....	Cornelius Gallagher.....	May 1, 1895, to May 1, 1896	50 "	By public sale, Apr. 23, 1895.....	25 00
Bulkhead and dump at East Thirty-ninth street.....	Long Island Land Fertilizing Co.....	May 1, 1891, at pleasure of the Board.....	2,000 "	By resolution, Apr. 30, 1891.....	2,000 00
Bulkhead at East Fortieth street, 60 feet.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	150 "	By public sale, Apr. 17, 1890.....	150 00
Bulkhead at East Fortieth street.....	Equitable Gas-light Co.....	May 1, 1895, to May 1, 1898	150 "	By public sale, Apr. 1, 1895.....	37 50
Bulkhead at foot of East Forty-first street, 60 feet.....	Equitable Gas-light Co.....	May 1, 1890, to May 1, 1895	110 "	By public sale, Apr. 17, 1890.....	110 00
Bulkhead at foot of East Forty-first street, 60 feet.....	Equitable Gas-light Co.....	May 1, 1895, to May 1, 1898	110 "	By public sale, Apr. 1, 1895.....	27 50
Bulkhead at foot of East Forty-second street, 100 feet.....	Daniel Butterfield.....	May 1, 1895, to May 1, 1896	300 "	By public sale, Apr. 23, 1895.....	75 00
Bulkhead at foot of East Forty-third street.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1890, to May 1, 1895	300 "	By public sale, Apr. 17, 1890.....	300 00
Bulkhead at foot of East Forty-third street, 60 feet.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1895, to May 1, 1898	325 "	By public sale, Apr. 1, 1895.....	81 25
Bulkhead at foot of East Forty-fourth street.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1890, to May 1, 1895	25 "	By public sale, Apr. 17, 1890.....	25 00
Bulkhead at foot of East Forty-fourth street, 65 feet.....	Lehigh Valley R. R. Co., assignee.....	May 1, 1895, to May 1, 1898	50 "	By public sale, Apr. 1, 1895.....	12 50
Bulkhead at Forty-seventh street.....	Owens & Co.....	May 1, 1891, to May 1, 1896	550 "	By public sale, Apr. 14, 1891.....	550 00
Bulkhead at East Forty-ninth street, 60 feet.....	Brown & Fleming.....	May 1, 1892, to May 1, 1897	525 "	By public sale, Apr. 5, 1892.....	525 00
Land and land under water in front of southerly half of block between East Fifty-fourth and East Fifty-fifth streets, 6,701 square feet.....	Consumers' Brewing Co.....	July 1, 1893, to July 1, 1898	150 "	By public sale, June 7, 1893.....	150 00
Land under water in front of northerly half of block between East Fifty-fourth and East Fifty-fifth streets, 4,230 square feet.....	John Kress Brewing Co.....	Privilege of renewal 5 years	150 "	By public sale, June 7, 1893.....	150 00
Land under water for coal-hoist near the bulkhead on northerly side of East Fifty-sixth street, 850 square feet.....	G. D. Curtis.....	Sept. 1, 1887, at pleasure of the Board.....	250 "	By resolution, Sept. 1, 1887.....	250 00
Site for bulkhead between East Fifty-sixth and East Fifty-seventh streets.....	Schmidt & Koehne.....	At pleasure of the Board.....	100 "	By resolution, Apr. 30, 1884.....	200 00
Filled in land easterly of original high-water mark in front of southerly half of block between Sixty-second and Sixty-third streets.....	Farmers' Feed Company of New York and New Jersey.....	Feb. 1, 1892, to Feb. 1, 1895	100 "	By resolution, Jan. 28, 1892.....	100 00
Filled in land in front of northerly half of block between East Sixty-second and East Sixty-third streets.....	Ehrenreich Bros.....	Nov. 1, 1891, to Nov. 1, 1894	100 "	By resolutions, Oct. 1, 1891, and Nov. 5, 1891.....	100 00
Land under water for platform, etc., south of East Sixty-third street, 1,300 square feet.....	Ehrenreich Bros.....	At pleasure of the Board.....	100 "	By resolution, Dec. 24, 1878.....	100 00
Bulkhead at foot of East Sixty-third street.....	Adam Neidlinger, assignee.....	May 1, 1890, to May 1, 1895	480 "	By public sale, Apr. 17, 1890, and minutes, Feb. 23, 1893.....	480 00
Bulkhead at foot of East Sixty-third street, 65 feet.....	Neidlinger & Sons.....	May 1, 1895, to May 1, 1898	500 "	By public sale, Apr. 1, 1895.....	125 00
Bulkhead between East Sixty-third and East Sixty-fourth streets, 235 feet.....	Adam Neidlinger, assignee.....	June 1, 1892, to June 1, 1902	700 "	By public sale, May 9, 1892, and minutes, Feb. 23, 1893.....	700 00
Land under water for bulkhead northerly of East Seventy-fourth street, 2,890 square feet.....	Thomas Patten.....	At pleasure of the Board.....	100 "	By resolution, Nov. 21, 1877.....	180 00
Bulkhead platform between East Seventy-eighth and East Seventy-ninth streets, about 100 feet.....	Charles W. Morse.....	May 1, 1893, to May 1, 1896	1,800 "	By public sale, Apr. 12, 1893.....	1,800 00
Bulkhead platform between East Seventy-ninth and East Eightieth streets.....	Nathaniel Wise.....	May 1, 1895, to May 1, 1896	150 "	By public sale, Apr. 23, 1895.....	37 50
Northerly side of north pier at Eighty-sixth street.....	Sebastian Brown.....	At pleasure of the Board.....	1,000 "	By resolution, March 21, 1895.....	250 00
Bulkhead at East Ninety-third street, 75 feet.....	Knickerbocker Ice Co.....	May 1, 1891, to May 1, 1896	1,320 "	By public sale, Apr. 14, 1891.....	1,320 00
Northerly side of Pier at East Ninety-fourth street.....	Hencken & Co.....	May 1, 1893, to May 1, 1903	\$2,250 per ann. to May 1, 1898, and \$2,500 per ann. to May 1, 1903.....	By resolution, Apr. 13, 1893, and March 8, 1894.....	2,250 00
Bulkhead between East Ninety-fourth and East Ninety-fifth streets.....	Holmes & Philbrick.....	At pleasure of the Board.....	\$1,500 per ann.	Minutes, Aug. 3 and 16, 1893, and March 8, 1894.....	1,500 00
Bulkhead northerly of Pier at East Ninety-sixth street, about 140 feet.....	Solomon Mehrbach.....	May 1, 1891, to May 1, 1899	750 "	By public sale, Apr. 27, 1894.....	562 50
Bulkhead at East Ninety-ninth street.....	William J. Murray, assignee.....	May 1, 1890, to May 1, 1895	1,500 "	By public sale, Apr. 17, 1890.....	1,500 00
Bulkhead at East Ninety-ninth street.....	William J. Murray.....	At pleasure of the Board.....	1,500 "	By resolution, Apr. 25, 1895.....	.....
Harlem River.					
Bulkhead at East One Hundred and Fourth street.....	James J. Herbert.....	At pleasure of the Board.....	500 "	Minutes, June 22 and 23, 1893.....	500 00
Bulkhead at East One Hundred and Fifth street, 60 feet.....	Kane & Wright.....	July 1, 1893, to May 1, 1896	400 "	By public sale, June 7, 1893.....	400 00
Bulkhead north of East One Hundred and Seventh street, 130 feet.....	Alex. R. Baker.....	At pleasure of the Board.....	1,200 "	By resolution, April 19, 1895.....	.....
Dumping-board on northerly side of Pier at East One Hundred and Tenth street.....	John Anton.....	At pleasure of the Board.....	1,000 "	Minutes, Nov. 29, 1893, and Feb. 8, 1894.....	974 20
Northerly half of bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets.....	Standard Gas-light Co.....	May 1, 1893, to May 1, 1896	600 "	By public sale, Apr. 12, 1893.....	600 00
Pier at East One Hundred and Seventeenth street.....	John H. McCarthy, assignee.....	Feb. 1, 1890, to Feb. 1, 1895	725 "	By public sale, Jan. 22, 1890, and resolution June 20, 1890.....	725 00
Pier at East One Hundred and Nineteenth street.....	William M. Montgomery.....	May 1, 1893, to May 1, 1896	800 "	By public sale, Apr. 12, 1893.....	800 00
Land under water for timber basin in front of northerly half of block between East One Hundred and Twenty-fifth and East One Hundred and Twenty-sixth streets, 30,850 square feet.....	Yellow Pine Co.....	Jan. 1, 1892, at pleasure of the Board.....	150 "	Minutes, Oct. 20, 1892.....	150 00
Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue, 2,082 square feet.....	Suburban Rapid Transit Co.....	At pleasure of the Board.....	500 "	By resolutions, Apr. 4 and June 20, 1883.....	500 00
Bulkhead at East One Hundred and Thirty-seventh street.....	Bernard Campbell.....	Feb. 1, 1890, to Feb. 1, 1895	900 "	By public sale, Jan. 22, 1890.....	150 00

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

Reclaimed land rear of the bulkhead-wall.....	\$2,492 13	
Temporary pavement between Piers, new 53 and new 54, N. R.	1,337 06	
Temporary plank approach to Pier, new 53, N. R.	107 10	
Temporary paved approach to Pier, new 55, N. R.	1,402 08	
Temporary plank approach to Pier, new 56, N. R.	292 22	
Temporary paved approach to Pier, new 57, N. R.	1,902 79	
Raising inner end of Pier, new 54, N. R.	493 31	
Raising inner end of Pier, new 55, N. R.	522 14	
Raising inner end of Pier, new 56, N. R.	492 57	
Raising inner end of Pier, new 57, N. R.	358 74	
Levels on and examination of the bulkhead-wall.....	336 92	
<i>Pier, new 53, N. R.—Resolution, February 1, 1894.</i>		\$24,205 40
Dredging.....	\$4,971 10	
Removing temporarily and replacing portion of ferry-rack.....	4,732 71	
Pier proper.....	28,387 81	
Sewer.....	9,223 67	47,295 29
West Twenty-third Street Section (North End)—Resolution, June 28, 1882.		
Bulkhead-wall proper.....	\$1,783 89	
Reclaimed land rear of the bulkhead-wall.....	673 58	
Temporary pavement between Piers, new 59 and new 60, N. R.	3,252 89	
Temporary paved approach to Pier, new 60, N. R.	627 30	
Raising inner end of Pier, new 58, N. R.	446 57	
Raising inner end of Pier, new 59, N. R.	146 78	
Levels on and examination of the bulkhead-wall.....	96 51	7,027 52
West Thirty-first Street Section—Resolutions, August 8 and September 19, 1883.		
Levels on and examination of the bulkhead-wall.....		5 69
West Thirty-second Street Section—Resolution, October 22, 1885.		
Levels on and examination of the bulkhead-wall.....		6 39
West Forty-third Street Section—Resolution, September 3, 1891.		
Reclaimed land rear of the bulkhead-wall.....	\$90 85	
Levels on and examination of the bulkhead-wall.....	215 08	305 93
West Fifty-second Street Section—Resolutions, October 6, 1887, and February 6, 1889.		
Bulkhead-wall proper (north end).....	\$61,260 94	
Reclaimed land rear of the bulkhead-wall.....	4,554 70	
Temporary pavement rear of the bulkhead-wall.....	69 01	
Temporary paved approach to Pier, new 87, N. R.	83 00	
Temporary paved approach to Pier, new 84, N. R.	1,932 85	
Temporary paved approach to Pier, new 85, N. R.	82 44	
Levels on and examination of the bulkhead-wall.....	31 27	
Locating line of West Fifty-third street on the bulkhead-wall.....	24 21	
Temporary tool-house.....	43 80	
Water connection.....	4 08	

\$5,995 37

1,552 60

37,174 95

7,517 88

37,096 48

18 56

991 06

30,728 29

2,182 02

3,270 02

576 77

1,017 19

22,390 90

34,448 18

12,621 41

167 03

15,432 91

28,622 43

267 64

756 73

253 15

5,346 14

7,060 47

8,297 67

11 94

202 11

2,077 40

\$504,002 58

Crib-bulkhead from a point about 100 feet north of West Ninety-seventh street to a point about 29 feet 6 inches north of West Ninety-ninth street, N. R.	
Reclaimed land rear of crib (Secretary's Order No. 12921).....	\$1,524 50
Crib-bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets, N. R.	
Reclaimed land rear of crib (Secretary's Order No. 14003).....	132 51

ON REPAIRS AND MAINTENANCE ACCOUNT.

	AUTHORIZATION.		
Platform at the Battery wall.....	Sec. Order 13756.	\$1 08	
" " " "	" 13955.	264 40	
" " " "	" 14134.	145 18	
Boat landing east of Pier " A ".....	" 13850.	\$426 53	\$410 66
" " " "	" 14448.	108 c8	
Pier " A ".....	" 13399.	\$104 11	534 61
" " " "	" 13716.	1 09	
" " " "	" 13885.	82 c6	
" watching outer end.....		728 00	
Pier " A," sundry repairs to the building, fixtures and heating apparatus.....		\$1.750 43	915 26
Pier " A," lunch room	Sec. Order 14259.	519 93	
" fire insurance.....		675 00	
Bulkhead-wall between Pier " A " and Pier, new 1, N. R.....	Sec. Order 14156.	\$127 60	2,945 36
" " " "	" 14047.	41 10	
Bulkhead-wall between Piers, new 13, and new 14, N. R.....	" 14161.		168 70
Pier, new 14, N. R.....	" 14404.		160 18
Pier, new 15, N. R.....	" 13896.	\$509 c8	448 28
" " " "	" 14587.	173 32	
" " " "	" 14624.	25 36	
" " " "	Contract No. 497.	160 19	
Temporary pier between Piers, old 41 and new 34, N. R.....	Sec. Order 13399.	\$4 50	867 95
" " " "	" 13883.	208 90	
" " " "	" 14582.	211 91	
" " " "	" 14646.	145 19	
Pier, new 36, N. R.....	" 13260.		570 50
Pier, new 42, N. R., examination of its condition.....	Engineer's Order		497 84
Pier, new 43, N. R., water service pipe.....	Sec. Order 13634.	\$2 61	3 00
" shed.....	" 14391.	317 09	
" fire insurance.....		375 00	
Bulkhead between West Tenth and Charles streets, N. R.....	Sec. Order 14314.		694 70
Approach to Piers, new 46 and 47, N. R.....	" 13879.	\$266 74	3 00
" " " "	" 14166.	385 75	
" " " "	Engineer's Order	5 10	
" " " "	Contract No. 480.	12,289 95*	
Pier, old 54, N. R.....	Sec. Order 14000.	\$193 95	12,947 55
" " " "	" 14371.	33 30	
Bulkhead along southerly line, extended, of West Eleventh street, N. R.....	" 13681.		227 35
Pier at West Eleventh street, N. R.....	" 13439.		5 25
" Bethune street, N. R.....	" 14343.		17 00
" West Twelfth street, N. R.....	" 13688.		170 03
Pier, old 57, N. R., north of Bogart street.....	" 13665.	\$26 49	138 11
" " " "	" 13643.	97 61	
" " " "	" 14316.	60 72	
" " " "	" 14071.	88 33	
" " " "	" 14683.	10 84	
Pier, old 58, N. R., north of Bloomfield street.....	" 13858.	\$6 60	283 99
" " " "	" 14070.	61 84	
Pier, old 60, N. R., West Thirteenth street.....	" 13924.	\$63 62	222 70
" " " "	" 14032.	352 50	
" " " "	" 14248.	71 57	
Pier at West Nineteenth street, N. R.....	" 13861.	\$211 34	487 69
" " " "	" 14540.	125 49	
" " " "	Contract No. 437.	6,434 05	
Pier at West Twentieth street, N. R.....	Sec. Order 13607.	\$24 00	6,770 88
" " " "	" 14033.	502 00	
" " " "	" 14669.	185 07	
Bulkhead-wall between Piers, new 53 and new 54, N. R.....	" 14608.		711 07
Pier, new 55, N. R., West Twenty-fifth street.....	" 13830.		50 00
Pier, new 60, N. R., West Thirtieth street.....	" 13915.	\$25 85	52 75
" " " "	" 14107.	463 09	
" " " "	" 14753.	213 94	
Pier at West Thirty-fourth street, N. R.....	Engineer's Order	\$3 00	702 88
" " " "	Sec. Order 13922.	482 40	
" " " "	" 14296.	437 15	
" " " "	" 14516.	206 36	
" " " "	" 14707.	8 80	
Pier at West Thirty-ninth street, N. R.....	" 14055.		1,187 71
Pier at West Forty-fourth street, N. R.....	Contract No. 463.	\$1,917 81	152 28
" " " "	Sec. Order 14699.	19 00	
" " " "	" 14752.	9 95	
Pier at West Forty-sixth street, N. R., specifications for repairs to.	Engineer's Order		1,946 76
Pier at West Forty-seventh street, N. R.....	Sec. Order 13651.	\$644 47	71 26
" " " "	" 14068.	387 00	
" " " "	" 14309.	477 86	
" " " "	" 14331.	204 44	
Pier at West Fiftieth street, N. R.....	" 14078.	\$510 42	1,713 77
" " " "	" 14439.	474 49	
" " " "	" 14607.	338 60	
Platform between West Fifty-first and West Fifty-second streets, N. R.....	" 14724.		1,323 51
Pier at West Fifty-second street, N. R.....	" 13799.	\$206 96	166 21
" " " "	" 14108.	160 79	
" " " "	" 14496.	202 57	
" " " "	" 14727.	72 00	
Bulkhead-wall between West Fifty-fourth and West Fifty-fifth streets, N. R.....	" 14679.		651 32
Pier at West Fifty-fifth street, N. R.....	" 13797.	\$402 82	44 50
" " " "	" 14224.	444 30	
" " " "	" 14277.	344 56	

	AUTHORIZATION.					AUTHORIZATION.			
Pier at West One Hundred and Thirty-fourth street, N. R.	Sec. Order 14775.	.....	\$71 00			Pier at East One Hundred and Seventeenth street, H. R.	Sec. Order 14723.	.....	\$58 11
Pier at West One Hundred and Fifty-second street, N. R.	" 14724.	\$225 13				Bulkhead-wall foot East One Hundred and Twenty-fifth street, H. R.	" 14462.	.....	11 80
	" 14722.	288 60				Bulkhead at East One Hundred and Twenty-ninth street and	" 13800.	.....	215 08
Pier at West One Hundred and Fifty-fifth street, N. R.	" 14290.	\$137 33	513 73			Second avenue, H. R.	" 14837.	.....	28 73
	" 14525.	27 20				Bulkhead foot East One Hundred and Thirty-ninth street, H. R.	" 14838.	.....	32 79
Pier at West One Hundred and Fifty-eighth street, N. R.	" 14264.	.....	164 53			East One Hundred and Fortieth street, H. R.	" 14051.	.....	300 02
Pavement on the 180-foot marginal street west of West street, N. R.	" 13113.	\$141 32	318 92			Lincoln avenue, H. R.			
"	" 13218.	34 00				Cleaning the wharves, piers and bulkheads, heads of slips and			
"	" 13558.	101 05				portions of streets and places by law committed to the custody			
"	" 13504.	168 24				and control of the Department of Docks, as provided by section			
"	" 13778.	500 58				7, chapter 269, Laws of 1892, under resolution of May 12, 1892.			53,886 39
"	" 13838.	175 61				For Fire Department.			
"	" 13951.	491 15				Berth for the "New Yorker" at the Battery platform (includes	Sec. Order 13935.	.....	452 32
"	" 13954.	64 86				dredging).			
"	" 13988.	299 06				For Health Department.			
"	" 14050.	271 57				Bulkhead north of East Sixteenth street, E. R.	Sec. Order 14799.	\$117 49	
"	" 14263.	240 17				Pier at North Brother Island.	" 14720.	299 54	417 03
"	" 14379.	381 67				For Department of Public Works.			
"	" 14494.	4 83				Preparing berths for and approaches to the public baths; removing			
"	" 14585.	214 99				said approaches at close of season and restoring the piers to			
Pavement on the 180-foot marginal street west of West street, N. R.	" 14623.	105 70				commercial use.			713 76
Pavement on the 180-foot marginal street west of West street, N. R.	" 14731.	40 48				For Department of Public Charities and Correction.			
Pavement on the 150-foot marginal street west of Thirteenth avenue	" 14668.	.....	3,235 28			Pier at East Twenty-sixth street, E. R., repairs.	Sec. Order 14090.	\$402 45	
Temporary boat-landing at West Twenty-fourth street, N. R.	" 12836.	.....	51 36			" 14562.	258 07		
Bulkhead between Piers, old 6 and new 6, E. R.	" 12837.	.....	1,559 84			" 14562.	6 09		
Pier, new 6, E. R.	" 14249.	.....	176 31			Contract No. 477.	1,946 56		2,614 07
"	" 13845.	\$159 17	49 30			Boat landing at East Sixty-fourth street, E. R.	Sec. Order 13985.	.....	459 25
"	" 14217.	60 37				" at East Eighty-sixth street, E. R.	" 13584.	.....	3 50
"	" 14246.	448 54				" at East One Hundred and Fifteenth street, H. R.	" 14576.	.....	143 67
"	" 14514.	301 28				" north of East One Hundred and Twentieth street, H. R.	" 14298.	.....	242 98
Bulkhead between Piers, new 6 and new 7, E. R.	" 14218.	.....	969 36			Pier at Charity Hospital, Blackwell's Island, repairs.	" 14318.	\$419 31	
Pier 12, E. R. (Westerly half).	" 13173.	\$11 34	137 42			"	" 14520.	276 20	
"	" 13928.	463 31				" dredging.	Contract No. 477.	125 01	820 52
"	" 14141.	290 74				Pier at Storehouse, Blackwell's Island.	Sec. Order 14299.	\$318 47	
"	" 14360.	161 75				"	" 14484.	134 55	
Bulkhead between Piers 18 and 19, E. R.	" 14164.	.....	938 14			"	" 14783.	174 43	627 45
Pier 19, E. R., westerly half.	" 13675.	\$243 27	65 71			Coal pier at Randall's Island.	" 14729.	\$211 29	
"	" 14160.	436 93				Steamboat landing at Randall's Island.	" 14730.	194 47	405 76
Bulkhead between Piers 35 and 36, E. R.	" 14541.	.....	680 20			Berth for the "Mermaid" at west side of Ward's Island, repairs.	" 14403.	\$216 76	
Bulkhead between Piers, old 36 and new 29, E. R.	" 13399.	.....	203 14			dredging.	Contract No. 477.	1,235 07	1,461 83
Pier, new 29, E. R., Market street.	" 13588.	\$456 90	39 12			Coal pier at Ward's Island.	Sec. Order 14029.	\$412 04	
"	" 13662.	12 00				Steamboat pier at Ward's Island.	" 14063.	287 21	699 25
"	" 13856.	45 79				For Department of Street Cleaning.			
"	" 13892.	57 50				Dump at Canal street, N. R., dredging.	Contract No. 474.	\$130 00	
"	" 14106.	455 15				"	" 489.	135 24	465 24
"	" 14361.	395 24				Dump at West Twelfth street, N. R., dredging.	Sec. Order 13835.	\$170 96	
"	" 14571.	360 12				"	Contract No. 489.	103 22	274 18
"	" 14791.	145 94				Dump at West Nineteenth street, N. R., dredging.	" 489.	\$354 96	
Bulkhead between Piers, new 29 and old 33, E. R.	" 13399.	\$21 85	1,928 64			" repairs.	" 487.	529 18	884 14
"	" 14835.	18 24				Dump at West Forty-seventh street, N. R., dredging.	" 478.	.....	540 40
Pier, new 32, E. R., Pike Slip.	" 13827.	\$376 30	48 09			" West Seventy-ninth street, N. R., dredging.	" 492.	.....	16 84
"	" 13851.	415 96				Dump at West One Hundred and Twenty-ninth street, N. R.,	" 478.	.....	628 64
"	" 14352.	448 20				dredging.	" 477.	\$157 70	
"	" 14656.	363 70				Dump on Pier 44, E. R., dredging.	" 493.	203 59	356 29
Bulkhead between Piers, new 32 and old 42, E. R.	" 13399.	\$666 47	1,604 16			Dump at East Seventeenth street, E. R., dredging.	Sec. Order 13976.	\$264 52	
Pier 43, E. R.	" 14553.	220 55	39 81			" examination of condition.	Contract No. 403.	408 34	
Bulkhead between Piers 43 and 44, E. R.	" 13013.	.....	890 42			"	Sec. Order 14782.	14 29	687 15
Pier 44, E. R.	" 13711.	\$437 75	53 07			Dump at East Thirty-eighth street, E. R., dredging.	Contract No. 453.	.....	145 69
"	" 14102.	454 89				" East Eightieth street, E. R., dredging.	" 477.	.....	169 55
"	" 14363.	130 47				" East One Hundred and Tenth street, H. R., dredging.	" 493.	.....	235 03
Pier 48, E. R.	" 13399.	\$120 67	1,023 11			Lincoln avenue, H. R., dredging.	" 493.	.....	149 59
"	" 13581.	257 18				Dredging.			
"	" 14341.	124 93				At Pier, new 38, N. R.	Contract No. 489.	\$2,750 86	
"	" 14607.	69 82				" 42, N. R.	" 474.	6,805 87	
Bulkhead between Piers 53 and 54, E. R.	" 14030.	.....	572 60			" 44, N. R.	" 489.	1,202 22	
Bulkhead foot Corlears street, E. R.	" 14378.	.....	52 08			At bulkhead-wall between Piers, new 44 and new 45, N. R.	" 489.	52 56	
Pier 55, E. R.	" 14469.	.....	108 51			At Pier, new 45, N. R.	" 489.	2,549 67	
Pier 56, E. R., northerly half.	" 13529.	\$53 51	166 22			At bulkhead-wall between Piers, new 45 and new 46, N. R.	" 489.	62 56	
"	" 13754.	261 98				At Pier foot West Eighteenth street, N. R.	" 489.	3,840 03	
"	" 14500.	135 20				" West Twenty-first street, N. R.	" 474.	6,601 88	
"	" 14554.	16 60				At bulkhead-wall between Piers, new 54 and new 55, N. R.	Sec. Order 14798.	5 38	
Bulkhead between Piers 56 and 57, E. R.	" 14836.	.....	457 29			At Pier, new 57, N. R.	Contract No. 473.	8,298 12	
Pier 58, E. R., easterly half.	" 13753.	\$451 07	17 74			" 58, N. R.	" 473.	3,719 31	
"	" 14292.	194 25				" 59, N. R.	" 474.	9,268 00	
Bulkhead between Piers 58 and 59, E. R.	" 14376.	.....	645 32			At Pier at West Thirty-fifth street, N. R.	" 492.	4,559 58	
Pier 61, E. R.	" 13882.	\$176 66	157 05			" West Fortieth street, N. R.	" 478.	12,389 29	
"	" 14163.	52 49				" West Forty-sixth street, N. R.	" 478.	5,703 47	
"	" 14374.	158 45				At bulkhead between West Fiftieth and West Fifty-first streets,	" 492.	10 96	
"	" 14605.	243 67				N. R.	" 478.	2,078 99	
Pier foot of Stanton street, E. R.	" 14373.	\$13 44	33 39			At bulkhead foot West Seventy-fifth street, N. R.	" 492.	146 28	
"	" 14674.	19 95				At bulkhead between West Seventy-fifth and West Seventy-sixth	" 492.	285 22	
Pier at East Third street, E. R.	" 13839.	\$181 59				streets, N. R.	" 492.	144 43	
"	" 14468.	48 80				At bulkhead foot West Seventy-sixth street, N. R.	" 492.	353 33	
"	" 14721.	151 16				At bulkhead between West Seventy-sixth and West Seventy-seventh	" 492.	152 15	
Pier at East Eighteenth street, E. R.	" 13886.	\$263 72	392 55			streets, N. R.	" 492.	24 43	
"	" 14384.	128 83	209 86			At bulkhead foot West Seventy-seventh street, N. R.	" 492.	15 26	
Pier at East Twenty-fourth street, E. R.	" 14080.	.....	23 62			At bulkhead between West Seventy-seventh and West Seventy-	" 492.	190 60	
Pier at East Twenty-fifth street, E. R.	" 14793.	.....				eight streets, N. R.	" 492.	162 07	
Pier at East Twenty-eighth street, E. R.	" 13884.	\$231 19				At bulkhead foot West Seventy-eighth street, N. R.	" 402.	405 87	
"	" 14137.	419 81				At bulkhead between West Seventy-eighth and West Seventy-ninth	" 492.	176 21	
"	" 14184.	47 05				streets, N. R.	" 478.	101 06	
"	" 14310.	20 19				At Pier foot West Seventy-ninth street, N. R.	" 478.	485 11	
"	" 14463.	89 17				At bulkhead between West Seventy-ninth and West Eightieth	" 478.	415 16	
"	" 14584.	355 83				streets, N. R.	" 478.	506 20	
"	" 14627.	60 00				At bulkhead foot West Eightieth street, N. R.	" 477.	160 04	
"	" 14826.	160 37				" West Ninety-sixth street, N. R.	" 477.	1,350 29	
Pier at East Twenty-ninth street, E. R.	" 14345.	\$13 49	1,383 81			At bulkhead between West One Hundred and Thirty-first and	" 477.	1,653 74	
"	" 14438.	3 24				West One Hundred and Thirty-second streets, N. R.	" 477.	204 09	
Pier at East Thirty-third street, E. R.	" 14521.	\$18 44	16 73			At Pier at West One Hundred and Thirty-second street, N. R.	" 477.	1,632 40	
"	" 14734.	27 46				At bulkhead between Piers 11 and 12, E. R.	" 477.	895 88	
Pier at East Thirty-eighth street, E. R.	" 13399.	\$51 68	45 90			" 18, E. R.	" 477.	882 12	
"	" 14311.	153 59				At bulkhead between Piers 18 and 19, E. R.	Contract No. 477.	803 89	
"	" 14725.	110 16				At Pier, new 29, E. R.	" 477.	779 25	
Platform between East Thirty-eighth and East Thirty-ninth	" 13620.	.....	315 43			" 34, E. R.	Sec. Order 14818.	7 34	
streets, E. R.	" 13949.	.....	99 06			" 58, E. R., sounding.	Contract No. 493.	6,160 06	
Pier at East Forty-sixth street, E. R.	" 14312.	\$129 03	325 74			At Pier foot East Twenty-fourth street, E. R.	" 477.	2,244 65	
Bulkhead foot East Forty-eighth street, E. R.	" 14745.	69 43				" East Twenty-fifth street, E. R.	" 477.	4,814 35	
Bulkhead foot East Fifty-fourth street, E. R.	" 14077.	.....	198 46			" East Forty-sixth street, E. R.	" 477.	228 68	
Pier at East Sixtieth street, E. R.	" 14440.	.....	312 06			At bulkhead foot of, and extending from East Forty-seventh street,	" 477.	130 22	
Bulkhead between East Sixtieth and East Sixty-first streets, E. R.	" 14429.	.....	162 28			E. R.	" 477.	89 53	
Pier at East Sixty-first street, E. R.	" 14440.	.....	421 87			At bulkhead foot East Seventy-eighth street, E. R.	" 477.	80 24	
Bulkhead foot East Seventy-fifth street, E. R.	" 14322.	.....	227 13			At upper Pier at East Eighty-sixth street, E. R.	" 493.	94 30	
Bulkhead foot East Seventy-sixth street, E. R.	" 13752.	.....	12 10			At bulkhead foot East One Hundred and Sixth street, H. R.	" 493.	79 40	
Bulkhead foot East Seventy-eighth street, E. R.	" 14304.	\$148 29	52 97			" East One Hundred and Seventh street, H. R.	" 493.	556 41	
"	" 14321.	10 35				At bulkhead between East One Hundred and Seventh and East One	" 493.	131 71	
Pier at East Seventy-ninth street, E. R.	" 14501.	.....	158 64			Hundred and Eighth streets, H. R.	" 493.	393 09	
Upper Pier at East Eighty-sixth street, E. R.	" 14319.	.....	393 05			At bulkhead between East One Hundred and Eighth and East One	" 493.	115 82	
Pier at East Ninety-fourth street, E. R.	" 13399.	\$12 00	18 00			Hundred and Ninth streets, H. R.	" 493.	217 58	
"	" 14350.	6 00				At bulkhead foot East One Hundred and Ninth street, H. R.	" 493.	65 34	
Bulkhead-wall between East Ninety-fourth and East Ninety fifth	Engineer's Order.	.....	6 00			At bulkhead between East One Hundred and Ninth and East One	" 493.	.....
streets, E. R.	Sec. Order 14024.	\$367 36				Hundred and Tenth streets, H. R.	" 493.	.....
Pier at East Ninety-fifth street, E. R.	" 14357.	33 09				At Pier foot East One Hundred and Tenth street, H. R.	Sec. Order 14737.	2 00	
"	" 14726.	68 93				At bulkhead foot East One Hundred and Thirty-eighth street,	" 14737.	88	
Pier at East Ninety-sixth street, E. R.	" 14320.	.....	471 38			H. R., sounding.	" 14737.	4 00	
Bulkhead-wall between East One Hundred and Second and East	Engineer's Order.	\$13 18	11 70			At bulkhead foot East One Hundred and Thirty-ninth street, H. R.,	" 14737.	88	
One Hundred and Third streets, H. R.	Sec. Order 14794.	3 40				sounding.	" 14737.	2 00	
Bulkhead-wall between East One Hundred and Second and East	Engineer's Order.	.....	16 58			At Pier foot East One Hundred and Fortieth street, H. R.,	" 14737.	.....
One Hundred and Third streets, H. R.	Sec. Order 14794.	3 40				sounding.	" 14737.	.....
Bulkhead-wall between East One Hundred and Third and East One	Engineer's Order.	.....	13 19			At Pier foot East One Hundred and Fortieth street, H. R.,	Sec. Order 13832.	\$81 47	
Hundred and Fourth streets, H. R.	Sec. Order 14294.	.....	66 31			and new 35, N. R.	Sec. Order 14119,	342 00	
Bulkhead at East One Hundred and Sixth street, H. R.	" 14749.	.....	36 14				etc.		
Pier at East One Hundred and Tenth street, H. R.	" 14648.	.....	392 98						

	AUTHORIZATION.		
Removing sunken wreck from slip between Piers, new 35 and new 36, N. R.	Sec. Order 14689.	\$53 50	
Removing sunken wreck from slip foot West Eleventh street, N. R.	" 14386.	317 61	
Bank street, N. R.	" 14329.	94 60	
Removing sunken wreck from slip foot West Twenty-first street, N. R.	" 14385.	44 00	
Removing scales, etc., from bulkhead between West Twenty-ninth and West Thirtieth streets, N. R.	" 14019.	60 81	
Removing sunken wreck from slip between West Fifty-third and West Fifty-fourth streets, N. R.	" 13477.	207 25	
Removing boiler shells from slip foot East Ninety-fourth street, E. R.	" 12955.	3 75	
Removing unauthorized sign from foot East Ninety-sixth street, E. R.	" 14039.	3 90	
Fencing-in and care of water-front on the East river, between East Eightieth and East Eighty-fourth streets, and preventing unauthorized dumping thereat.	" 13282.	1,532 15	
Preventing unauthorized dumping in the Harlem river, between Fifth and Seventh avenues.	" 13343.	652 89	
Preventing unauthorized dumping in East river, foot East Sixty-eighth street.		50 98	
Staking out sites for sale of Christmas trees, on the Marginal street west of West street.	Spec. Order 14460.	27 83	
Total		\$3,472 68	
		\$247,739 70	

ON ACQUIRED WHARF PROPERTY ACCOUNT.

For purchase of 150 feet of bulkhead on the westerly side of West street, between Pier, old 28, and Pier, old 29, N. R. (Murray and Warren streets), from Charles F. Choate, approved by the Commissioners of the Sinking Fund, January 19, 1894 (Voucher No. 14498).	\$79,500 00	
Law charges (Voucher No. 14545).	562 30	\$80,062 30
For payment of judgments of Supreme Court in suit of New York Life Insurance and Trust Company, as trustee of Charles E. Delaplaine, vs. The Mayor, etc., for damages, etc., for the loss of wharfage rights in the 199 feet of bulkhead westerly of West street, between Chambers and Warren streets (Vouchers Nos. 14267 to 14272).	\$187,777 62	
Law charges (Vouchers Nos. 14447 and 14448).	577 65	188,355 27
For payment of judgment of Supreme Court in suit of Michael Regan vs. The Mayor, etc., for damages for the destruction of wharfage rights appurtenant to the 25 feet of bulkhead extending along westerly line of West street, next southerly of Houston street (Voucher No. 14650), viz.:		
25 lineal feet, at \$490	\$12,250 00	
Interest	10,104 38	
Costs, etc.	1,375 71	23,730 09
For payment of judgment of Supreme Court in suit of William C. Casey vs. The Mayor, etc., for damages for the loss of wharfage rights appurtenant to the 75 feet and 3/4 of an inch of bulkhead on the westerly side of West street, near Leroy, taken by the Department in 1881, for the improvement of the water-front (Vouchers Nos. 14621 and 14649), viz.:		
75 lineal feet 3/4 inch, at \$480	\$36,030 00	
Interest	19,972 53	
Costs, allowances, etc.	1,754 11	57,760 29
For compromise settlement of suits of Thomas S. Clarkson and others vs. The Mayor, etc., for destruction of wharfage rights appurtenant to the 75 feet and 2 inches of bulkhead between Morton and Leroy, on West street, taken by the Department in 1877 for improvement of the water-front (Vouchers Nos. 14612 and 14649), viz.:		
75 lineal feet 2 inches, at \$475	\$35,704 16	
Interest	25,814 43	
Law charges	353 55	61,872 14
For purchase from Henry Chastain of 43 feet and 3 inches of bulkhead property on the westerly side of West street, beginning at a point 158 feet northerly of the northerly line of Perry street and running thence northerly, as approved by the Commissioners of the Sinking Fund, October 3, 1894 (Voucher No. 14509), viz.:		
43 lineal feet 3 inches, at \$450	\$19,462 50	
Survey of property for the Corporation Counsel, Secretary's Order No. 14638.	19 78	19,482 28
For purchase from executors of James Brown, deceased, of 200 feet and 10 inches of bulkhead between West Fifty-first and West Fifty-second streets, N. R., approved by the Commissioners of the Sinking Fund, December 18, 1894 (Vouchers Nos. 14620 and 14649), viz.:		
200 lineal feet 10 inches, at \$475	\$95,395 83	
Law charges	241 30	95,637 13
For purchase of south half of block between Bank and Bethune streets, N. R.—Expenses of Commission for acquiring same (Vouchers Nos. 14639 and 14640).		262 29
Total		\$527,161 79

ON GENERAL EXPENSE ACCOUNT.

Salaries of the Commissioners.		\$15,000 00
Office of the Engineer-in-Chief.		
Engineer-in-Chief and Assistants.	\$31,147 22	
Clerks	5,000 00	
Laborers, acting Clerks	4,519 41	
Copyist	1,200 00	
Draftsmen	6,200 00	
Searcher of Water Grants	2,400 00	
Stationery Custodian	1,500 00	
Laborer, acting Messenger.	900 00	\$52,866 63
Stationery and Printing.		
Blank books, miscellaneous stationery and typewriter supplies		1,273 26
General Care of Offices.		
Cleaning	\$1,024 53	
Heating	1,291 95	
Lighting	171 09	2,488 17
Office Furniture.		
Repairs to office furniture	\$30 33	
New office furniture	52 16	
Insurance	50 00	132 49
Sundries.		
Supplies for Draftsmen	\$315 91	
Postage stamps	190 00	
Pier model	1 08	
Toilet articles	96 82	
Ice	35 25	639 96
Work Yards and Offices.		
Coal pockets at outer end of West Fifty-seventh Street Yard, under resolution of November 16, 1893.		\$8 42
Improvements at West Fifty-seventh Street Yard, under resolution of February 1, 1894.		20,660 65
Establishing a work yard on the East river, between East Twenty-fourth and East Twenty-fifth streets, under resolution of September 29, 1892.		3,405 38
Fire insurance on buildings and stores at West Fifty-seventh street		473 94
General care and maintenance of work yards and offices		45,777 02
Dock Masters' Offices.		
Repairs to and maintenance of.	\$2,341 57	
Building one office under Secretary's Order No. 11273.	65 55	\$2,407 12
Floating Property.		
General care of.		8,744 95
Police Department charges for testing boilers		48 00
Salary of Superintendent of Machinery.		1,980 00
Tug "Manhattan"	\$9,717 35	
Tug "Pier"	6,916 54	16,633 89
Derrick "City of New York"	\$3,010 83	
Twelve-ton Derrick No. 1.	772 10	
" 2.	455 85	
" 3.	492 79	
Ten-ton derrick	151 24	4,882 81
Pile-driver No. 1.	\$122 44	
" 2.	189 92	
" 3.	115 34	
" 4.	139 27	
" 5.	214 50	
" 6.	390 01	
" 7.	141 64	

Pile-driver No. 8.	\$186 50	
" 9.	275 10	
" 10.	111 89	
" 11.	189 05	
" 12.	262 96	
" 13.	444 71	
" 14.	262 60	
" 15.	68 04	
" 16.	231 52	
Pile-driver land-ways.	1 17	\$3,276 67
Deck Scow "B"	\$12 25	
" "C"	6 53	
" "D"	10 31	
" "E"	68 61	
" "F"	10 38	
" "H"	590 13	
" "I"	153 96	
" "J"	98 01	
" "K"	61 92	
" "L"	2 06	
" "M"	2 13	
" "N"	42 06	
" "O"	20 66	
" "P"	19 76	
" "R"	1 80	1,116 57
Diver's Scow "A"	\$48 16	
" "G"	24 14	
" "N"	40 32	
" "S"	54 31	
" "T"	12 48	179 41
Borer "Woodcock"		815 82
Steam launch "Inspector"	\$1,641 85	
Naphtha launch No. 1.	546 10	
" 2.	617 24	2,805 19
Skiffs, yawls and bateaux.		912 13
Deck scow "U," construction of, under resolution December 7, 1893.		1,493 83
Insurance—Tug "Manhattan"	\$331 25	
" Tug "Pier"	1,050 00	
" Derrick "City of New York"	500 00	
" Twelve-ton Derrick No. 1.	100 00	
" 2.	100 00	
" 3.	100 00	
Ten-ton Derrick.	20 00	2,201 25
Surveying Force.		
Salary of Clerk.		\$1,800 00
Field implements and miscellaneous supplies.		551 96
Car-fares—Resolution, August 23, 1887.		2,351 96
Of Engineers and Assistants.		\$755 17
Of Surveying Force.		772 97
Of Repairs Force.		256 60
Of Floating Property Force.		77 32
Of Messengers.		44 83
Of Roundsmen.		156 45
Sundries.		2,065 34
" Obtaining and preparing and maintaining an accurate record of the depth of water in all slips and basins, and at all piers and bulkheads within the jurisdiction of the Department," in accordance with resolution of September 19, 1883.		\$5,092 52
" Soundings in East and Harlem rivers on the site of proposed piers and bulkheads and those in course of construction," in accordance with resolution of August 30, 1894.		655 95
Borings in East river, Secretary's Order No. 14658.		916 18
Surveys on North, East and Harlem rivers.		6,890 01
Surveys, Secretary's Order No. 14475.		7,107 90
Examination and inspection of work done, or to be done, by lessees, owners and others, under order of or permit from the Board.		1,391 86
Automatic tide-gauges.		446 45
Timber bas n at West Seventy-fifth street, construction of, including dredging.	\$11,025 03	
Timber basin at West Seventy-fifth street, maintenance.	3,179 79	14,204 82
Maintenance of truck pound at West Twenty-seventh street, Secretary's Orders Nos. 12641 and 14022.		1,116 14
Collecting and lotting old materials for auction sale.		14 50
Temporary platform for auctioneer at Pier "A," Secretary's Order No. 14797.		18 86
Enforcing the provisions of chapter 622, Laws of 1894.		46 45
Electric-light tests under water.		170 59
Concrete tests.		776 00
Expenses of Treasurer, Engineer-in-Chief and others to Albany, on Department business.		58 50
Salaries of Roundsmen.		1,805 06
Telephone rents and services.		2,639 89
Care of movable steam derrick purchased under Contract No. 468.		442 15
Total		\$241,462 99

ON MISCELLANEOUS ACCOUNT.

	AUTHORIZATION.	
Pavement on the marginal street west of West street and of Thirtieth avenue, opened to permit repairs of water and gas pipes, etc., at cost and expense of lessees, owners and others, viz.:		
For the Consolidated Gas Co.—Between Piers, new 27 and new 28.	Sec. Order 14270.	\$22 52
For the Consolidated Gas Co.—Between Piers, new 58 and new 59.	" 13977.	7 95
For the Consolidated Gas Co.—At Pier, new 22.	" 14512.	27 83
" At Pier, new 44.	" 14352.	7 52
" At Chambers Street Ferry.	" 14549.	20 71
" At West Twenty-fourth street.	" 14682.	69
For Commercial Cable Co.—Near Pier "A."	" 14749.	295 57
For Citizens' Steamboat Co.—Between Piers, new 46 and new 47.	" 14640.	19 74
For Iron Steamboat Co.—At Pier, new 1.	" 14871.	9 39
For Charles Mulford—Between Piers, new 21 and new 22.	" 14833.	33 46
For New York, Lake Erie and Western Railroad Co.—At Pier, new 20.	" 14840.	22 38
For Oceanic Steam Navigation Co.—Between Piers, new 44 and new 45.	" 13990.	432 69
For Occident Dock Co.—At Pier, new 50.	" 14577.	33 58
For Providence and Stonington Steamship Co.—At Pier, new 36.	" 13980.	497 20
For Southern Pacific Co.—At Pier, new 25.	" 14190.	152 23
For R. P. and J. H. Staats—Between Piers, new 13 and new 14.	" 14745.	102 19
For Terminal Warehouse Co.—At Pier, new 57.	" 14235.	13 34
"	" 14427.	21 30
Repairs and alterations to piers, bulkheads, pavements, etc., at cost and expense of lessees, owners and others, viz.:		\$1,720 29
For W. H. Beard Dredging Co.—Repairs to Pier at East Twenty-fifth street.	" 14355.	\$5 10
For W. H. Beard Dredging Co.—Repairs to Pier 34, East river	" 14458.	6 56
For Baltimore and Ohio Railroad Co.—Repairs to pavement at Pier, new 22, N. R.	" 14058.	496 85
For John A. Bouker—Repairs to north half of Pier at West Twelfth street.	" 13851.	137 86
For Brown & Fleming—Removal of 510 cubic yards of rip-rap from slip between Piers, new 21 and new 22, N. R.	" 14279.	193 75
For Commercial Cable Co.—Cutting trench through concrete flooring of Pier "A."	" 14049.	178 17
For R. H. Howes—Repairs to Dock Master's office at West One Hundred and Thirty-third street.	" 14579.	4 03
For Health Officer of the Port—Repairs to naphtha launch.	" 12367.	44 68
For Samuel Hanna—Excavation at bulkhead between Charles and West Tenth streets.	" 14243.	12 10
For Kane & Wright—Repairs to Pier at East Forty-sixth street, East river.	" 14171.	85 63
For Kane & Wright—Repairs to bulkhead at East One Hundred and Fifth street, H. R.	" 13959.	108 83
For John A. McCarthy—Repairs to Pier 60, E. R.	" 14522.	10 89
For Oceanic Steam Navigation Co.—Repairs to Pier, new 43, N. R.	" 13610.	95 00
For Oceanic Steam Navigation Co.—Repairs to pavement between Piers, new 44 and new 45, N. R.	" 13991.	508 30
For Providence and Stonington Steamship Co.—Moving crosswalks at Pier, new 36, N. R.	" 14113.	498 29
For George W. Plunkitt—Repairs to Pier at West Fifty-first street, N. R.	" 14423.	5 91
For Perth Amboy Towing Co.—Repairs to Pier, new 20, E. R.	" 14675.	93 66
For New York, Lake Erie and Western Railroad Co.—Extending ferry-rack at West Twenty-third street, N. R.	" 13596.	12,516 09
For P. Sanford Ross—Repairs to Pier at West Forty-sixth street.	" 14382.	47 72

	AUTHORIZATION.		
Repairs and alterations to piers, bulkheads, pavements, etc., at cost and expense of lessees, owners and others, viz.:			
For Riverside and Fort Lee Ferry Co.—Repairs to platform at West One Hundred and Thirtieth street, N. R.	Sec. Order 14559.	\$173 52	
For owners of the tug-boat "Ida L. Tebo"—Repairs to Pier at West Seventy-ninth street, N. R.	" 14790.	16 85	
For John L. Eccles—Repairs to Pier, old 59, N. R.	" 14796.	226 20	
For John H. Starin—Improvements of water-front at Dey street, N. R.	Res. Feb. 21, 1894.	27,967 32	
For cement merchants—Tests made of cement.		54 00	\$43,487 32
Sundries—			
Opening pavement of Marginal street west of West street, to permit the Department of Public Works to place hydrants	Sec. Order 14002.		
Removing dumping-board, platform and other incumbrances from Pier 12, E. R., in accordance with the decision of the Court of Appeals in suit of William Hall vs. The Mayor, etc.	" 14041.	1,815 03	
Survey foot of West Twentieth street, Brooklyn, N. Y., made by request of the Counsel to the Corporation, for suit of Dickson vs. The Mayor, etc.	" 13944.	403 44	
Survey of Astoria Ferry, made for the Comptroller, N. Y., made by request of the Counsel to the Corporation, for suit of Dickson vs. The Mayor, etc.	" 14543.	21 84	
Attendance of employees at court in suit of Martin vs. The Mayor, etc.		24 89	
Sign erected foot West Forty-third street cautioning the public against the use of the pier thereat.	Sec. Order 14569.	5 11	
Department and hired tugs at service of City Paymaster.		2,100 19	
Total			4,373 20
			\$49,860 81

ON ANNUAL EXPENSE ACCOUNT.

Office of the Board.		
Salaries.		
Secretary's Room—Secretary	\$4,800 00	
Assistant Secretary	2,400 00	
Stenographers and Typewriters	2,118 93	
Copyist	1,000 00	
Laborers	3,179 03	
Messengers	1,345 32	\$14,843 28
Chief Clerk's Room—Clerks	\$8,900 00	
Laborers acting Clerks	1,650 00	10,550 00
Treasurer's Room—Clerk	\$2,000 00	
Collector	1,800 00	
Laborer assisting	995 00	
Stenographer	375 00	5,170 00
Dock Masters	\$27,243 54	
Laborers assisting Dock Masters	9,579 68	36,823 22
Stenographer to the President	\$137 10	
Laborers acting Watchmen	2,519 63	
Janitor	1,095 46	3,752 19
Cleaning	\$1,024 52	\$71,138 69
Heating	1,291 95	
Lighting	171 68	2,488 15
Repairs to	\$68 12	
New furniture	48 85	
Insurance	50 00	166 97
Blank books, miscellaneous stationery and typewriter supplies	\$2,157 33	
Renewals of and repairs to typewriters	113 50	
Printing "Minutes of the Board"	1,253 78	
Printing "Index to Minutes of the Board"	205 77	
Printing and binding "Annual Reports"	1,452 03	5,242 41
Sale of leases	\$105 60	
Sale of dumping privileges	82 90	188 50
Lettering on office doors	\$7 50	
Law books and legislative documents	92 05	
Messengers' car-fares	174 67	
Newspapers	129 27	
Postage stamps	271 20	
Telegrams	4 25	
Recording leases in Register's Office	37 34	
United States flags	27 00	
Toilet articles	96 83	
Ice	35 25	875 36
Total		\$80,100 08

SUMMARY.

New material, tools, supplies and fabricated concrete blocks on hand; expenditures for receiving and inspecting materials and supplies, and bills and claims unapportioned at close of year 1894.	\$206,092 81
Requisitions made upon the Comptroller for year ending April 30, 1895, viz.:	
For bills and claims for materials furnished, for work done and for wharf property acquired	\$1,076,486 49
For wages on weekly pay-rolls	\$393,356 48
For salaries on monthly pay-rolls	175,233 05
	568,589 53
Charges for use of Department's floating plant, per resolution of Febr. ary 21, 1894.	1,645,076 02
	4,341 44
Total to be accounted for	\$1,855,500 27
Expenditures for Construction Account—New Plan	\$504,992 53
Expenditures for Construction Account—Not New Plan (including \$44,012.21 for work done for other Departments)	48,725 07
	\$553,717 65
Expenditures for Repairs and Maintenance Account (including \$13,614.13 for work done for other Departments)	247,739 70
Expenditures for Acquired Wharf Property Account	527,161 79
General Expense Account	241,462 99
Miscellaneous Account	49,580 81
Annual Expense Account	80,100 08
	\$1,699,763 02
New materials, supplies and tools on hand, and expenditures for receiving and inspecting same, unapportioned at close of year	155,737 25
Total accounted for	\$1,855,500 27

JAMES WEIR, Apportionment Clerk.

REPORT OF THE ENGINEER-IN-CHIEF.

OFFICE OF THE ENGINEER-IN-CHIEF, NEW YORK, May 1, 1895.

To the Board of Docks:

GENTLEMEN—I have the honor to submit the following report of the work under my charge and supervision during the year ending April 30, 1895.

WORK OF CONSTRUCTION UNDER NEW PLAN.

NORTH RIVER.

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

Some repairs and work of maintenance have been done on this section during the year.

Dey Street Section—Extending from the south end of West Washington Market Section at the middle of Dey street about 240 feet southerly.

This section has been built under the provisions of chapter 397 of the Laws of 1893, by the Department of Docks, at the cost and expense of Mr. John H. Starin, the owner of the old bulkhead on the westerly side of West street. The agreement was made with Mr. Starin by the City authorities on the 30th of November, 1892, in conformity with resolutions passed by the Board of Aldermen on the 18th of October, 1892, and by the Department of Docks on the 16th of June, 1892, and by the Commissioners of the Sinking Fund on the 14th of September, 1892, which agreement was "ratified, confirmed and made valid" by said chapter 397 of the Laws of 1893. A further agreement, as to details, was made with the Department of Docks on the 3d of March, 1894, so that the dredging has been done by Mr. Starin directly, and the wall has been built with the Department's force and material, at the cost and expense of Mr. Starin. The wall has been completed to the southerly side of Pier, new 13, a distance of about 148 feet.

Pier, new 13, North river—This pier has been built by Mr. John H. Starin, and an iron shed has been built upon it by him and is now nearly completed. The pier is about 723 feet long and 100 feet wide.

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

The wall on this section was practically completed last year. The International Navigation Company, lessees, have extended their shed on the bulkhead to a point 140 feet southerly of Pier, new 14.

Barclay Street Section—The Hoboken Land and Improvement Company, owners of the old bulkhead on the westerly side of West street, at the foot of Barclay street, are building the bulkhead or river wall in front of their property, and rebuilding their ferry-racks and ferry-house to accord with the New Plan. This work is being done under the provisions of chapter 397 of the Laws of 1893, and under a permit and an agreement made with the Department of Docks on the 25th of January, 1894, and approved by the Commissioners of the Sinking Fund on the 6th of February, 1894.

Warren Street Section—Extending from the northerly side of Pier, old 28, North river, to the northerly side of Pier, old 29, North river, a distance of about 253 feet.

Length of piling for the year. 71.45 feet; to date, 237.00 feet.

" base blocks for the year. 237.08 "

" "E" course granite for the year. 219.00 "

Approximate equivalent length of completed wall for the year. 171.00 "

The old bulkhead on West street on this section having been acquired by the Department, the work of building the wall was begun in January, 1894, by dredging, and 208 feet have been completed south of the Chambers Street Section.

Pier, new 19.—This pier has been completed and made ready for use. It replaces Pier, old 29. The ferry-rack of the New York, Lake Erie and Western Railroad Company on the north side and outer end of this pier has also been completed. The Old Colony Steamboat Company, lessee, is about to erect a shed upon it.

Sections between Warren and Lighthouse Streets, inclusive.

Sections between Warren and Lighthouse streets, inclusive, on which the bulkhead or river wall has been completed are as follows:

SECTIONS.	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.	SECTIONS.	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.
Warren Street	219.00	233.00	Beach Street	196.00	196.00
Chambers Street	651.70	651.70	Lighthouse Street	581.39	595.96
Jay Street	216.67	216.67			
Franklin Street	415.95	415.95			
North Moore Street	340.00	340.00			
Total				2,620.71	2,649.28

The Warren Street, Chambers Street, Jay Street, Franklin Street, North Moore Street, Beach Street and Lighthouse Street Sections, upon which sections the wall is now completed, make a continuous length of the bulkhead or river wall of 2,620 feet.

These sections embrace Piers, new 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29, all of which have been completed. Only Piers, new 20, 21, 27, 28 and 29 have not yet been extended to the pierhead-line of 1890.

Pier, new 22—This pier, which was built last year and leased to the Baltimore and Ohio Railroad Company, has had an iron shed built upon it by the lessee.

The paving of the newly-made land from Chambers street to Pier, new 29, has been completed during the year.

Brick Pavement—Under permits of the Board an area of 40 feet by 30 feet of the new-made land directly opposite Pier, new 24, was paved with vitrified brick by the International Contracting Company as a sample and test. This area was laid in May, 1894, and under a permit of the Board another area of the new-made land, 50 feet by 50 feet, was also paved with vitrified brick by Thornton N. Motley as a sample and experiment. This area was paved in November, 1894.

Under the conditions of a very heavy traffic which prevails at these points, this experimental pavement will probably give very valuable information.

Bulkhead between Piers, new 28 and 29.—An iron shed has been built on this bulkhead by the Pennsylvania Railroad Company, lessees.

Desbrosses Street Section.—The Pennsylvania Railroad Company, owners of the old bulkhead on the westerly side of West street, between Vestry and Watts streets, have begun building the bulkhead or river wall in front of their property, under the provisions of chapter 397 of the Laws of 1893, and also under a permit and an agreement made with the Department of Docks on the 30th day of October, 1894, and approved by the Commissioners of the Sinking Fund the 18th day of December, 1894.

Sections North of Canal Street.

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

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

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

Bulkhead north and south sides of Pier, new 36—An iron shed two stories in height has been built on this bulkhead by the Providence and Stonington Steamship Company, lessee.

Pier at West Nineteenth street—The pier at the foot of West Nineteenth street has been extended to the pierhead-line of 1890, a distance of 151 feet.

Sections North of West Twenty-third Street.

The sections north of West Twenty-third street on which the bulkhead or river wall has been completed are as follows:

SECTIONS.	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.	SECTIONS.	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.
West Twenty-third Street, south end	1,228.20	1,206.70	West Thirty-second Street	515.00	479.39
West Twenty-third Street, north end	615.42	603.90	West Thirty-third Street	75.67	89.77
West Thirty-first Street	257.50	257.50			
Total				2,691.79	2,636.76

These sections have been completed and are in use, except the northerly end of the West Thirty-third Street Section. They include Piers, new 53, 54, 55, 56, 57, 58, 59, 60, 61, 62 and 63.

The total continuous length of the bulkhead or river wall is 2,691.79 feet.

On account of the great depth of soft mud in the bottom on these sections, the filling behind the wall settles and requires additions from time to time.

Pier, new 53—This pier, and the ferry-rack for the New York, Lake Erie and Western Railroad Company, built in conjunction with the lessee, has been completed.

Two large sewer barrels built under the pier convey the sewage from the large West Twenty-third street sewer to the outer end of the pier and discharge it into the river.

Pavement has been laid in rear of the bulkhead or river wall to give access to the piers and bulkheads on these sections.

West Forty-third Street Section—Extending from the northerly side of West Forty-third street to the northerly side of West Forty-fourth street, a distance of about 263.83 feet.

Length of base blocks to date. 253.55 feet.

" "E" course of granite to date. 230.87 "

Equivalent length of completed wall to date. 243.62 "

The wall on this section was completed last year from the northerly side of West Forty-fourth street as far southerly as it can be until the Department is in possession of Pier at West Forty-third street.

West Fifty-second Street Section (south end)—Extending from 83 feet to inches southerly of the southerly side of West Fiftieth street northerly to the north side of West Fifty-first street, a distance of 404 feet 8 inches.

Length of base blocks to date. 404.05 feet.

" "E" course of granite to date. 404.05 "

Equivalent length of completed wall to date. 406.53 "

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

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

Each base block made six feet in length of the foundation wall.

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

West Fifty-second Street Section (north end)—Extending from the northerly side of West Fifty-first street to the northerly line of West Fifty-fifth street, a distance of 1,043 feet 4 inches.

Length of dredging for the year.....	3.47 feet; to date, 782.47 feet.
“ rock bottom cleaned for the year.....	149.47 “ “ 782.47 “
“ concrete in bags for the year.....	149.00 “ “ 781.00 “
“ concrete in mass for the year.....	150.00 “ “ 781.00 “
“ base blocks for the year.....	262.00 “ “ 780.00 “
“ “E” course of granite for the year.....	300.60 “ “ 779.60 “
Equivalent length of completed wall for the year.....	167.16 “ “ 777.30 “

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

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

The wall on this section was completed in 1893, and the Department Yard was extended southerly to Fifty-sixth street upon the filling placed behind it.

The total continuous length of the bulkhead or river wall on West Fifty-second Street Section, north end, and West Fifty-seventh Street Section, is 1,542.12 feet.

EAST RIVER.

Stanton Street Section—Extending from the south side of Rivington street to the north side of Stanton street, a distance of 557.21 feet, under unanimous resolution of the Board, March 1, 1893. Length of base blocks for the year..... 158.10 feet; to date, 477.00 feet.

“ “E” course granite for the year..... 212.67 “ “ 477.00 “

Equivalent length of completed wall for the year..... 141.26 “ “ 475.00 “

The Department having acquired the southerly half of Pier 62, at the foot of Stanton street, and the bulkhead adjoining, a section of the bulkhead or river wall was begun in 1893 at Stanton street, under unanimous resolution of the Board, passed on March 1, 1893. It is upon the East One Hundred and Second Street Section plan.

The filling behind the wall has been continued and is in progress.

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

The Health Department having in 1892 obtained the transfer of the premises between East Sixteenth and East Seventeenth streets to it for hospital purposes, the Department Yard on the East river was ordered to be transferred to the block between East Twenty-fourth and East Twenty-fifth streets, and work on this section was pushed in consequence. The wall and filling behind it were finished and the yard removed to this section in 1894.

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

Length of base blocks for the year..... 137.89 feet; to date, 276.24 feet.

“ “E” course granite for the year..... 158.06 “ “ 276.24 “

Equivalent length of completed wall for the year..... 88.16 “ “ 276.24 “

This work is built upon the East One Hundred and Second Street Section Plan.

Work has been completed on this section during the year and the property has been put in use for commercial purposes.

Bellevue Section—Extending from the northerly side of East Twenty-sixth street to the northerly side of East Twenty-eighth street, a distance of 543.81 feet, under unanimous resolution of the Board, passed April 25, 1889.

Length of “E” course granite for the year..... 0.00 feet; to date, 543.81 feet.

“ coping for the year..... 21.39 “ “ 480.47 “

Equivalent length of completed wall for the year..... 7.22 “ “ 543.81 “

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

Pier at Sixtieth street—A new pier, 164 feet long and 60 feet wide, has been built at the foot of East Sixtieth street, under Contract No. 480.

Pier at Sixty-first street—A new pier, 236½ feet long and 60 feet long, has been built at the foot of East Sixty-first street, under Contract No. 482.

Pier at Sixty-second street—A new pier, to be 259½ feet long and 60 feet wide, has been commenced at the foot of East Sixty-second street, under Contract No. 485, and is well advanced towards completion.

East Ninety-first Street Section—Extending from the southerly side of East Ninety-first street to the northerly side of East Ninety-second street, a distance of about 376 feet.

Work has been begun on this section and good progress made.

Length of dredging for the year..... 0.00 feet; to date, 125.00 feet.

“ rock bottom cleaned for the year..... 11.10 “ “ 79.10 “

“ concrete in bags for the year..... 41.10 “ “ 79.10 “

“ concrete in mass for the year..... 42.20 “ “ 79.10 “

“ base blocks for the year..... 61.05 “ “ 73.10 “

“ “E” course of granite for the year..... 73.00 “ “ 73.10 “

Equivalent length of completed wall for the year..... 20.41 “ “ 73.00 “

On account of the nature of the bottom the southerly end of the wall on this section will be built on the plan of the West Fifty-second Street Section.

Pier at East Ninety-first street—A new pier at the foot of this street, begun last year by the force of the Department, has been completed.

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

This section, and the piers at East Ninety-fourth and East Ninety-fifth streets, have been in commercial use.

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

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

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

Length of dredging for the year..... 0.00 feet; to date, 150.00 feet.

“ piling for the year..... 0.00 “ “ 136.00 “

“ “E” course granite for the year..... 0.00 “ “ 121.27 “

Equivalent length of completed wall for the year..... 0.40 “ “ 122.30 “

This section was begun in 1893 at the northerly side of East One Hundredth street, and the wall has been built far enough to the southward to permit filling in and the building of a pier at the foot of East One Hundredth street. The filling has been done as far as practicable.

East One Hundredth Street—A pier at the foot of this street, begun last year by the force of the Department, has been completed.

HARLEM RIVER.

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

The wall on this section was begun at its northerly end, and it was built southerly from the northerly line of East One Hundred and Fourth street, upon the plan described in the Annual Report for 1892, to a point 85 feet northerly of the northerly line of East One Hundred and First street, where the nature of the river bottom changed so much that the wall south of this point has been built upon the plan of the wall of 1876.

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

This section is described under the preceding heading.

The filling-in behind the wall on this section has been finished.

East One Hundred and Tenth Street Section—Extending from the southerly side of East One Hundred and Seventh street to the northerly side of East One Hundred and Tenth street, a distance of 855.86 feet.

Length of “E” course of granite to date..... 750.85 feet.

“ coping to date..... 698.06 “

Equivalent length of completed wall to date..... 750.85 “

The wall on this section was substantially completed in 1892, and has been in commercial use.

East One Hundred and Twenty-fifth Street Section—Extending from the southerly side of East One Hundred and Twenty-fifth street to a point 25 feet northerly of the northerly line of One Hundred and Twenty-fifth street and westerly to the angle of the bulkhead-line northerly of East One Hundred and Twenty-fifth street, a distance of 367.27 feet.

Length of “E” course granite to date..... 362.70 feet.

“ coping to date..... 362.70 “

This section was substantially completed in 1893 (except final pavement), and has been in commercial use.

TEMPORARY CONSTRUCTION UNDER NEW PLAN.

Chapter 567 of the Laws of 1887.

Platform between Piers 3 and 4, North river—A platform on piles has been erected by the Pennsylvania Railroad Company at the bulkhead between Piers, old 3 and 4, North river, and a one-story iron shed placed thereon by the Lehigh Valley Railroad Company.

Catharine street, East river—A new iron ferry-house has been built by the Union Ferry Company at their Catharine Street Ferry.

Jackson street, East river—A platform on piles and an iron shed upon it has been begun and is nearly completed by Duryea Brothers in front of their bulkhead about 100 feet easterly of Jackson street, under resolutions of the Board of February 7 and 14, 1895.

WORK OF CONSTRUCTION NOT UNDER THE NEW PLAN.

East River—Bridge foundations are being placed at the foot of East Sixty-fourth street for the proposed New York and Long Island Bridge and piers erected on Blackwell's Island for the bridge, at about opposite the foot of the same street.

Ward's Island—A small pier on the westerly side of Ward's Island for the use of the Department of Public Charities and Correction, has been begun under Contract No. 495.

Port Morris—A crib-bulkhead is being erected on the westerly side of the East river, between the southerly side of One Hundred and Thirty-fifth street and the centre of One Hundred and Thirty-seventh street, by the Port Morris Land and Improvement Company under permit of the Board.

Riker's Island—This island was acquired by the City in 1884 by purchase from private parties; and by chapter 469, Laws of 1885, a grant of lands under water by the State to the City was authorized, extending to a contour line of about 12 feet in depth at mean low water around and about the island, and the Secretary of War, on the 24th of January, 1893, under section 12 of the River and Harbor Act, approved September 19, 1890, modified the pierhead and bulkhead lines around the island, so that the City can avail itself fully of the benefits of the grant by filling-in and making land around the island.

These lines were again modified by the Secretary of War on the 29th of October, 1894, by reducing the area to the eastward of the island which could be filled in.

A crib-work retaining structure was begun in 1893, on the westerly side of the island, under Contract No. 449, to inclose an area of shallow water to be filled in by the Department of Street Cleaning. The area inclosed is 65 acres and the quantity of filling that can be placed there more than 2,000,000 cubic yards.

The work was suspended in February, 1894, in order to allow the Department of Street Cleaning to have access to the inclosure for depositing the filling, but was resumed and finally completed on the 2d of January, 1895.

An extensive survey of the shoals and land under water on the easterly side of the island, within the limits of the State grants to the City, has been made, including the driving of test piles and the taking of a number of borings, with a view to building a retaining structure on that side of the island to receive filling from the Department of Street Cleaning.

Chapter 58 of the Laws of 1895 forbids, however, filling in any land under water on any of the islands within the City and County of New York, with such material as the Department of Street Cleaning desires to dispose of, and in consequence of this, the information obtained has been placed on file and nothing has been done in the way of building a retaining structure on the easterly side of the island.

GENERAL REPAIRS.

The repairs to piers, bulkheads, etc., have cost somewhat more during the past year than in 1894. A detailed statement of them is given in the appendix.

A portion of Piers, old 33 and 34, East river, with the old sheds upon them, were destroyed by fire on the 9th day of May, 1894. The piers have been repaired and a new iron shed erected upon them by B. F. Clyde, lessee.

FLOATING PROPERTY.

The floating property of the Department has been increased by one new deck scow and one skiff, built by the Department force at West Fifty-seventh street.

A full list of the floating property will be found in the appendix.

SURVEYING PARTY.

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

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

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

Surveys and examinations have been made over 989,542 linear feet of water-front. The surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

15,772 rod soundings, to ascertain the depth of soft mud, have been taken, of which 5,453 were on the North river and 10,319 on the East and Harlem rivers. 124,329 disk soundings, to ascertain the depth of water, have been taken on the North, East and Harlem rivers in 928 slips, of which 52,877, in 324 slips, were on the North river, and 71,452, in 604 slips, were on the East and Harlem rivers.

Of the above, 29,365 disk soundings and 13,652 rod soundings were for construction, and 94,964 disk soundings and 2,120 rod soundings were for general repairs and examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on file in this office.

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

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

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

DEPARTMENT YARDS.

West Fifty-seventh Street Yard—This yard now extends from the northerly side of West Fifty-sixth street to the southerly side of West Fifty-eighth street, and also includes the Pier at the foot of West Fifty-seventh street.

6,450 barrels of Portland cement have been received at this yard for the work of the Department; 59 special base blocks for the bulkhead or river wall, containing nearly 2,248 cubic yards of concrete; and 20 base blocks for the bulkhead or river wall, containing about 645 cubic yards of concrete, have been built at this yard.

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

The bins, platforms, etc., which were begun at this yard in 1893 were not entirely completed when chapter 478 of the Laws of 1894 took effect and consequently work upon them has been suspended.

East Twenty-fourth Street Yard—The area occupied by this newly-established yard lies between East Twenty-fourth and East Twenty-fifth streets and easterly of what was formerly Avenue A.

Its length on the northerly line of East Twenty-fourth street is 198.7 feet, on the southerly line of East Twenty-fifth street 122 feet, and it has a length on the bulkhead or river wall of 212 feet.

The newly-made land and the top of the wall are occupied by the offices, the cement shed, the platforms for building base blocks and the various shops necessary for the work. The new pier at foot of East Twenty-fifth street is also included in this yard, and used for the reception, inspection and issue of granite stones for the wall.

The Department has now a very complete and well-appointed plant for carrying on its work at this yard.

57 base blocks for the wall, containing about 2,145 cubic yards of concrete, have been built at this yard and 8,984 barrels of Portland cement received.

Timber Basins—The timber basin at West Seventy-fifth street has been enlarged by extending it southerly to West Seventy-second street, adding an area of 93,200 square feet and making the total available area for storing timber now equal to 173,200 square feet.

The work of extending the timber basin was done under Contract No. 483.

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

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

I submit herewith an appendix, containing:

- A summary of the work of construction under "New Plan."
- A summary of temporary construction under "New Plan."
- A summary of the work of construction not under "New Plan."
- A summary of the work of "General Repairs."
- A schedule of "Floating Property."
- A summary of the work at the Department Yards.
- A statement of stock on hand, purchased, fabricated and issued at West Fifty-seventh Street Yard and at East Twenty-fourth Street Yard.
- A statement of granite on hand, received and issued.
- A summary of work done for other Departments.
- A summary of work done for and at the expense of alleged owners, lessees and others.
- A summary of work done in Draughtsman's room, office of the Engineer-in-Chief.
- A list of contracts under which work has been done during the year.
- A list of the forms of contracts and specifications submitted to the Board of Docks during the year.

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

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

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

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

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

New Bulkhead and Pierhead Lines.

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

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

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

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

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

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

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

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

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

On May 20, 1892, the Harbor Line Board submitted a report to the Secretary of War recommending a change in the previously established bulkhead and pierhead lines around Barretto's and Hunt's Points.

This report and the map accompanying it were approved by L. A. Grant, Acting Secretary of War, on June 11, 1892.

On January 16, 1893, the Harbor Line Board submitted a report to the Secretary of War, recommending the fixing of a bulkhead and pierhead line at Riker's Island.

This report was approved by the Hon. S. B. Elkins, Secretary of War, on January 24, 1893.

On July 27, 1893, the Harbor Line Board submitted a report to the Secretary of War, recommending a modification of the previously-established bulkhead and pierhead lines near Washington Bridge, for the better construction of the Harlem River Driveway.

This recommendation was approved by the Hon. Daniel S. Lamont, Secretary of War, on October 2, 1893.

On October 3, 1894, the Harbor Line Board submitted a report to the Secretary of War recommending a modification of the bulkhead and pierhead line previously established at Riker's Island.

This report was approved by the Hon. Daniel S. Lamont, Secretary of War, on October 29, 1894.

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

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

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

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

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

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

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

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

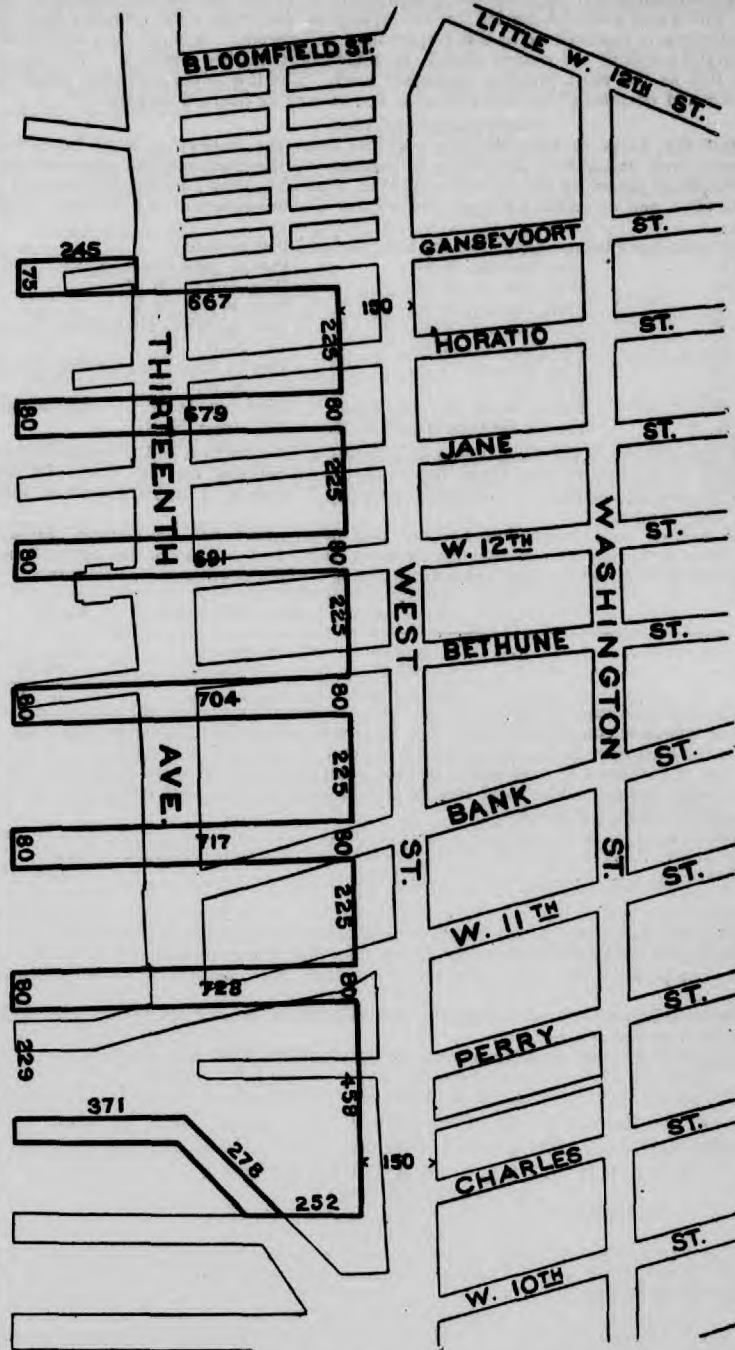
"The Board thinks that if wharf room is needed in this locality for longer vessels it should be gained only by excavations in rear of the bulkhead-line and not by extension of piers into the river beyond the line now recommended."

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

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

I have repeated the above from my last annual report, and it is with no little gratification that I mention the fact that on the 30th of March, 1894, a portion of the plan carefully considered and submitted in 1880 and persistently urged ever since was adopted by the Board of Commissioners of the Sinking Fund and is now the "sole plan according to which any wharf, pier, bulkhead, basin, dock, slip or any wharf structure or superstructure shall be laid out or constructed within the territory or district and specified upon such plans."

It will be noticed that the piers and slips shown upon this plan are of an unusually large size.



Scale, 1 inch—400 feet.

Notes.

Fine lines show existing features.
Heavy " " new plan, approved by the Commissioners of the Sinking Fund, March 30th, 1894.

The changes in size of ships and also in the method of handling the ships and their cargoes require that piers and slips be made larger in order to accommodate them.

I submitted in the appendix to my report for last year some interesting tables of the dimensions of steamships for the past twenty years, which show the constant increase in the size of ships on transatlantic as well as coastwise lines and also that among the first-rate ships, sometimes called "ocean greyhounds," the "City of Berlin," in 1874 was 520 feet long with tonnage of 5,500, while the "Campania" and "Lucania" of to-day are each 625 feet long with tonnage of 13,000.

From 1875 to 1880 owners of steamships gladly leased piers from Canal to West Tenth street, on the North river, which were about 575 feet long, 70 feet wide, with slips of about 175 feet in width, and such piers accommodated the business of the ships of that day very well; but to-day these same owners, having increased the size of their ships, as shown in the tables, are cramped for room to properly conduct their business and are seeking larger and more roomy quarters.

As will be seen by these tables, there are at present seven vessels running to this port over 550 feet long and over 8,000 tonnage and their owners would be glad to occupy the five large piers shown on the new plan now if they were built and ready for use, while the piers they now occupy would be used by smaller vessels or the space occupied by three of them would, after removing the existing piers, be occupied by two piers of larger size and with larger slips.

The tendency is certainly towards large vessels, and it is very unsafe indeed for any one, in view of the past, to predict any limit of their size,* and at the same time the commerce of the port and of the city is ever increasing, therefore there is no fear that there will be too many piers or that the largest piers will not be needed for large vessels, and the execution of this new plan should be energetically pushed to completion in order to supply the demands of the commerce of the city.

The North river, because of less difficulties in its navigation than the East river, will always be preferred by the large vessels for their berths, and as it is true that small vessels will always be in use, and they do not require large piers or large slips between them, it follows that other sections of the water-front can be advantageously and economically improved with small piers and slips for their use.

In connection with this topic, I beg leave to quote the following from the report of the Subcommittee of Seventy in 1894 on the "Improvement of the Water-front."

This Subcommittee consisted of H. F. Dimock, Gustav H. Schwab, Charles P. Sumner, Richard Deeves, L. T. Romaine, J. W. Miller, William H. Burr and Charles H. Marshall.

"Improvement above West Eleventh Street."

"Many years ago authority was given by the Legislature to fill in the North river, above West Eleventh street, to such an extent that the river was greatly narrowed at that point. It was supposed that the commerce of the city would never need to enter what was then this far-away section. More recently we have seen the same short-sighted policy applied to sections of the water-front which now seem to us equally remote. The future will probably show equal need of correction of the mistake. By the filling in at and above West Eleventh street it has been made impossible to have any piers, suitable for any considerable use, built in this section of the city for a distance of nearly a mile. The plans of the General Government and of our local government, for reasons that are conclusive, prohibit it."

"This section of the city is now urgently needed to provide suitable accommodation for our greatly crowded commerce. It is difficult to exaggerate the importance of restoring this most important district to modern commercial use. It would relieve for many years the congestion in the busiest commercial part of the city, and afford a means of supplying the demands which are continually being made, and which it is criminal to disregard if in any reasonable way they can be supplied. The Department of Docks has for many years been urging this improvement on the proper authority, and finally it has been given the power to restore this most important section to commercial use."

"The plans involve the purchase of this land and dredging out the filling to such an extent as to enable the City to build into the river piers of suitable length. Plans have already been approved by the Sinking Fund Commissioners which, when carried out, will result in adding five new piers in this section. If the plans for the whole section alluded to could be approved and executed, something like seventeen new piers could be added to those at present available for commercial use."

"While this will involve, of course, a very considerable expenditure of money, yet the rent which those who wish to use the property are willing to pay will be such as to furnish a handsome return on the investment. But this is not all, or perhaps the most important consideration. If

* The "Great Eastern" was 680 feet long between perpendiculars, 691 feet long on deck, with gross tonnage of 22,500.

New York is to retain its position it must furnish suitable accommodations for its increasing commerce. The district referred to furnishes the only considerable relief at present at our command, and we unhesitatingly urge on the Department of Docks and on the Sinking Fund Commission that this great work be carried on as rapidly as due regard for economy and the amount available for yearly expenditure by this Department will permit. It is the duty of all good citizens to hold up the hands of the proper officials in their efforts in this direction. We simply call attention to this as the most pressing immediate need. The law gives sufficient power to improve all districts and portions of the water-front as fast as may be deemed necessary."

Pierhead-lines of 1890.

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

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

Pier, new 24, N. R.	Pier, new 40, N. R.	Pier at Jane street, N. R.
Pier, new 25, N. R.	Pier, new 42, N. R.	Pier, old 57, N. R.
Pier, new 26, N. R.	Pier, new 43, N. R.	Pier, old 58, N. R.
Pier, new 34, N. R.	Pier, new 44, N. R.	Pier at West Nineteenth street, N. R.
Pier, new 35, N. R.	Pier, new 45, N. R.	Pier at West Twenty-first street, N. R.
Pier, new 36, N. R.	Pier, new 46, N. R.	Pier at West Twenty-second street, N. R.
Pier, new 37, N. R.	Pier, new 47, N. R.	
Pier, new 38, N. R.	Pier at West Eleventh street.	
Pier, new 39, N. R.	Pier at Bethune street, N. R.	

The audited expenditures of the Department on account of Construction and Repairs for the past year aggregate \$1,645,076.02, very much less than the expenditure for last year. Of this amount \$526,879.72 was on account of "acquired property," some of it in settlement of suits which have been long pending.

The amount audited on Construction Account was \$852,541.61 and on General Repairs \$188,327.91 and the distribution of these amounts between wages and salaries of the pay-roll and claims, including cost of materials and payments for dredging and for contracts, is as follows:

	PAY-ROLLS.	BILLS AND CLAIMS.	TOTAL.
Construction	\$457,939 64	\$394,601 97	\$852,541 61
Repairs	49,282 64	148,045 27	188,327 91
Total	\$408,222 28	\$542,647 27	\$1,040,869 52

The equivalent length of completed bulkhead or river wall on the North river for the year is 340.19 feet and on the East river 229.42 feet, making a total of 569.61 feet. Also an equivalent length of 202.57 feet of bulkhead or river wall has been completed on the North river at the cost and expense of private parties. The total length of bulkhead or river wall completed on the granite course under the coping is as follows:

On the North river	12,181 feet.
On the East river	2,406 "
On the Harlem river	1,962 "

Total

Two new piers have been built on the North river and four new piers on the East river and Harlem river, and one of the City's piers on the North river has been extended to the pierhead-line of 1890. Also one private pier on the North river has been built, extending to the pierhead-line of 1890.

The total new wharfage room made during the year is 4,368.46 feet, or nearly one mile, while the net wharfage room gained is 4,346 feet.

Very respectfully, your obedient servant, G. S. GREENE, JR., Engineer-in-Chief.

APPENDIX.

Summary of the Journal of the Work for the Year Ending April 30, 1895.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER-FRONT.

DEY STREET SECTION.

Under Resolution of the Board, February 21, 1894.

Bulkhead-wall Proper.

Dredging—April 15 to April 30, 1895.—Bulkhead-wall area was dredged, old cribwork was removed, and piles pulled, by Morris & Cumings, contractors (Dredge No. 4). Inspector on the work for account of John H. Starin.

STONE-FILLING.

Cobble—May 1 to October 20, 1894.—Cobble was discharged by Brown & Fleming for wall foundation, under Treasurer's Orders Nos. 17715, 17832, 17878, 17864, and from Edmund Dwyer under Contract No. 475, also, cobble was leveled off by divers.

Rip-rap—May 1 to October 13, 1894.—Rip-rap was discharged in rear of wall by Brown & Fleming and H. P. Sheridan under Treasurer's Orders Nos. 17749 and 17853, respectively, and under Contract No. 475 by Brown & Fleming, and soundings were taken front and rear of wall.

PILING AND WOODWORK.

Vertical Piles—May 1, 1894, to February 27, 1895.—579 vertical piles were driven and regulated, and raft of piles were made up and towed to West Seventy-fifth Street Basin, to be held to await further progress of the work.

Bracing Piles—May 7 to July 28, 1894.—99 bracing piles were driven and regulated.

Binding Frames—May 1 to September 8, 1894.—8½ binding frames were made and sunk to place by means of divers.

Sawing Off Piles—May 7 to August 25, 1894.—723 piles were sawed off to grade, and pile butts were collected and rafted for removal.

Longitudinal Capping—May 26 to August 25, 1894.—570 lineal feet of longitudinal caps were placed and fastened.

Transverse Capping—June 23 to October 13, 1894.—60 transverse caps were placed and fastened.

Cap Decking—August 1, 1894, to February 26, 1895.—180 lineal feet of cap decking were laid and fastened with 1-inch treenails, and timber was rafted and towed to West Seventy-fifth Street Basin, to be held to await further progress of the work.

MASONRY.

Base Blocks and Mattress—May 26 to October 13, 1894.—15 concrete blocks and 1 special closure block were placed on foundation, and 973 batches of concrete were mixed and placed in molds at East Twenty-fourth Street Yard to fabricate blocks.

Chain-holes—June 16 to September 15, 1894.—Chain-holes were filled with concrete in oval-bottomed bags.

Granite—July 21 to October 27, 1894.—193 pieces of granite were set on wall foundation.

Concrete Backing—August 1 to November 14, 1894.—486 batches of concrete were mixed and placed to back up granite set.

Coping—February 27 to March 16, 1895.—6 pieces of coping were set on wall.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, Dey Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
Dredging	Feet.	Feet.	Feet.
Stone-filling—Cobble	27.9	241.9	43.2
" Rip-rap	198.6	198.6	43.2
Piling and woodwork—Vertical piles	177.6	198.6	43.2
" Bracing piles	198.6	198.6	43.2
" Binding frames	19.6	198.6	43.2
" Sawing piles	198.6	198.6	43.2
" Longitudinal capping	198.0	198.0	43.2
" Transverse capping	191.73	191.73	48.17
" Cap decking	168.00	168.00	73.9
Masonry—Base blocks	193.83	193.83	48.07
" Chain-holes	193.83	193.83	48.07
" "A B" course granite	173.00	173.00	68.9
" "C" course granite	168.00	168.00	73.9
" "D" course granite	164.00	164.00	77.9
" "E" course granite	160.00	160.00	81.9
" Concrete backing	161.00	164.00	77.9
" Coping	27.9	27.9	114.00
" Backing-log and bolt-holes	27.9	27.9	114.00
" Pointing	168.00	168.00	73.9
Earth-filling	182.00	182.00	59.9
Wall actually completed	127.9	127.9	114.00
Equivalent length of completed wall	22.57	205.9	36.00

Backing-logs and Drilling Bolt-holes—March 7 to 14, 1895.—Backing-logs were placed and fastened.

Pointing—August 11 to October 27, 1894, and March 23 to 30, 1895.—Joints of granite set in wall were pointed. Estimated earth-filling to date, done by John H. Starin, 11,000 cart-loads; work at present suspended.

Pier, new 13.

April 7, 1893, to April 30, 1895.—A new pier is being built by John H. Starin under an agreement with the Department, and an iron shed placed thereon.

WEST WASHINGTON MARKET SECTION.

Under Resolution of the Board, July 9, 1891.

Bulkhead-wall Proper.

STONE-FILLING.

Rip-rap—July 21 to July 28, 1894.—Rip-rap was discharged in rear of wall by Brown & Fleming, under Treasurer's Order No. 17853.

Cobble—August 11 to August 18, 1894.—Cobble was discharged between caps by Edmund Dwyer, under Contract No. 475.

Cap Decking—August 25 to September 15, 1894.—Deck plank was laid and fastened with 1-inch treenails.

MASONRY.

Granite—July 21 to August 4, 1894.—7 pieces of granite and 1 closure stone were set on wall foundation.

Concrete Backing—August 1 to August 4, 1894.—18 batches of concrete were mixed and placed to back up granite set.

Coping—March 8 to March 11, 1895.—2 pieces of coping were set on wall.

Backing-logs and Drilling Bolt-holes—March 11 to March 14, 1895.—Backing-logs were placed and fastened.

Pointing—August 11 to 18, 1894, March 11 to 30, 1895.—Joints of granite set in wall were pointed.

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

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK.	COMPLETED WORK.	
	1894-1895.	Total to Date.		1894-1895.	Total to Date.
Dredging	Feet.	Feet.	Masonry—Chain-holes	Feet.	Feet.
Stone-filling—Cobble	575.00	575.00	" "A B" course granite	575.00	575.00
" Rip-rap	575.00	575.00	" "C" course granite	1.40	575.00
Piling and woodwork—Vertical piles	575.00	575.00	" "D" course granite	3.60	575.00
" Bracing piles	575.00	575.00	" "E" course granite	7.40	575.00
" Binding frames	575.00	575.00	" Concrete backing	7.40	575.00
" Sawing piles	575.00	575.00	" Coping	12.52	390.00
Piling and woodwork—Longitudinal capping	375.00	375.00	" Backing-log and bolt-holes	12.52	390.00
Piling and woodwork—Transverse capping	575.00	575.00	" Pointing	12.52	575.00
Piling and woodwork—Cap decking	6.00	575.00	Earth-filling	50.00	575.00
Masonry—Base blocks	575.00	575.00	Wall actually completed	12.52	575.00
			Equivalent length of completed wall	2.03	575.00

GENERAL WORK.

Pier, old 20, and Bulkhead North of Same.

Removing Sheds, Decks, Platforms, etc., under Secretary's Order No. 11636—February 8, 1892, to October 2, 1894.—This work, done by Department labor, consisted in the removal of Pier, old 20, and the bulkhead platform lying north of same, including the sheds on the above pier and bulkhead platforms, also, the removal of the cribwork, etc., by means of a dredge. Work was begun February 8, 1892, and was finally completed by the removal of some old bulkhead timbers and the cutting off of piles at low water, which could not previously be gotten at, on October 2, 1894.

Pier, new 15, N. R.

Repairing plank approach—May 1 to May 5, 1894.—The plank approach to this pier was repaired.

Removing old work—October 13 to October 20, 1894.—Old platform, shed, etc., was removed in rear of wall.

Earth-filling, under Secretary's Order No. 14327—October 13, 1894, to February 28, 1895.—47 truck and 1,631 cart loads of earth-filling were received and placed in rear of wall from Thomas Smith, on tickets marked "T," at the southerly end of section.

BARCLAY STREET SECTION.

Building Bulkhead-wall between Vesey and Barclay Streets—Under Secretary's Orders Nos. 13551 and 14283.

October 16, 1894, to April 30, 1895.—This work, commenced October 16, 1894, by the Hoboken Ferry Company, consists in building the bulkhead wall between Vesey and Barclay streets and filling-in between Piers, old 25 and new 15, and is now in progress.

WARREN STREET SECTION.

Under Resolution of the Board, May 25, 1893.

Bulkhead-wall Proper.

STONE-FILLING.

Cobble—May 7, 1894, to November 17, 1894.—Cobble was discharged by Brown & Fleming between caps, under Treasurer's Orders Nos. 17715, 17832 and 17864, and by Edmund Dwyer, under Contract No. 475; also, cobble was leveled off by divers north and south ends of section.

Rip-rap—May 14, 1894, to November 24, 1894.—Rip-rap was discharged in rear of wall by Brown & Fleming, under Treasurer's Orders Nos. 17749, 17716, 17833, 17880 and 17865 and Contract No. 475; also, divers leveled off foundation, and temporary bulkhead was made and placed to retain cobble filling.

PILING AND WOODWORK.

Vertical Piles—May 1 to August 25, 1894.—226 vertical piles were driven, regulated and stay-lathed.

Bracing Piles—May 7 to August 4, 1894.—64 bracing piles were driven and regulated.

Binding Frames—May 1 to October 6, 1894.—4 binding frames were made and sunk to place by means of divers.

Sawing Piles—May 1 to October 6, 1894.—713 piles were sawed off to grade, and pile butts collected and rafted for removal.

Longitudinal Capping—May 1 to September 15, 1894.—700 lineal feet of caps were placed and fastened.

Transverse Capping—May 26 to November 24, 1894.—80 transverse caps were placed and fastened.

Cap Decking—August 1 to December 22, 1894.—Deck plank was laid and fastened with 1-inch treenails.

MASONRY.

Base Blocks and Mattress—May 14 to September 25, 1894.—20 concrete blocks were placed on wall foundation, and foundation piles were located by divers by means of wire screens.

Chain-holes—May 1 to September 22, 1894.—Chain-holes were filled with concrete in oval-bottomed bags.

Granite—June 16 to November 17, 1894.—248 pieces of granite were set on wall.

Concrete Backing—July 7 to December 1, 1894.—741½ batches of concrete were mixed and placed to back up granite set.

Coping—December 1 to December 8, 1894.—20 pieces of coping were set on wall.

Backing-logs and Drilling Bolt-holes—December 10 to December 22, 1894.—150 lineal feet of backing-logs were placed and fastened.

Pointing—July 21 to December 22, 1894.—Joints of granite set in wall were pointed.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, Warren Street Section.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
Dredging	229	253	24
Stone-filling—Cobble	225	225	28
" Rip-rap	71.45	237	16
Piling and woodwork—Vertical piles	71.45	237	16
" Bracing piles	92	237	16
" Binding frames	237	237	16
" Sawing piles	235	235	18
" Longitudinal capping	235	235	18
" Transverse capping	219	219	34
" Cap decking	237.08	237.08	15.92
Masonry—Base blocks	237.08	237.08	15.92
" Chain-holes	228	228	25
" "A B" course granite	227	227	26
" "C" course granite	228	228	30
" "D" course granite	219	219	34
" "E" course granite	215	215	38
" Coping	208	208	45
" Backing-log and bolt-holes	224	224	29
" Pointing	153	153	100
Earth-filling	208	208	45
Work actually completed	171	233	20
Equivalent length completed wall			

General Work.

Removing Old Work—August 1, 1894, to April 11, 1895.—Old shed and platform in rear of wall was removed; also old material and pile butts were collected and rafted for removal.

Earth-filling—August 4, 1894, to April 30, 1895.—1,053 truck and 22,117 cart loads of earth-filling were received from Brown & Fleming, and placed in rear of wall, up to date (the privilege for this filling having been sold to the above parties), and work is now suspended.

Pier 19, N. R.

Building Pier under resolution of the Board, June 1, 1893—September 27 to November 13, 1894.—This pier was built out to the pierhead-line of 1890, and is 699.67 feet in length, with an average width of about 52 feet, and covers an area of 36,468 square feet of land under water.

Building Paved Approach, under Secretary's Order No. 14245—September 14 to October 15, 1894.—This work, done by Department labor, consisted in building a temporary paved approach to Pier, new 19, North river, of second-hand Belgian blocks, from the southerly end of the pavement covering the newly-made land in the rear of the Chambers Street Section, and covers an area of 277 square yards.

Paving between Piers, New 24 and 25, under Contract No. 472 and Resolution of the Board May 10, 1894.

Paving New-made Land—August 21 to October 4, 1894.—This work, done by Contractor William P. Baird, was commenced August 21 and finished October 4, 1894, and consisted in preparing for and paving the newly-made land in the vicinity of Piers, new 24 and 25, with Staten Island syenite blocks, laying crosswalks, and building the necessary drains, etc.

Pier, new 25.

Removing Earth-filling from New-made Land, under resolution of the Board, November 29, 1893—June 16, 1894.—Scow "D" was loaded with earth-filling at Pier, new 25, from work done under above resolution of the Board, between Piers, new 25 and 27, and unloaded at West Fifty-second Street Section, in rear of bulkhead-wall; material removed in order to place pavement, under Treasurer's Order No. 17699.

Between Piers, new 25, 26 and 27.

Paving New-made Land, under resolution of the Board, November 29, 1893, Treasurer's Order No. 17699 and Secretary's Order No. 13624—April 6 to June 26, 1894.—The Connecticut Valley Granite and Mining Company paved the new-made land with granite or syenite blocks, laid crosswalks and built the necessary manholes and silt-basins, in accordance with plans and specifications.

Paving New-made Land, Vicinity of Piers, new 27, 28 and 29—Under Contract No. 476 and Resolution of the Board, June 7, 1894.

August 10 to October 23, 1894.—Contractor Thomas Harrington paved the newly-made land in the vicinity of Piers, new 27, 28 and 29, with Staten Island syenite blocks, laid crosswalks and built the necessary drains and appurtenances.

LAIGHT STREET SECTION.

Earth-filling, under resolution of the Board, September 20, 1889, and Secretary's Order No. 14139—August 6 to October 6, 1894.—671 cart-loads of earth-filling were received and placed in rear of wall from Brown & Fleming (to back up retaining structure built by the Pennsylvania Railroad Company), making a total of 62,314 loads altogether received up to date at this section.

DESBROSSES STREET SECTION.

February 25 to April 30, 1895.—A section of the bulkhead-wall is being built by the Pennsylvania Railroad Company, under an agreement with the Department.

Extending West Nineteenth Street Pier—Under Resolution of the Board, April 20, 1894, and Secretary's Order No. 13940.

April 23 to October 16, 1894.—This pier was extended out to the pierhead-line of 1890, length of extension about 151 feet and width 60 feet, covering an area of 9,096 square feet of land under water.

Pier, new 53.

Building Pier, under resolution of the Board, February 1, 1894—February 9, 1894, to January 14, 1895.—This pier was built out to the pierhead-line of 1890, and is about 500 feet in length and 45 feet in width and covers an area of 22,724.57 square feet of land under water.

Building temporary Plank Approach—June 19 to July 13, 1894.—A temporary plank approach to this pier was built along the north side of the ferry platform.

Paving New-made Land between Piers, new 53 and new 54—Under Contract No. 482 and Resolution of the Board, August 2, 1894.

October 18 to November 13, 1894.—Work under this contract was done by John Slattery, contractor, and consisted in preparing for and laying second-hand Belgian block pavement on new-made land in rear of the bulkhead-wall at West Twenty-third Street Section, for a temporary approach to Pier, new 53, North river.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Resolution of the Board, November 5, 1880.

Bulkhead-wall Proper, between Piers, new 53 and new 54.

MASONRY.

Backing-logs and Drilling Bolt-holes—June 21 to June 23, 1894.—Backing-logs were placed and fastened.

Pointing—October 13 to October 20, 1894.—Open joints of granite set in wall at foot of West Twenty-fourth street were grouted (due to settlement of the wall).

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Twenty-third Street Section, South End.

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	1,228.20	1,228.20	.....
Stone-filling—Cobble	1,228.20	1,228.20	.....
" Rip-rap	1,228.20	1,228.20	.....
Piling and woodwork—Vertical piles	1,228.20	1,228.20	.....
" Bracing piles	1,228.20	1,228.20	.....
" Binding frames	1,228.20	1,228.20	.....
" Sawing piles	1,228.20	1,228.20	.....
" Longitudinal capping	1,228.20	1,228.20	.....
" Transverse capping	1,228.20	1,228.20	.....
" Cap decking	1,228.20	1,228.20	.....
Masonry—Base blocks	1,228.20	1,228.20	.....
" Chain-holes	1,228.20	1,228.20	.....
" "A B" course granite	1,228.20	1,228.20	.....
" "C" course granite	1,228.20	1,228.20	.....
" "D" course granite	1,228.20	1,228.20	.....
" "E" course granite	950.95	950.95	.....
" Extra "E" course granite	482.77	482.77	.....
" "E No. 1" course granite	241.88	241.88	.....
" Concrete backing	1,228.20	1,228.20	.....
" * Coping	858.60	858.60	.....
" Backing-log and bolt-holes	30.20	858.60	.....
" Pointing	47.64	1,228.20	.....
Earth filling	200.00	1,188.20	40.00
Wall actually completed	47.64	1,228.20	5.00
Equivalent length of completed wall	191.93	1,228.20	2.00

* The coping in this section is set dry, and extra courses of granite will be required to be added as the wall settles.

General Work.

Removing Old Work—July 7 to July 14, 1894.—Old wooden bulkhead was removed.

Work done under Secretary's Order No. 12016—May 1 to June 25, 1894.—This work consisted in completing that portion of the Twenty-third Street Section, south end, which is located between the northerly line of West Twenty-third street produced, and the southerly side of Pier, new 54, a distance of about 242 feet, in accordance with the plans and specifications for building the bulkhead-wall. Near the southerly side of Pier, new 54, a boat landing was built into the wall under Secretary's Order No. 12560.

Earth-filling, under Secretary's Order No. 13098—May 1, 1894, to April 27, 1895.—2,111 truck and 13,428 cart loads of earth-filling were received and placed in rear of wall, by Thomas E. Crimmins, on tickets marked "P" and "Q", making a total received up to date of 6,339 truck and 15,052 cart loads. Also drain box was built at bulkhead between above piers to drain new-made land.

Bulkhead between Twenty-third and Twenty-fourth Streets—Under Secretary's Order No. 14405.

Placing Brick on Bulkhead-wall—November 21 to December 7, 1894.—This work, done by Candee & Smith, consisted in placing a pile of bricks directly in front of the inner end of Pier, new 53, and over the area of the foundation of the bulkhead-wall, the whole pile containing about 9,722 cubic feet, or about 486 tons. This brick was placed in order to weigh the southerly end of the Twenty-third Street Section bulkhead-wall, where there is but a small amount of filling in rear of the wall, and consequently a slower rate of settlement of the wall than at other portions of this section between Twenty-third and Twenty-fourth streets produced.

Pier, new 54—Under Secretary's Order No. 14625.

Raising the Inner End of Pier—February 15 to March 22, 1895.—This work consisted in raising the inner end of Pier, new 54, North river, 10 inches, which the pier had settled, owing to the downward movement of the bulkhead-wall. The necessary chocks and fastenings were placed on the piles in order to make the foundation system of the pier secure.

Bulkhead-wall Proper, between Piers, new 55 and 56.

MASONRY.

Backing-logs and Drilling Bolt-holes—June 14 to 19, 1894.—Backing-logs were placed and fastened.

Under Secretary's Order No. 12245—May 1 to June 20, 1894.—This work consisted in building that portion of the West Twenty-third Street Section, south end, which lies between Piers, new 55 and 56, a distance of about 205 feet, in accordance with the plans and specifications for building the bulkhead-wall.

EARTH-FILLING.

Under Secretary's Order No. 13617—May 1 to June 28, 1894.—1,379 truck and 719 cart loads of earth-filling were received and placed in rear of wall, by Thomas Smith, on tickets marked "O," "W" and "P," making a total of 3,198 truck and 2,846 cart loads received up to June 28, 1894.

Under Secretary's Order No. 14678—February 27 to March 14, 1895.—177 truck-loads of earth-filling were received and placed in rear of wall without tickets, between Piers, new 55 and 56, by Thomas Crimmins, contractor.

Pier, new 55—Under Secretary's Order No. 14302.

Raising Inner End of Pier—October 10, 1894, to February 18, 1895.—This work consisted in raising the inner end of Pier, new 55, North river, 11 inches, which the pier had settled owing to the downward movement of the bulkhead-wall, the necessary chocks and fastenings were placed on the piles in order to make the foundation system of the pier secure.

Paving New-made Land between Piers, new 54 and 55—Under Resolution of Board, November 29, 1893, and Treasurer's Order No. 17700.

May 1 to May 28, 1894.—The Connecticut Valley Granite and Mining Company paved with granite blocks the new-made land in the vicinity of Piers, new 54 and 55, laid crosswalks, and placed silt basins and drains, in accordance with plans and specifications. 590 cubic yards of earth were removed, 2,314 square yards of pavement were laid and 386 cubic yards of concrete were put in place. The removal of earth and the placing of the concrete was done by the Department labor.

Paving New-made Land between Piers, new 55 and 60—Under Resolution of Board, April 13, 1894, and Treasurer's Order No. 17768.

May 4 to June 23, 1894.—This work done by Thomas Smith, contractor, under Treasurer's Order No. 17768, was commenced May 4 and finished June 23, 1894, and consisted in paving 4,032 square yards of the new-made land between Piers, new 55 and 60, with second-hand Belgian blocks, in accordance with plans and specifications.

Pier, new 56—Under Secretary's Order No. 14700.

Raising Inner End of Pier—March 1 to April 3, 1895.—This work consisted in raising the inner end of Pier, new 56, North river, 11 inches, which the pier had settled owing to the downward movement of the bulkhead-wall. The necessary chocks and fastenings were placed on the piles in order to make the foundation system of the pier secure.

Pier, new 57—Under Resolution of Board, June 28, 1882.

Raising Inner End of Pier—May 5 to May 12, 1894.—The inner end of this pier was raised.

Between Piers, new 57 and 60—Under Secretary's Order No. 13321.

EARTH-FILLING.

May 1 to July 13, 1894.—1,289 truck and 762 cart loads of earth-filling were received and placed for top dressing on the new-made land in the rear of the bulkhead-wall, on tickets marked "O" and "P," from Thomas Smith, contractor, making a total of 1,664 truck and 2,336 cart loads, or 4,000 loads in all, received up to July 13, 1894, when work was finished. Work was commenced November 14, 1893.

Under Secretary's Order No. 14074—July 13 to August 15, 1894.—1,043 truck and 456 cart loads of earth-filling were received and placed in rear of wall on tickets marked "Q," from Thomas Smith, contractor.

WEST TWENTY-THIRD STREET SECTION, NORTH END.

Under Unanimous Resolution of Board, June 28, 1882.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Twenty-third Street Section, North End.

In Linear Feet of Wall.

WORK.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.	WORK.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.
	Feet.	Feet.		Feet.	Feet.
Dredging	615.42	.....	Masonry—"A B" course granite	515.42	.....
Stone-filling—Cobble	615.42	.....	" "C" course granite .....	.....	.....
" Rip-rap	615.42	.....	" "D" course granite .....	.....	.....
Piling and woodwork—Vertical piles	615.42	.....	" "E" course granite	615.42	.....
" Bracing piles	615.42	.....	" Extra "E" course granite	262.04	.....
" Binding frames	615.42	.....	Masonry—Extra "E No. 1" course .....	.....	.....
" Sawing piles	615.42	.....	granite	157.95	.....
Piling and woodwork—Longitudinal	615.42	.....	Masonry—Concrete backing .....	.....	.....
capping	615.42	.....	" * Coping	432.36	.....
Piling and woodwork—Transverse	615.42	.....	" Backing-log and bolt-holes	488.05	.....
capping	615.42	.....	" Pointing	432.36	.....
Piling and woodwork—Cap decking	615.42	.....	Earth filling	615.42	.....
Masonry—Base blocks	615.42	.....	Wall actually completed	183.05	432.36
" Chain-holes .....	.....	.....	Equivalent length of completed wall	603.90	11.52

* The coping in this section is set dry, and extra courses of granite will be required to be added as the wall settles.

Pier, new 59—Under Resolution of the Board, June 28, 1882.

Raising inner end of Pier—May 1, 1894, to April 30, 1895.—The work of raising inner end of Pier, new 59, was commenced April 19, 1894, suspended May 10, 1894, and resumed under Secretary's Order No. 14849 April 24, 1895, and is now in progress.

Pier, new 58—Under Secretary's Order No. 14792.

Raising inner end of Pier—April 6 to April 23, 1895.—This work consisted in raising the inner end of Pier, new 58, 12 inches, which the pier had settled owing to the downward movement of the bulkhead-wall, and the necessary chocks and fastenings were placed on the piles, in order to make the foundation system of the pier secure.

WEST FORTY-THIRD STREET SECTION.

Under Unanimous Resolution of the Board, September 3, 1891, and Secretary's Order No. 13481.

Earth-filling—October 20 to December 7, 1894.—437 truck-loads and 6 cart-loads of earth filling were received and placed in rear of wall, on tickets marked "T," from Thomas Smith, contractor, making a total of 1,438 truck and 2,480 cart loads received up to December 7, 1894, when work was suspended; work commenced January 6, 1894.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Forty-third Street Section.

In Linear Feet of Wall.

WORK.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.	WORK.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.
	Feet.	Feet.		Feet.	Feet.
Dredging	260.83	.....	Masonry—Chain-holes	253.55	7.38
Stone-filling—Cobble	225.00	35.88	" "A B" course granite	237.00	22.93
" Rip-rap	212.00	48.83	" "C" course granite	236.84	23.09
Piling and woodwork—Vertical piles	253.80	7.03	" "D" course granite	235.03	25.80
" Bracing piles	253.80	7.03	" "E" course granite	230.87	29.96
" Binding frames	251.70	9.13	" Concrete backing	230.87	29.96
" Sawing piles	253.80	7.03	" Coping	166.70	34.13
Piling and woodwork—Longitudinal	253.55	7.28	" Backing-log and bolt-holes	166.70	34.13
capping	250.68	10.15	" Pointing	226.70	34.13
Piling and woodwork—Transverse	250.68	10.15	Earth-filling	210.83	50.00
capping	250.71	30.12	Wall actually completed	226.70	34.13
Piling and woodwork—Cap decking	250.71	30.12	Equivalent length of completed wall	243.62	17.20
Masonry—Base blocks	253.55	7.28			

WEST FIFTY-SECOND STREET SECTION, NORTH END.

Under Resolution of the Board, October 6, 1887, to February 6, 1889.

Bulkhead-wall Proper.

STONE-FILLING.

Rip-rap—May 1, 1894, to January 12, 1895.—Rip-rap was discharged by Brown & Fleming and J. A. Bouker Contracting Company, in rear of wall, under Treasurer's Orders Nos. 17749, 17833 and 17873, and Contract No. 475; also, a deck-load of stone from 12-ton derrick No. 3 was placed as rip-rap in rear of wall.

MASONRY—CLEANING ROCK BOTTOM.

Pumping Mud—May 1 to November 10, 1894.—Mud was pumped from wall foundation by crew of 12-ton Derrick No. 3, assisted by divers, preparatory to setting concrete blocks, and masts and boom of derrick were painted and machinery overhauled.

Tubbing—August 18 to October 20, 1894.—Stone was hoisted off rock bottom by means of tub and divers.

Concrete in Bags—July 4 to November 3, 1894.—305 batches of concrete in bags were mixed and deposited on rock bottom by means of divers, assisted by crew of 12-ton derrick No. 3.

Concrete in Mass—May 14 to November 10, 1894.—126 batches of concrete in mass were mixed and deposited on top of concrete in bags, by means of divers.

Concrete Blocks—May 1 to December 1, 1894.—73 concrete blocks were set on wall foundation by means of divers, and crew of 100-ton derrick "City of New York." Surveyors, assisted by divers, took levels.

Chain-holes—August 11 to December 8, 1894.—Chain-holes were filled with concrete in oval-bottomed bags.

Granite—May 1 to December 22, 1894.—315 pieces of granite were set on wall foundation.

Concrete Backing—May 26 to December 22, 1894.—452½ batches of concrete were mixed and placed to back up granite set.

Coping—September 1, 1894, to January 12, 1895.—43 pieces of coping were set on wall.

Backing-logs—September 15, 1894, to January 26, 1895.—Backing-logs were placed and fastened.

Pointing—May 26, 1894, to January 5, 1895.—Joints of granite set in wall were pointed.

Work done under Secretary's Order No. 13904—May 17 to October 5, 1894.—This work consisted in placing 2 top and 2 concrete sub-blocks; also the building of the necessary granite and concrete backing, in order to complete the wall over the above blocks, in accordance with the plans of this work.

Recapitulation of Work Done and to be Done on the Bulkhead-wall at West Fifty-second Street Section, North End.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	3.47	782.47	260.83
Stone-filling—Rip-rap.....	287.47	767.47	275.83
Masonry—Cleaning rock—			
1, Pumping.....	149.47	782.47	260.83
2, Tubbing.....			
Concrete in bags.....	149.00	781.00	262.30
Concrete in mass.....	150.00	781.00	262.30
Base blocks.....	262.00	780.00	263.30
Chain-holes.....	262.00	780.00	263.30
Granite, "A B" course.....	243.60	779.60	263.70
" " "C" course.....	243.60	779.60	263.70
" " "D" course.....	298.60	779.60	263.70
" " "E" course.....	300.60	779.60	263.70
Concrete backing.....	300.60	779.60	263.70
Coping.....	300.60	779.60	263.70
Backing-log and bolt-holes.....	300.60	779.60	263.70
Pointing.....	300.60	779.60	263.70
Earth-filling.....	539.30	739.30	304.00
Wall actually completed.....	300.60	779.60	263.70
Equivalent length of wall.....	167.16	777.70	266.00

General Work.

Removing Old Work—December 10 to December 15, 1894.—Old piles were cut off at about low water and removed.

EARTH-FILLING.

Under Secretary's Order No. 14092—August 9 to August 24, 1894.—1,720 truck and 780 cart loads of earth-filling were received and placed in rear of wall on tickets marked "S" from George W. Plunkett, making a total of 2,500 loads received to August 24, 1894, when work was finished.

Under Secretary's Order No. 12300—May 1, 1894, to April 5, 1895.—55,866 loads of earth-filling were received and placed in rear of bulkhead-wall from Thomas Smith, contractor, on tickets marked "O," "P" and "U," up to April 5, 1895, when work was suspended. Work commenced December 12, 1892.

Continuing bulkhead-wall, under Secretary's Order No. 13992—June 1, 1894, to April 5, 1895.—This work consisted in continuing the bulkhead-wall (southerly) from the south end of the last sub-block set previous to June 1, 1894 (distant about 256.5 feet south of West Fifty-fourth Street Pier), to a point about 2.9 feet north of the north side of West Fifty-second Street Pier, being about 202.3 lineal feet of bulkhead-wall.

West Fifty-fifth and West Fifty-sixth Streets.

Earth-filling, under Secretary's Order No. 14428—November 21, 1894, to January 18, 1895.—554 truck and 212 cart loads of earth-filling were received and placed in rear of wall, between Fifty-fifth and Fifty-sixth streets, with tickets by Thomas Smith, in order to remove depressions and properly drain the above area.

WEST FIFTY-SEVENTH STREET SECTION.

Under Resolution of the Board, August 1, 1889, and Secretary's Order No. 14428.

Between West Fifty-fifth and West Fifty-sixth Streets.

Earth-filling—November 21, 1894, to January 18, 1895.—554 truck and 212 cart loads of earth-filling were received and placed in rear of bulkhead-wall, between West Fifty-fifth and West Fifty-sixth streets, on tickets from Thomas Smith, in order to remove depressions and properly drain the above area.

EAST RIVER WATER-FRONT.

Test Borings on the East River for Bulkhead-wall—Under Secretary's Order No. 14698.

Test borings are being taken with the borer "Woodcock" on the East river on the new and old bulkhead-lines, from the Battery to Grand street, to ascertain the nature of the river bottom over area of proposed bulkhead-wall. Begun March 4; in progress.

STANTON STREET SECTION.

Under Unanimous Resolution of the Board, March 1, 1893.

Bulkhead-wall Proper.

Stone-filling—May 1 to 10, May 21 to June 9, September 11 to September 18, 1894, and January 10 to February 4, 1895.—3,874 cubic yards of rip-rap stone were delivered and deposited on wall foundation by H. P. Sheridan, the Bouker Contracting Company and Brown & Fleming, under Treasurer's orders and Contract No. 475 therefor.

MASONRY.

Base Blocks and Mattresses—July 17, 1894.—An examination of the base block area was made by divers.

July 23 to 25, August 3 to 5, August 25 to 30, and October 1 to 10, 1894.—26 concrete base blocks (Standard B's) were loaded by the derrick "City of New York" on scows at the East Twenty-fourth Street Yard, together with the necessary cement, sand and broken stone for use in setting the blocks and filling the chain-holes. Mattresses were prepared, and 26 blocks were set in the wall by the derrick "City of New York," assisted by divers. Total blocks set to date, 79.

Chain-holes—July 24 and 25, August 4 and 30, and October 9 and 16, 1894.—The chain-holes between the blocks were filled with concrete in bags with the assistance of divers.

Granite—May 3 to 12, August 3 to 11, August 24 to September 10, and October 17 to 31, 1894.—Granite, cement, sand and broken stone were loaded on scows at the East Twenty-fourth Street Yard, and granite on a scow at the foot of West Eighty-second street, for use in building the bulkhead or sea wall. 214 pieces of granite were dressed as required and set in the wall by the 10-ton, 12-ton No. 1 and 12-ton No. 2 derricks.

Concrete Backing—May 8 to 11, August 21 to September 10, and October 2 to 31, 1894.—342 batches of concrete were made and placed to back up the granite set. Total batches in place to date, 748.

Coping—May 11 to 25, August 28, and November 1 to 10, 1894.—26 pieces of coping loaded on scows at the East Twenty-fourth Street Yard were set on the "E" course of the bulkhead-wall by the 12-ton derricks Nos. 1 and 2.

Pointing—May 1 to June 2, July 27 to August 1, August 29 to September 23, and October 30 and 31, 1894.—Joints in the granite were cleaned out and pointed.

Backing logs—November 27 to December 3, 1894, and February 4 to 5, 1895.—354½ lineal feet of backing-logs were placed on the new bulkhead-wall, and galvanized-iron cleats placed upon them for mooring purposes.

Recapitulation of Work Done and to be Done on the Stanton Street Section, in Lineal Feet of Wall. Plan of East One Hundred and Second Street.

Section Length, 557.21 feet.

WORK.	COMPLETED WALL.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	490.00	67.22
Stone-filling—Cobble.....	.....	480.00	77.22
" Rip-rap.....	104.00	347.00	220.22
Woodwork—Piles driven.....	.....	477.00	80.22
" Piles cut off.....	.....	477.00	80.22
Masonry—Base blocks.....	158.10	477.00	80.22
" Chain-holes.....	158.10	477.00	80.22
" "A B" course granite.....	206.05	477.00	80.22
" "C" course granite.....	206.93	477.00	80.22
" "D" course granite.....	208.60	477.00	80.22
" "E" course granite.....	212.67	477.00	80.22
Concrete backing.....	212.67	477.00	80.22
Coping.....	212.67	477.00	80.22
Backing-log and bolt-holes.....	244.60	354.60	19.97
Pointing.....	212.67	477.00	80.22

WORK.

COMPLETED WALL.

WORK.	COMPLETED WALL.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Earth-filling.....	475.00	475.00	82.22
Wall actually completed.....	177.00	347.00	210.22
Equivalent length of completed wall.....	147.26	475.00	82.22

N. B.—The southerly 80.22 feet of this wall will not be built until some future date, owing to the condition of the existing bulkhead at foot of Rivington street, East river. The wall is practically completed to a point about 83 feet from the south line of Rivington street, measured on the bulkhead-line.

General Charge.

Filling-in Rear of Wall, under Engineer's Order No. 13926—May 1, 1894, to May 1, 1895.—29,761 loads of earth-filling were received and placed in rear of the new bulkhead-wall, from Brown & Fleming. Total loads received to date under this order, 37,382. This is exclusive of 2,722 loads deposited under Secretary's Order No. 13525.

Temporary Approach—July 18 to July 25, 1894.—The temporary approach leading to Pier 61, E. R., was taken up and relaid owing to a settlement having taken place in the filling under same.

Guard Piling—October 15 to October 16, 1894.—Piles were driven at the north end of the section to protect the work at this point.

Temporary Platform—November 28 to December 22, 1894.—A temporary platform was built connecting the south end of the new bulkhead-wall with the old wooden bulkhead at Rivington street.

Pier 61, E. R.

Constructing Inner End of Pier, under Secretary's Order No. 13906—May 11 to July 24, 1894.—The inner end of this pier was rebuilt and connected with the new bulkhead-wall where it had been removed prior to the construction of the wall.

EAST TWENTY-FIFTH STREET SECTION.

Under Unanimous Resolution of the Board, October 27, 1892.

WALL PROPER.

Dredging—September 28 to October 1, 1894.—1,198 cubic yards of mud were excavated and removed by the W. H. Beard Dredging Company, under Contract No. 477, from the front of the wall, prior to placing of rip-rap stone.

Stone-filling—May 7 to 16, May 16 to June 12, August 8 to 31 and November 2, 1894.—Cobble stone previously deposited on wall foundation was leveled off by divers, over the area to be covered by the base blocks. Mud was pumped from the rip-rap area with a wrecking pump operated by steam from the 12-ton derrick No. 2, assisted by divers, and 2,598 cubic yards of rip-rap stone were delivered and deposited on wall foundation, by Brown & Fleming, under Treasurer's orders and Contract No. 475.

WOODWORK.

Vertical Piling—May 4 to May 7, 1894.—18 extra vertical piles were driven in wall foundation on which the base blocks were to be placed, they were sawed off to grade with pile-cutting machine, and located by divers.

MASONRY.

Base Blocks and Mattresses—May 8 and 9, May 15 and 16, May 26 and 29, June 11 and 12, July 19 and 22, 1894.—Cement, sand and broken stone were loaded on scows at the East Twenty-fourth Street Yard for use in setting the blocks and filling the chain-holes. 23 blocks were loaded on scows by the derrick "City of New York." Mattresses were prepared and the 23 blocks set in the wall by the derrick "City of New York," assisted by divers (19 standard B's and 4 specials). Total blocks set, 46.

Chain-holes—May 9, 16 and 29, June 12, July 21 and 23, 1894.—The chain-holes between the blocks were filled with concrete in bags with the assistance of divers.

Granite—May 28 to June 19, July 25 to August 1, October 26 to November 1, 1894.—Cement, sand and broken stone were loaded on scows at the East Twenty-fourth Street Yard, for use in setting and backing up the granite, 161 pieces of granite were set in the wall by the 10-ton and 12-ton derricks Nos. 1 and 2.

Concrete Backing—June 1 to 20, July 26 to August 4, 1894.—250 batches of concrete were made and placed to back up the granite set; total batches in place, 438.

Coping—June 13 and 14, August 4 and 5, August 21 and 22, 1894.—Coping stone were loaded on scows at the East Twenty-fourth Street Yard and from the bulkhead foot of West Eighty-second street, and 18 pieces were set on the "E" course of the bulkhead-wall, by the 12-ton derrick No. 2 and the 10-ton derrick.

Pointing—June 11 to 22, August 1 to 7, August 23 to 26, 1894.—Joints in the granite were cleaned, cut and pointed.

Backing-logs—August 24 to August 30, 1894.—Backing-logs were framed, placed and secured to the new bulkhead-wall with Ahlstrom bolts and galvanized-iron cleats placed thereon for mooring.

Recapitulation of Work Done and to be Done on the East Twenty-fifth Street Section, in Lineal Feet of Wall. Plan of East One Hundred and Second Street.

Section Length, 276.24 feet.

WORK.	COMPLETED WORK.		WORK.	COMPLETED WORK.	
	1894-1895.	Total to Date.		1894-1895.	Total to Date.
	Feet.	Feet.		Feet.	Feet.
Dredging.....	.....	276.24	Masonry—"D" course granite.....	154.87	276.24
Stone filling—Cobble.....	100.00	276.24	" " "E" course granite.....	158.96	276.24
" Rip-rap.....	216.24	276.24	Concrete backing.....	158.96	276.24
Woodwork—Piles driven.....	.....	276.24	" Coping.....	143.50	211.87
" Piles cut off.....	.....	276.24	" Backing-log and bolt-holes.....	146.87	211.87
Masonry—Base blocks.....	137.89	276.24	" Pointing.....	200.24	276.24
" Chain-holes.....	137.89	276.24	Earth-filling.....	226.84	276.24
" "A B" course granite.....	145.70	276.24	Wall actually completed.....	168.22	276.24
" "C" course granite.....	150.89	276.24	Equivalent length of completed wall.....	88.16	276.24

N. B.—This section has been fully completed during the year.

General Charges.

Temporary Approach—August 1 to August 10, 1894.—The temporary approach constructed to give access to and from the Pier foot of East Twenty-sixth street, while the bulkhead or sea wall was being built, was removed and the material rafted.

Filling in Rear of Wall, under Secretary's Order No. 12901—July 2 to 28 and August 16 to 19, 1894.—1,341 loads of earth-filling were received and placed in rear of the bulkhead-wall from Thomas Smith and the order closed.

Under Secretary's Order No. 14067—August 18 to August 28, 1894.—1,181 loads of earth-filling were received and placed in rear of the bulkhead-wall from Thomas Smith and the order revoked.

Under Secretary's Order No. 14174—August 30 to September 12 and September 22 to October 5, 1894.—1,174 loads of earth-filling were received and placed in rear of the bulkhead-wall from Thomas E. Crimmins and the order closed.

Total loads received during the year, 3,696. (Total loads received up to date, as follows: Under Secretary's Order No. 12762, 1,000; under Secretary's Order No. 12901, 3,000; under Secretary's Order No. 14067, 1,181, and under Secretary's Order No. 14174, 1,174 loads, making a total of 6,355 loads.)

Pier foot of East Twenty-sixth Street.

Rebuilding Inner End of Pier, under Secretary's Order No. 13950—May 9, 1894.—The old sewer box and sunken piles were removed from the area to be rebuilt.

Pile-driving, Stay-lathing, etc.—June 9 to June 23, 1894.—58 piles were driven, regulated, stay-lathed and tenoned to receive the cross caps and rangers.

Timber Work—June 21 to July 24, 1894.—Timber was hoisted from the river to pier, cross and side caps placed, rangers framed, placed and fish-plated, horizontal and "A" braces made and placed, and deck plank laid and sheathed with 4-inch spruce plank.

Oak Fenders—July 17 to July 22, 1894.—Oak fenders were placed on sides of pier.

Sewer Box—July 5 to July 16, 1894.—The old sections of sewer box were removed, and with one (1) new section were replaced under the pier to connect with the opening in the new bulkhead-wall.

General Charge.

Temporary Sewer Box—June 28 to July 9, 1894.—A temporary sewer box was made in place in rear of wall to connect with the main sewer foot of East Twenty-sixth street, and with the opening left in the bulkhead-wall until the Department of Public Works should build a brick sewer at this point.

BELLEVUE SECTION.

Under Unanimous Resolution of the Board, April 25, 1889.

Bulkhead-wall Proper.

Stone-filling—August 13 to August 21, 1894.—Mud was pumped from the front of the wall with a wrecking pump, operated by steam from the 12-ton derrick No. 2, assisted by divers, and 75 cubic yards of rip-rap stone was delivered and deposited in front of wall, by Brown & Fleming, under Contract No. 475.

Coping—May 1, 1894.—3 pieces of coping were loaded on deck of the 10-ton derrick at the East Twenty-fourth Street Yard, and set on the "E" course of the bulkhead-wall.

Backing-logs—August 20 to August 23, 1894.—Backing-logs were framed, placed and secured to the bulkhead-wall with Ahlstrom bolts, and galvanized-iron cleats placed thereon for mooring purposes.

Recapitulation of Work Done and to be Done, on the Bellevue Section, in Lineal Feet of Wall, South End—Plan of East One Hundred and Second Street.
Section Length, 543.81 feet.

WORK.	COMPLETED WORK.		WORK.	COMPLETED WORK.	
	1894-1895.	Total to Date.		1894-1895.	Total to Date.
	Feet.	Feet.		Feet.	Feet.
Dredging.....	543.81	543.81	Masonry—"D" course granite.....	543.81	543.81
Stone-filling—Cobble.....	543.81	543.81	" " "E" course granite.....	543.81	543.81
" " Rip-rap.....	9.81	543.81	" " Concrete backing.....	543.81	543.81
Woodwork—Piles driven.....	543.81	543.81	" " Coping.....	21.39	480.47
" " Piles cut off.....	543.81	543.81	" " Backing-log and bolt-holes.....	21.39	480.47
Masonry—Base blocks.....	543.81	543.81	" " Pointing.....	21.39	543.81
" " Chain-holes.....	543.81	543.81	Earth-filling.....	21.39	543.81
" " "A B" course granite.....	543.81	543.81	Wall actually completed.....	21.39	543.81
" " "C" course granite.....	543.81	543.81	Equivalent length of completed wall.....	7.22	543.81

N. B.—The northerly 542.42 feet of this wall was completed in 1891, under plan of 1876. The work during the year ending April 30, 1895, was on the 21.39 feet at the southerly end of the section, which is under plan of East One Hundred and Second street.

This section is now complete and is used by the Bellevue Hospital.

Foot of East Sixtieth Street—Under Unanimous Resolution of the Board, February 8, 1894.
BUILDING NEW PIER.

Stone-filling—May 1 to 12 and August 2, 1894, to February 5, 1895.—17,896 cubic yards of rip-rap stone were delivered and deposited over and about site of pier by Brown & Fleming, under Contract No. 475, and by H. P. Sheridan and the Bouker Contracting Company, under Treasurer's orders therefor. Total yards deposited to date, 18,904.

May 26, 1894.—The small office temporarily located on the bulkhead for use of Inspectors was transferred back to the East Twenty-fourth Street Yard and the work temporarily suspended May 12, 1894.

July 25, 1894.—The office was replaced on the bulkhead for use of Inspector when the work was resumed under Contract No. 480.

Under Contract No. 480—September 13 to December 15, 1894.—A new pier, 168 feet 7½ inches long on the north side, 162 feet 5 inches long on the south side, and 60 feet in width (or about 9,930 square feet), was built by Spearin & Preston, in accordance with the specifications of the contract.

Foot of East Sixty-first and East Sixty-second Streets—Under Secretary's Order No. 13948.
Test Piling—July 9 and 20, 1894.—Test piles were driven and soundings taken to determine the nature of the river bottom, prior to getting up plans and specifications for building new piers at the foot of said streets.

Foot of East Sixty-first Street—Under Unanimous Resolution of the Board, February 8, 1894.
Building New Pier, under Contract No. 481—September 10, 1894.—An examination was made over the inner 80 feet of the pier area by divers to determine the nature of the river bottom, prior to the rip-rap stone being put in by the contractor.

September 15, 1894, to March 25, 1895.—A new pier, 233 feet 2 inches long on the north side, 240 feet 7 inches long on the south side, and 60 feet in width (or about 14,213 square feet), was built by Spearin & Preston, in accordance with the specifications of Contract No. 481.

Pier foot of East Sixty-first Street—Under Secretary's Order No. 14620.

An examination was made and reported upon the application of Spearin & Preston for an extension of time in which to complete the work of building a new pier foot of East Sixty-first street, February 1, 1895.

Foot of East Sixty-second Street—Under Unanimous Resolution of the Board, February 8, 1894.
Building New Pier, under Contract No. 485—September 6, 1894.—An examination was made by divers over site of pier, prior to rip-rap stone being put in by the contractor.

November 8, 1894.—A new pier, 252 feet 2 inches long on the north side, 259 feet 7 inches long on the south side, and 60 feet in width (or about 15,353 square feet), is being constructed by Barth S. Cronin, under Contract No. 485, and in accordance with the specifications.

EAST NINETY-FIRST STREET SECTION.

Under Unanimous Resolution of the Board, May 25, 1893.

Bulkhead-Wall Proper.

MASONRY—CLEANING ROCK BOTTOM.

Pumping—May 1 to May 18, 1894.—Mud, sand and gravel were pumped from the rock bottom on the line of the wall with a wrecking pump operated by steam from the 12-ton derrick No. 2, with the assistance of divers, to prepare the foundation for the concrete in bags.

Tubbing—May 1, 1894.—Loose stone and rip-rap found on the rock bottom after the pumping had been done on line of the wall, were placed in tubs by divers and hoisted by the 12-ton derrick, to prepare the bottom for the bag foundation.

Concrete in Bags—May 2 to May 24, 1894.—94 batches of concrete were made, placed in bags, and lowered to divers to place on rock bottom to build up a foundation for the concrete blocks. Total batches placed, 313.

Concrete in Mass—May 5 and 7 and May 21 to 24, 1894.—22 batches of concrete in mass were made and, with aid of divers, placed on top of the concrete in bags to level off the foundation for the concrete blocks, and lines and levels were given to guide the divers in their work under water from time to time as the work progressed. Total batches in place, 47.

Concrete Blocks—May 26 to June 28, 1894.—19 special concrete blocks were loaded on scows at the East Twenty-fourth Street Yard, by the derrick "City of New York," and set in the wall with aid of divers. Total blocks set, 27.

Chain-holes—May 11, June 2, 4, 14 and 28, 1894.—The chain-holes between the blocks were filled with concrete in bags with the aid of divers.

Granite—June 4 to July 4, 1894.—78 pieces of granite were loaded on scows at the East Twenty-fourth Street Yard and set in the wall by the 10-ton and 12-ton derricks.

Concrete Backing—June 7 to July 6, 1894.—Cement, sand and broken stone were loaded on scows at the East Twenty-fourth Street Yard, for use in setting and backing up the granite, and 121 batches of concrete were made and placed to back up the granite set.

Coping—July 17 to July 21, 1894.—Two pieces of coping were dressed, loaded on deck of the 12-ton derrick No. 2, at the East Twenty-fourth Street Yard, and set on the "E" course of the bulkhead-wall.

Pointing—June 15 to July 9 and August 12, 1894.—Joints in the granite were cleaned out and pointed.

Stone-filling—August 21 to September 10, 1894.—1,046 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Brown & Fleming, under Contract No. 475. Total yards deposited, 1,288.

Recapitulation of Work Done and to be Done on the East Ninety-first Street Section, in Lineal Feet of Wall. South End. Plan of West Fifty-second Street.
Section Length, 375.88 Feet.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	375.88	375.88	250.88
Stone filling—Rip-rap.....	50.00	50.00	325.88
Masonry—Cleaning rock bottom.....	11.10	79.10	.....
" " Concrete in bags.....	41.10	79.10	.....
" " Concrete in mass.....	42.20	79.10	.....
" " Sub-base blocks.....	18.20	18.20	.....
" " Sub-blocks.....	36.60	73.00	.....
" " Base blocks.....	61.05	73.00	302.88
" " Chain-holes.....	61.05	73.00	302.88
" " "A B" course granite.....	73.00	73.00	302.88
" " "C" course granite.....	73.00	73.00	302.88
" " "D" course granite.....	73.00	73.00	302.88
" " "E" course granite.....	73.00	73.00	302.88
" " Concrete backing.....	73.00	73.00	302.88
" " Coping.....	9.00	9.00	226.54
" " Backing-log and bolt-holes.....	.....	.....	235.54
" " Pointing.....	73.00	73.00	302.88
Earth-filling.....	.....	.....	375.88
Wall actually completed.....	.....	.....	375.88
Equivalent length of completed wall.....	20.41	73.00	302.88

N. B.—The northerly 302.88 feet of wall at this section will probably be built under the plan of 1876, work on which has not yet been commenced.

General Charge.

Filling-in Rear of Wall—August 1, 1894, to April 30, 1895.—3,220 loads of rip-rap stone were received (free of charge) from John D. Crimmins, and placed in rear of the new bulkhead-wall, to hold close row of piles in place, and to form a roadway to the new Pier foot of East Ninety-first street. Total loads to date, 3,220.

Under Secretary's Order No. 14850—79 loads of filling were received under the above order from J. D. & T. E. Crimmins. Total loads to date, 79 loads.

Temporary timber basin—September 20 to September 26, 1894.—The old piles driven for a temporary timber basin at this section, were pulled up, rafted, towed to the East One Hundred and Second Street Section, and placed on the bulkhead.

Foot of East Ninety-first Street—Under Unanimous Resolution of the Board, May 25, 1893.
Building New Pier—May 1 to September 15, 1894.—A new pier, 384 feet in length and 60 feet in width, was built by the force of this Department; work begun February 21, 1894, and completed September 15, 1894.

EAST NINETY-FOURTH STREET SECTION.

Under Unanimous Resolution of the Board, April 25, 1889.

Recapitulation of Work Done and to be Done on the East Ninety-fourth Street Section, in Lineal Feet of Wall. Wall of 1876.
Section Length, 373.07 Feet.

WORK.	TOTAL COMPLETED WORK TO DATE.	Work to be Completed.	WORK.	TOTAL COMPLETED WORK TO DATE.	Work to be Completed.
Dredging.....	373.07	.....	Piling and woodwork—Cap decking.....	294.52	.....
Stone-filling—Cobble.....	294.52	.....	Masonry—Base blocks.....	371.16	1.92
" " Rip-rap.....	373.07	.....	" " Chain-holes.....	371.16	1.92
Masonry—Cleaning rock bottom.....	77.52	.....	" " "A B" course granite.....	369.52	3.56
" " Concrete in bags.....	77.52	.....	" " "C" course granite.....	368.93	4.15
" " Concrete in mass.....	77.52	.....	" " "D" course granite.....	368.05	5.03
Piling and woodwork—Piles driven.....	294.52	.....	" " "E" course granite.....	363.17	9.91
" " Bracing piles.....	294.52	.....	" " Coping.....	231.94	.....
" " Binding frames.....	294.52	.....	" " Concrete backing.....	363.17	9.91
" " Sawing piles.....	294.52	.....	" " Backing-log and bolt-holes.....	231.94	.....
Piling and woodwork—Longitudinal capping.....	294.52	.....	" " Pointing.....	363.17	9.91
Piling and woodwork—Transverse capping.....	294.52	.....	Earth-filling.....	363.17	9.91
.....	294.52	.....	Wall actually completed.....	363.17	9.91
.....	.....	.....	Equivalent length of completed wall.....	372.58	0.05

N. B.—The southerly 77.52 feet of this section was built on special plan, similar in principle to that of the plan of West Fifty-second street. The northerly end of the section is plan of 1876. This section is practically complete as no work will be done until the wall is carried north or south.

Foot of East Ninety-fourth Street, Under Secretary's Order No. 14802.

Placing Drain Box—April 18 to 23, 1895.—A box was placed in the newly-made land at the foot of East Ninety-fourth street, to drain off the surface water as it accumulates thereon.

EAST NINETY-SIXTH STREET SECTION.

Under Unanimous Resolution of the Board, October 31, 1889.

Recapitulation of Work Done and to be Done on the East Ninety-sixth Street Section, in Lineal Feet of Wall. Wall of 1876.
Section Length, 200.92 Feet.

WORK.	TOTAL COMPLETED WORK TO DATE.	Work to be Completed.	WORK.	TOTAL COMPLETED WORK TO DATE.	Work to be Completed.
Dredging.....	200.48	0.44	Masonry—Chain-holes.....	200.78	0.14
Stone-filling—Cobble.....	200.48	0.44	" " "A B" course granite.....	200.59	0.33
" " Rip-rap.....	200.48	0.44	" " "C" course granite.....	200.58	0.34
Piling and woodwork—Vertical piles.....	200.48	0.44	" " "D" course granite.....	200.57	0.35
" " Bracing piles.....	200.48	0.44	" " "E" course granite.....	200.57	0.35
" " Binding frames.....	200.48	0.44	" " Concrete backing.....	200.57	0.35
" " Sawing piles.....	200.48	0.44	" " Coping.....	140.57	0.35
Piling and woodwork—Longitudinal capping.....	200.48	0.44	" " Backing-log and bolt-holes.....	140.57	0.35
Piling and woodwork—Transverse capping.....	200.48	0.44	" " Pointing.....	200.57	0.35
" " Cap decking.....	200.48	0.44	Earth-filling.....	200.57	0.35
Masonry—Base blocks.....	200.78	0.14	Wall actually completed.....	200.57	0.35
.....	.....	.....	Equivalent length of completed wall.....	200.57	0.35

N. B.—This section was completed last year. Nothing more will be done until the wall is carried north or south.

General Charge.

Filling-in Rear of Wall, under Secretary's Order No. 12981—May 1 and July 9 to August 5, 1894.—1,050 loads of earth-filling were received and placed in rear of wall, by McManus & Quinn, they having paid for the privilege. Total loads received under this order, 30,106.

Removing Sign, under Secretary's Order No. 14039—June 26, 1894.—A sign placed on the newly-made land in rear of the East Ninety-sixth Street Section was removed, in accordance with this order.

EAST NINETY-NINTH STREET SECTION.

Under Unanimous Resolution of the Board, September 1, 1892.

Bulkhead-Wall Proper.

Woodwork—Decking—May 2, 1894.—The decking on the transverse caps was fastened down with 1-inch treenails.

MASONRY.

Pointing—May 1 to May 5, 1894.—Joints in the granite were cleaned out and pointed.
Backing-logs—May 3 and May 4, 1894.—Backing-logs were fastened to the bulkhead-wall with Ahlstrom bolts.

Recapitulation of Work Done and to be Done on the East Ninety-ninth Street Section, in Lineal Feet of Wall. Wall of 1876.
Section Length, 364.42 Feet.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	1894-1895.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	.....	150.00	214.42
Stone-filling—Cobble.....	.....	150.00	214.42
" " Rip-rap.....	.....	135.00	229.42
Piling and woodwork—Vertical piles.....	.....	116.00	228.42
" " Bracing piles.....	.....	116.00	228.42
" " Binding frames.....	.....	116.00	228.42
" " Sawing piles.....	.....	116.00	228.42
" " Longitudinal capping.....	.....	116.00	228.42
" " Transverse capping.....	.....	116.00	228.42
" " Cap decking.....	.....	113.60	230.52
Masonry—Base blocks.....	.....	133.30	231.12
" " Chain-holes.....	.....	133.30	231.12
" " "A B" course granite.....	.....	121.27	243.15
" " "C" course granite.....	.....	121.27	243.15
" " "D" course granite.....	.....	121.27	243.15
" " "E" course granite.....	.....	121.27	243.15
" " Concrete backing.....	.....	121.27	243.15
" " Coping.....	.....	63.33	167.50
" " Backing-log and bolt-holes.....	63.33	63.33	167.50
" " Pointing.....	.....	121.27	243.15
Earth-filling.....	70.00	70.00	294.42
Wall actually completed.....	11.73	70.00	294.42
Equivalent length of completed wall.....	0.40	122.30	242.12

N. B.—The northerly 20.3 feet of this section is under plan of East One Hundred and Second street, and 12 feet of the wall at the north end has been built under this plan.

General Charge.

Filling-in Rear of Wall, under Secretary's Order No. 13700—May 17, 1894, to February 16, 1895.—9,924 loads of earth-filling were received and placed in rear of the new bulkhead-wall, from William F. Cunningham. Total loads to date, 9,924.

A temporary fence was built around the area not yet filled in, to guard against accidents, while the work is suspended.

Foot of East One Hundredth Street—Under Unanimous Resolution of the Board, February 1, 1894.

Building new Pier—May 1 to June 18, 1894.—The pier, 170 feet in length on the north side, 171 feet in length on the south side and 60 feet in width, was fully completed by the force of the Department. Begun February 17 and finished June 18, 1894.

EAST ONE HUNDRED AND SECOND STREET SECTION.

Under Unanimous Resolution of the Board, July 17, 1890, amended May 21, 1891.

Bulkhead-wall Proper.

Stone-filling—May 1 to 12, June 6 to 28 and September 11 to 29, 1894.—Mud was pumped from in front of the wall with a wrecking pump operated with steam from the 12-ton derricks Nos. 1 and 2, assisted by divers, prior to putting in the rip-rap stone, and 1,015 cubic yards were delivered and deposited in front of the wall by H. P. Sheridan, under Treasurer's order therefor and by Brown & Fleming, under Contract No. 475.

MASONRY.

Pointing—May 2 to May 5, 1894.—Joints in the granite were cleaned out and pointed.
Backing-logs—May 1 and September 25 to 28, 1894.—Backing-logs were framed and secured to the new bulkhead-wall with Ahlstrom bolts and galvanized-iron cleats placed upon them for mooring purposes.

Recapitulation of Work Done and to be Done on the East One Hundred and Second Street Section, South End, in Lineal Feet of Wall. Wall of 1876.
Section Length, 144.70 Feet, under Plan 1876.

WORK.	COMPLETED WORK.		WORK.	COMPLETED WORK.	
	1894-1895.	Total to Date.		1894-1895.	Total to Date.
Dredging.....	Feet.	Feet.	Masonry—"A B" course granite.....	Feet.	Feet.
Stone-filling—Cobble.....	144.70	144.70	" " "C" course granite.....	144.70	144.70
" " Rip-rap.....	144.70	144.70	" " "D" course granite.....	144.70	144.70
Piling and woodwork—Piles driven.....	144.70	144.70	" " "E" course granite.....	144.70	144.70
" " Bracing piles.....	144.70	144.70	" " Concrete backing.....	144.70	144.70
" " Binding frames.....	144.70	144.70	" " Coping.....	144.70	144.70
" " Sawing piles.....	144.70	144.70	" " Backing-log and bolt-holes.....	144.70	144.70
Piling and woodwork—Longitudinal capping.....	144.70	144.70	" " Pointing.....	144.70	144.70
Piling and woodwork—Cap decking.....	144.70	144.70	Earth-filling.....	144.70	144.70
Masonry—Base blocks.....	144.70	144.70	Wall actually completed.....	144.70	144.70
" " Chain-holes.....	144.70	144.70	Equivalent length of completed work.....	144.70	144.70

N. B.—This section of bulkhead-wall is now practically completed and ready for the collection of wharfage, the earth-filling having been completed during the year and a temporary pavement laid.

Recapitulation of Work Done and to be Done on the East One Hundred and Second Street Section, North End, in Lineal Feet of Wall. Plan of East One Hundred and Second Street.
Section Length, 703.95 Feet, under Plan One Hundred and Second Street.

WORK.	COMPLETED WORK.		WORK.	COMPLETED WORK.	
	1894-1895.	Total to Date.		1894-1895.	Total to Date.
Dredging.....	Feet.	Feet.	Masonry—"D" course granite.....	Feet.	Feet.
Stone-filling—Cobble.....	703.95	703.95	" " "E" course granite.....	703.95	703.95
" " Rip-rap.....	703.95	703.95	" " Concrete backing.....	703.95	703.95
Woodwork—Piles driven.....	703.95	703.95	" " Coping.....	703.95	703.95
" " Piles cut off.....	703.95	703.95	" " Backing-log and bolt-holes.....	703.95	703.95
Masonry—Base blocks.....	703.95	703.95	" " Pointing.....	703.95	703.95
" " Chain-holes.....	703.95	703.95	Earth-filling.....	703.95	703.95
" " "A B" course granite.....	703.95	703.95	Wall actually completed.....	703.95	703.95
" " "C" course granite.....	703.95	703.95	Equivalent length of completed wall.....	703.95	703.95

N. B.—This section has been completed during the year and is now open for use.

General Charges.

Filling-in Rear of Wall, under Secretary's Order No. 13701—May 1, 1894, to January 12, 1895.—16,712 loads of earth-filling were received and placed in rear of the new bulkhead-wall as directed, by John D. Crimmins, who bought the privilege. Total loads received under this order to date, 22,463. The work has been temporarily suspended.

Temporary Sewer Boxes—June 19 to 24, 1894.—A temporary sewer box was placed in the newly-made land, to connect the sewer outlet with the one in the new bulkhead-wall.

August 21 to September 8, 1894.—A temporary sewer box was placed in the newly-made land between One Hundred and Third and One Hundred and Fourth streets, to drain off the water as it accumulated thereon.

March 28 to April 2, 1895.—A temporary sewer box was placed in the newly-made land to connect the old sewer in East One Hundred and Third street, with the opening in the wall at One Hundred and Second street.

Backing-log, under Secretary's Order No. 14794.—The backing-log having become loose at south line of East One Hundred and Third street, was refastened to place with an Ahlstrom bolt, April 8, 1895.

Temporary Paving, under Contract No. 488—January 7 to 14, and March 28 to April 27, 1895.—The newly-made land between East One Hundred and First and East One Hundred and Third street was graded up and paved with second-hand paving-blocks in accordance with the specifications of Contract No. 488. The contractor commenced the delivery of paving-blocks and grading January 7, and continued the work up to January 14, when the work was temporarily suspended on account of weather. On March 28 the work was resumed and carried to completion, in accordance with the specifications, April 27, 1895.

EAST ONE HUNDRED AND TENTH STREET SECTION.

Under Unanimous Resolution of the Board, April 25, 1895.

Recapitulation of Work Done and to be Done on the East One Hundred and Tenth Street Section, in Lineal Feet of Wall. Wall of 1876.
Section Length, 855.86 Feet.

WORK.	TOTAL COMPLETED WORK TO DATE.		WORK TO BE COMPLETED.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.
	Feet.	Feet.		Feet.	Feet.
Dredging.....	760.00	95.86	Masonry—Chain-holes.....	756.15	99.67
Stone-filling—Cobble.....	760.00	95.86	" " "A B" course granite.....	756.15	99.67
" " Rip-rap.....	760.00	95.86	" " "C" course granite.....	756.15	99.67
Piling and woodwork—Vertical piles.....	760.00	95.86	" " "D" course granite.....	756.15	99.67
" " Bracing piles.....	750.81	95.86	" " "E" course granite.....	756.15	99.67
" " Binding frames.....	760.00	95.86	" " Concrete backing.....	756.15	99.67
" " Sawing piles.....	760.00	95.86	" " Coping.....	756.15	99.67
Piling and woodwork—Longitudinal capping.....	750.81	95.86	" " Backing-log and bolt-holes.....	756.15	99.67
Piling and woodwork—Transverse capping.....	750.81	95.86	" " Pointing.....	756.15	99.67
Piling and woodwork—Cap decking.....	750.81	95.86	Earth-filling.....	756.15	99.67
Masonry—Base blocks.....	756.15	99.67	Wall actually completed.....	756.15	99.67
			Equivalent length of completed wall.....	756.15	99.67

N. B.—The southerly 104.97 feet of this section has not yet been built owing to condition of existing bulkhead. The plan of East One Hundred and Second street will probably be used when the work is done.

EAST ONE HUNDRED AND TWENTY-FIFTH STREET SECTION.

Under Unanimous Resolution of the Board, March 28, 1895.

Recapitulation of Work Done and to be Done on East One Hundred and Twenty-fifth Street Section. Special Construction for Wall at One Hundred and Twenty-fifth Street Section. In Lineal Feet of Wall.
Section Length, 367.27 Feet.

WORK.	TOTAL COMPLETED WORK TO DATE.		WORK TO BE COMPLETED.	TOTAL COMPLETED WORK TO DATE.	WORK TO BE COMPLETED.
	Feet.	Feet.		Feet.	Feet.
Stone-filling—Rip-rap.....	367.27	4.57	Masonry—"E" course granite.....	362.70	4.57
Masonry—Cleaning rock bottom.....	367.27	4.57	" " Coping.....	362.70	4.57
" " Concrete in bags.....	230.00	4.57	" " Concrete backing.....	362.70	4.57
" " Concrete in mass.....	367.27	4.57	" " Backing-log and bolt-holes.....	362.70	4.57
" " Concrete blocks.....	362.70	4.57	" " Pointing.....	362.70	4.57
" " Chain-holes.....	362.70	4.57	Earth-filling.....	362.70	4.57
" " "A B" course granite.....	362.70	4.57	Wall actually completed.....	362.70	4.57
" " "C" course granite.....	362.70	4.57	Equivalent length of completed wall.....	362.70	4.57
" " "D" course granite.....	362.70	4.57			

N. B.—This section was practically completed in 1893. Nothing more will be done until the wall is carried to the north or south.

General Charges.

Filling-in Rear of Wall, under Secretary's Order No. 14510—February 5 to February 12, 1895.—147 loads of earth-filling were received and placed in rear of the bulkhead-wall where settlement had taken place, by Patrick McManus, and order closed.

Under Secretary's Order No. 13442—February 27 to March 12, 1895.—313 loads of earth-filling were received and placed in rear of wall where settlement had taken place, by John D. Crimmins, and order closed.

WORK OF CONSTRUCTION NOT UNDER "NEW PLAN."

Bulkhead, One Hundred and Thirty-eighth to One Hundred and Fortieth Street, Harlem River.
Secretary's Order No. 11226.—Filling behind bulkhead. Received 11,504 truck-loads, 3,721 cart-loads—Total (corrected to date), 55,449 truck-loads, 28,105 cart-loads; in progress.

Riker's Island.

Preparing Plans and Specifications, under Secretary's Order No. 14017—June 25, 1894, to January 10, 1895.—Piles were driven in clusters and capped over, on which the Surveyors could place instruments to get grades and lines for building a crib-bulkhead on the easterly side of the Island. A short pier for landing purposes was built. A tool-house at the foot of East One Hundred and Second street was painted and transferred to the Island for use of Assistant Engineer in charge of the work. Test piles were driven and borings taken with the borer "Woodcock" to determine the nature of the river bottom for information in getting up plans and specifications for

building a crib-bulkhead on the easterly side of the Island. Piles previously driven were pulled up, and piles were driven to hold float stage and for mooring purposes. The borer "Woodcock" capsized on the nights of September 27, October 9 and December 26, 1894, and was raised by the 10-ton and 12-ton derricks and sent to the West Fifty-seventh Street Yard to be repaired, on each occasion.

The naphtha launch, used for taking the employees to and from the island, was returned to the West Fifty-seventh Street Yard, on the 14th of January, 1895, and the work suspended for the winter.

Three signal lamps were then placed on piles, to warn vessels navigating in the vicinity from interfering with the standing piles. These lamps are kept burning day and night.

Building Crib-bulkhead, under Contract No. 449.—May 1 to July 1 and August 2 to August 7, 1894.—Crib logs and ties were placed and filled in with rip-rap stone.

Rip-rap stone was delivered and deposited in the cribwork as directed.

November 13, 1894, to January 2, 1895.—Crib logs and ties were placed and filled in with rip-rap stone as directed, by Colin McLean, contractor, and the work was fully completed in conformity with the specifications of the contract January 2, 1895.

Coal Pier, Ward's Island.

Contract No. 495—April 1, 1895.—Preparing for and building new coal pier; in progress.

Willis Avenue, Harlem River.—April 5 to June 10, 1894.—A slip and transfer bridge was erected north of and adjoining the present transfer bridge, by New York, New Haven and Hartford Railroad Company, under permit of the Board.

Willis to Brook Avenue, Harlem River.—March 11, 1895.—Filling is being placed on the property on the northerly side of Harlem river, between Willis and Brook avenues, by New York, New Haven and Hartford Railroad Company, under permit from the Board. In progress.

One Hundred and Thirty-fifth to One Hundred and Thirty-seventh Street, H. R.—January 15, 1895.—A crib-bulkhead is being erected on the westerly side of Harlem river, between the southerly side of One Hundred and Thirty-fifth street and the centre line of One Hundred and Thirty-seventh street, by Port Morris Land and Improvement Company, under the permit of the Board. In progress.

One Hundred and Thirty-eighth Street and Mott Haven Canal.—November 23 to December 22, 1894.—A dock, 60 feet in length and 16 feet in width, was erected southerly of above premises, on the westerly side of the Mott Haven Canal, by Charles J. Stevens, agent for Samuel T. Knapp, under permit of the Board.

One Hundred and Fifty-third to One Hundred and Fifty-fourth Street, H. R.

January 2, 1895.—A platform is being erected at above premises by Jones & Brosnan, under permit of the Board. Temporarily suspended.

Walnut to Willow Avenue, Bronx Kills.

April 17, 1895.—A platform on piles is being erected between the above premises by W. J. Murray, under permit of the Board. In progress.

Oak Point, Bronx River.

The water-front in the vicinity of above premises is being improved by filling-in, etc., and certain other improvements are being made thereat by East Bay Land and Improvement Company, under permit of the Board. Begun September 15, 1891, and in progress from time to time.

STATEMENT OF REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1894, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

NORTH RIVER.

Battery Steamboat Landing.

Secretary's Order No. 13955.—Loose oak piles were pulled to place and refastened. A picket railing was placed around landing and the same was painted. Begun June 5 and finished July 27, 1894.

Secretary's Order No. 14134.—Five (5) oak piles were driven in cluster and fastened. Begun August 21 and finished August 25, 1894.

Castle Garden Wharf, Battery.

Secretary's Order No. 13935.—The wharf was moved from the present location to a point about 60 feet north; used 2,500 feet, B. M., of 4-inch spruce for planking deck. Begun June 5 and finished June 13, 1894.

Pier "A."

Secretary's Order No. 13399.—The work of painting ironwork underneath the deck of pier. Begun May 2, 1894; now suspended.

Secretary's Order No. 13850.—The floating boat-landing was repaired and placed at inner end, south side of Pier "A." 17 piles were driven around and fastened to landing with screw-bolts. Begun May 7 and finished May 11, 1894.

Secretary's Order No. 13885.—Iron plates were placed, countersunk and properly fastened on fenders at berth of police boat; other necessary repairs thereat were also made. Begun June 6 and finished June 19, 1894.

Removing Buoy, under Engineer's Order.—Buoy was removed at Pier "A," North river. Begun and finished June 16, 1894.

Secretary's Order No. 13850.—The boat-landing south side inner end of pier was pumped out and necessary repairs made. Begun October 4 and finished October 5, 1894.

Secretary's Order No. 14448.—The boat-landing was removed and towed to West Fifty-seventh Street Yard, and placed on bulkhead thereat. Begun November 23 and finished November 26, 1894.

Bulkhead between Pier "A" and Pier, new 1, N. R.

Secretary's Order No. 14156.—A floating fender was placed and properly fastened in front of bulkhead; used 400 pounds of chain. Begun August 23 and finished August 24, 1894.

Secretary's Order No. 14494.—Repairing a hole in the pavement. About 1 square yard of the pavement was taken up and relaid, and a depression in the ground filled in. Begun and finished December 15, 1894.

Engineer's Order.—Fender log was fastened between the above piers. Begun and finished February 11, 1895.

Secretary's Order No. 14647.—The floating fender was refastened: used 150 pounds of chain. Begun February 18 and finished February 20, 1895.

Between Pier "A" and West Eleventh Street, N. R.

Secretary's Order No. 14379.—This work consists in making necessary repairs to pavement, as required, between Pier "A" and West Eleventh street. Commenced November 15, 1894; in progress.

Southerly End of West Washington Market Section.

Secretary's Order No. 14161.—This work consisted in resetting five pieces of coping that had been knocked loose from their beds; after investigation, the blame could not be placed. Begun February 27 and finished March 14, 1895.

Piers, new 14, 20, 21, 22, 27 and 28, N. R.

Secretary's Order No. 13047.—This work consisted in taking up and relaying the pavement on new-made land; also in digging the necessary trenches to place hydrants. The digging of trenches and pavement work was done by Department labor, and the laying of water-pipes and placing of hydrants was done by the Department of Public Works. Begun September 18, 1893, and finished May 31, 1894.

Pier, new 14, N. R.

Secretary's Order No. 14404.—About 8,500 feet, B. M., of worn-out spruce deck sheathing was removed. Begun November 15 and finished December 14, 1894.

Pier, new 15, N. R.

Secretary's Order No. 13896.—The worn-out spruce deck sheathing was removed and replaced with new plank, in all about 5,000 feet, B. M., of spruce was used. Begun July 25 and finished December 18, 1894.

Secretary's Order No. 14286.—Repairing the plank approach to Pier, new 15, N. R. Begun October 5 and finished October 19, 1894.

Secretary's Order No. 14587.—The worn-out sheathing was replaced with about 2,500 feet, B. M., of 3 by 10 inch spruce deck sheathing. Begun January 25 and finished January 31, 1895.

Secretary's Order No. 14624.—This work consisted in replacing two 8 by 8 inch yellow pine horizontal chocks, 10 feet long, on the southerly side of Pier, new 15, also in relieving and fastening about one 30-foot length of backing-log, all at about 60 feet east of the river end of the pier. Begun January 31 and finished February 1, 1895.

Contract No. 497—Resolution of the Board, February 11, 1895.—Work under this contract was commenced March 28, 1895, by contractors R. P. & J. H. Statts, and is in progress.

Foot of Dey Street, N. R.

Secretary's Order No. 13926.—This work consisted in stopping the dumping, by unauthorized parties, of refuse from Washington Market, in rear of the wall at Dey street. As the area of the land where the dumping was done has now been filled to grade, this order was returned to Pier "A" November 28, there being no further need to prevent the dumping. Begun May 19 and finished November 24, 1894.

Between Dey and West Tenth Streets, N. R.

Secretary's Order No. 13778.—The necessary repairs to the pavement in the vicinity of Piers, new 21, 34, 36 and 42, where the settlement of the filling had rendered the regrading of the pavement necessary, were made. In all, about 150 square yards of pavement were taken up, and relaid with asphalt and gravel joints. Begun May 9 and finished September 27, 1894.

Barclay Street Ferry, N. R.

Secretary's Order No. 13832.—About 25 feet of the inshore end of the backing-logs was removed, and about 42 square yards of second-hand Belgian-block pavement, between the south

side of the above ferry platform and the north end of the new pavement recently placed at West Washington Market Section were paved. Begun May 7 and finished May 11, 1894.

Chambers Street Office.

Secretary's Order No. 13399.—About 1 square yard of pavement located between the car-tracks on the new-made land fronting the northerly entrance to the Pavonia Ferry was taken up and the water-pipe leading to the Chambers Street Office was repaired. The excavation was then refilled, and pavement relaid with sand joints. Begun June 16 and finished June 22, 1894.

Secretary's Order No. 13847.—Shelving was placed in office and same painted, and various portions of the office inside and outside were also painted. Begun April 10 and finished September 1, 1894.

Secretary's Order No. 14151.—The old worn-out iron pipe was taken up and replaced with 20 feet of new leaden water-pipe. Also about 6 square yards of pavement were taken up and relaid with gravel and asphalt joint filling. Begun August 8 and finished August 10, 1894.

North of Pier, new 20, and South of Piers, new 22, 24, 27, 35, 37, 40, 44 and 45, N. R.

Secretary's Order No. 14002.—Pavement was taken up and relaid with asphalt and gravel joints, in order to enable the Department of Public Works to lay water-pipes and place hydrant at the above locations. Begun June 8 and finished June 22, 1894.

Secretary's Order No. 14041.—Pavement was taken up and relaid in order to allow the Department of Public Works to lay water-pipes and place hydrants on new-made land, at the above locations. Pavement was relaid with asphalt and gravel joints. Begun June 23 and finished July 7, 1894.

Secretary's Order No. 14082.—Pavement was taken up and relaid with asphalt and gravel joints, in order to allow the Department of Public Works to lay water-pipes and place hydrants on the new-made land, at the above locations. Begun July 13 and finished July 18, 1894.

Between Franklin and Vestry Streets, N. R.

Secretary's Order No. 14263.—Pavement between Franklin and Vestry streets was repaired, as became necessary, from time to time. Begun October 1, 1894; now suspended.

Pier, new 29, N. R.

Secretary's Order No. 13956.—This work consisted in moving a small section of the fence southerly about 6 feet, where the top of the filling had been washed away. Begun May 29 and finished June 1, 1894.

Piers, old 41 and 42, N. R.

Secretary's Order No. 14406.—This work consisted in repairing the fence at the southerly end of the Canal Street Section by the replacing of one rail, where it had been knocked loose. Begun and finished November 14, 1894.

Pier, old 42, N. R.

Secretary's Order No. 13954.—About 10 square yards of pavement at the entrance to Pier, old 42, were taken up and raised to the level of the deck of the pier, and the pavement was relaid with asphalt petroleum residuum and gravel joints. Begun May 28 and finished June 1, 1894.

Secretary's Order No. 13983.—2 gangways were placed on the south side of the Pier, also 2 second-hand cast-iron cleats. About 8½ feet of backing-log was removed on the south side of the pier. Begun June 21 and finished July 13, 1894.

Secretary's Order No. 14582.—Spruce sheathing was taken up and replaced with yellow pine; used about 3,250 feet B. M. of deck sheathing. Begun January 19 and finished January 28, 1895.

Secretary's Order No. 14646.—One damaged and one missing white oak fender pile were replaced with the necessary fastening and chocking at the southwest corner of the pier. Begun February 8 and finished February 21, 1895.

Pier, new 36, N. R.

Secretary's Order No. 13260.—The sewer-barrel at the old outer end of pier was repaired. About 2,932 feet, B. M., of creosoted timber was used. Begun April 4 and finished August 8, 1894.

Pier, new 37, N. R.

Secretary's Order No. 13594.—This work consisted in making repairs to pavement, front of pier. Begun April 10 and finished July 16, 1894.

Pier, new 39, N. R.

Secretary's Order No. 14050.—A new silt-basin in front of this pier was placed and, in connection with same, about 50 square yards of pavement was taken up, and relaid with gravel and asphalt joint filling. Begun July 25 and finished August 6, 1894.

Pier, new 41, N. R.

Secretary's Order No. 14250.—A small collection of earth, sand, etc., that had accumulated in a corner of the Department gravel-bin, on the south side of the structure, belonging to the Hudson Tunnel Railway near pier, was removed. Begun October 2 and finished October 3, 1894.

Pier, new 42, N. R.

Secretary's Order No. 13838.—About 15 square yards of granite-block pavement was taken up and relaid with asphalt and gravel joint, and a new silt-basin placed. Begun May 9 and finished May 16, 1894.

Pier, new 43, N. R.

Secretary's Order No. 14301.—Necessary repairs to the roof of the shed on Pier, new 43, were made by the placing of new tin where it was required; the entire roof of the shed was given a coat of metallic paint. Begun October 16 and finished November 18, 1894.

Foot of Christopher Street, N. R.

Secretary's Order No. 14623.—Wooden islands on new-made land were repaired by replacing with new yellow pine the damaged fenders, deck, post and rails. Begun February 2 and finished February 12, 1895.

Approach to Piers, new 45, 46 and 47, N. R.

Secretary's Order No. 14585.—About 130 square yards of plank were removed and replaced with about 130 square yards of new and second-hand granite-blocks with sand joints. Begun February 19 and finished March 6, 1895.

Approaches to Piers, new 46 and 47, N. R.

Contract No. 486 and Resolution of the Board, September 6, 1894.—The work of repairing the approaches to Piers, new 46 and 47, was done by Contractor P. Sandford Ross, under above contract. Begun December 8, 1894, and finished February 4, 1895.

Secretary's Order No. 13879.—The sheathing on deck of approach was patched with 6,662 feet, B. M., of 3-inch spruce plank. Begun May 17 and finished May 25, 1894.

Secretary's Order No. 14166.—The sheathing on approach was patched with 10,094 feet, B. M., of 3-inch spruce plank. Begun August 27 and finished September 1, 1894.

Pier, old 54, N. R.

Secretary's Order No. 13953.—A load of filling was placed in the rear of the old crib-bulk-head and about 15 feet south of pier. Begun and finished May 28, 1894.

Secretary's Order No. 14000.—The sheathing on deck of pier was patched with 5,060 feet, B. M., of 3-inch spruce plank. Begun July 26 and finished July 30, 1894.

Secretary's Order No. 14371.—Renewed about 560 feet, B. M., of decking and sheathing with 4 by 10 inch yellow pine where there were holes in the deck sheathing. Begun October 29 and finished November 2, 1894.

Secretary's Order No. 14862.—Repairing pier. This work consisted in making the necessary repairs to pier. Begun April 24, 1895; in progress.

Pier foot of Bethune Street, N. R.

Secretary's Order No. 14343.—About 80 square yards of Belgian-block pavement at the approach to pier was taken up and raised to the level of the deck of the pier and relaid with sand joints. Begun February 27 and finished March 15, 1895.

Southerly Half of Pier at Twelfth Street, N. R.

Secretary's Order No. 13688.—The sheathing was patched with 4,450 feet, B. M., of 3-inch spruce plank. Begun May 14 and finished May 17, 1894.

Pier foot of Bogart Street, N. R.

Secretary's Order No. 13843.—2 oak spring piles were driven and fastened, 3 gangways were also cut; used 117 feet, B. M., of yellow pine for chocks and 100 pounds of chain were used. Begun May 11 and finished May 12, 1894.

Secretary's Order No. 14316.—About 63 square yards of Belgian-block pavement were taken up and relaid so as to remove depressions formerly existing. Begun October 15 and finished October 29, 1894.

Secretary's Order No. 14671.—Old and worn-out sheathing on pier was removed and replaced with 750 feet, B. M., of 3-inch spruce plank. Begun February 28 and finished April 3, 1895.

Secretary's Order No. 14683.—The shutters or dropping-piece of the gangways on the south side of pier were repaired. Begun and finished March 12, 1895.

Pier Foot of Bloomfield Street, N. R.

Secretary's Order No. 13858.—3 spring piles were driven and fastened; used 100 pounds of chain and 112 feet, B. M., of yellow pine for chocks. The sheathing was also patched and repaired; used 1,602 feet, B. M., of 4-inch and 220 feet, B. M., of 3-inch spruce. Begun and finished May 15, 1894.

Secretary's Order No. 14670.—Old and worn-out sheathing on the above pier was replaced with 500 feet, B. M., of 3-inch spruce plank. Begun February 27 and finished March 30, 1895.

Pier Foot of Little West Twelfth Street, N. R.

Secretary's Order No. 14796.—Repairs to Little West Twelfth Street Pier were made. Begun April 19, 1895; in progress.

Pier Foot of West Thirteenth Street, N. R.

Secretary's Order No. 13924.—Old piles were pulled and 4 new spring piles were driven and properly fastened. Begun and finished August 15, 1894.

Secretary's Order No. 14032.—A portion of approach to pier was raised to proper grade; the sheathing on same and the deck of pier was repaired. Used 5,035 feet, B. M., of 3-inch and 2,280 feet, B. M., of 4-inch spruce plank and 100 pounds of chain. Begun August 16 and finished August 18, 1894.

Secretary's Order No. 14248.—The gangway at the outer end of the pier was widened, the increase being on the south side of the gangway. Begun October 19 and finished October 22, 1894.

West Nineteenth Street Pier, N. R.

Secretary's Order No. 13861.—The deck of the pier was repaired. Used about 3,050 feet, B. M., of spruce plank. Begun May 5 and finished December 7, 1894.

Secretary's Order No. 14540.—Deck sheathing was repaired. Begun January 10 and finished January 25, 1895.

Contract No. 487 and Resolution of the Board, October 4, 1894.—Work of repairs to pier and dumping-board, under this contract, done by Contractor John W. Flaherty. Begun December 12, 1894, and finished January 26, 1895.

West Twentieth Street Pier, N. R.

Secretary's Order No. 13607.—The deck sheathing was replaced with 3-inch spruce plank where same had become worn; in all about 1,200 feet, B. M., of spruce was used in the work. Begun March 3 and finished July 5, 1894.

Secretary's Order No. 14033.—The deck sheathing was replaced where same had become worn out; about 1,500 feet, B. M., of spruce was used. Begun August 15 and finished November 14, 1894.

Secretary's Order No. 14669.—The old and worn-out sheathing on the above pier was removed, and replaced with about 5,000 feet, B. M., of 3-inch spruce plank. Begun March 6 and finished April 3, 1895.

Between Piers, new 53 and 54, N. R.

Secretary's Order No. 14748.—The necessary repairs to pavement between Piers new 53 and 54 were made from time to time. Begun March 23, 1895; in progress.

South of Pier, new 54, N. R.

Secretary's Order No. 14608.—This work, done by Alexander Pollack, under Treasurer's Order No. 18067, consisted in repairing 20 linear feet of the galvanized-iron railing around the boat landing between West Twenty-third and West Twenty-fourth streets, North river, damaged January 21, 1895. Begun February 20 and finished February 23, 1895.

Foot of West Twenty-fourth Street, N. R.

Secretary's Order No. 12836.—The floating boat-landing was pumped out and necessary repairs made. Begun October 9 and finished October 12, 1894.

Between Piers, new 54 and 55, N. R.

Secretary's Order No. 14668.—The necessary repairs to pavement between piers were made from time to time. Begun March 4, 1895; in progress.

Pier, new 55, N. R.

Secretary's Order No. 13980.—About 64 square yards of pavement at the foot of Twenty-fifth street was taken up and relaid with sand joints to make connection with paved approach to pier. Begun June 4 and finished June 14, 1894.

Secretary's Order No. 14785.—This work consisted of making the necessary repairs to approach to pier. Begun April 5, 1895; and is in progress.

Pier, new 56, N. R.

Secretary's Order No. 14583.—This work consisted in removing the old and worn-out timber previously laid in the above approach, and replacing same with about 6,000 feet, B. M., of yellow pine timber. Begun January 21 and finished March 29, 1895.

Near West Twenty-seventh Street, N. R.

Secretary's Order No. 14022.—This work consisted in repairing the fence around the truck pound, making a close fence of the former open fence; also, in placing new hinges and lock to the gate leading into the pound. Begun June 26 and finished July 18, 1894.

Pier, new 57, N. R.

Secretary's Order No. 14429.—About 400 square yards of pavement within the lines of Thirtieth avenue, and at about the foot of Twenty-seventh street, was paved with second-hand Belgian blocks. Begun November 22 and finished December 20, 1894.

Pier foot of West Thirtieth Street, N. R.

Secretary's Order No. 13915.—The deck sheathing on this pier was repaired with about 400 feet, B. M., of 4 by 10 inch spruce plank where the old sheathing was worn out and removed. Begun May 23 and finished May 29, 1894.

Secretary's Order No. 14083.—Taking up and relaying to grade, with sand joints, about 125 square yards of Belgian-block pavement in the paved approach. Begun July 17 and finished August 7, 1894.

Secretary's Order No. 14107.—This work consisted in removing old and worn-out sheathing on the above pier, and replacing same with about 8,800 feet, B. M., of 3-inch spruce plank. Begun July 24, 1894, and finished April 4, 1895.

Pier, new 60, N. R.

Secretary's Order No. 14753.—The outer end of pier was repaired, also the backing-log and sheathing; used 200 pounds of chain, 1,628 feet, B. M., of yellow pine, and 1,167 feet, B. M., of 3-inch spruce plank. Begun March 28 and finished April 2, 1895.

Pier foot of Thirty-fourth Street, N. R.

Secretary's Order No. 13922.—The sheathing on deck of pier was patched with 15,166 feet, B. M., of 3-inch spruce plank. Begun July 11 and finished July 19, 1894.

Secretary's Order No. 14133.—A sign was placed on outer end of pier, forbidding the loading or unloading of cargo. Begun and finished August 18, 1894.

Secretary's Order No. 14296.—The sheathing on pier was repaired where it was necessary; about 15,000 feet, B. M., of spruce plank was used. Begun October 8 and finished October 29, 1894.

Secretary's Order No. 14516.—The sheathing on pier was patched with 4,512 feet, B. M., of 3-inch spruce plank. Begun January 17 and finished January 23, 1895.

Secretary's Order No. 14702.—The sign-board on outer end of pier was refastened, new braces and proper repairs were made. Begun and finished March 10, 1895.

Pier at foot of Thirty-ninth Street, N. R.

Secretary's Order No. 14055.—Old piles and old timber were removed with the 100-ton derrick "City of New York." Begun July 3 and finished September 24, 1894.

Foot of Forty-second Street, N. R.

Secretary's Order No. 12837.—The floating boat-landing was pumped out and necessary repairs were made. Begun October 6 and finished October 8, 1894.

Pier at Forty-third Street, N. R.

Secretary's Order No. 14569.—A sign was placed at this pier, warning parties against the use of the pier on account of its dangerous condition. Begun January 14 and finished January 23, 1895.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 14699.—A wooden mooring-post was replaced on northerly side of pier. Begun March 19 and finished April 2, 1895.

Secretary's Order No. 14752.—The clump of fender piles on the outer southerly corner of the pier was refastened. Begun and finished April 2, 1895.

Pier at Forty-sixth Street, N. R.

Secretary's Order No. 14382.—The damage done to pier by scow was repaired by replacing and fastening of side caps and fenders; second-hand material was used. Begun and finished November 19, 1894.

Pier at Forty-seventh Street, N. R.

Secretary's Order No. 14068.—The sheathing on deck of pier was patched with 9,988 feet, B. M., of 3-inch spruce plank. Begun July 19 and finished July 26, 1894.

Secretary's Order No. 14309.—The sheathing on deck of pier was patched with 11,444 feet, B. M., of 3-inch spruce plank. Begun October 15 and finished October 30, 1894.

Secretary's Order No. 14331.—The damage done to pier by cable wagon was repaired; used 180 feet, B. M., of yellow pine, 507 feet, B. M., of 4-inch and 5,000 feet, B. M., of 3-inch spruce plank. Begun October 17 and finished October 18, 1894.

Pier foot of Fiftieth Street, N. R.

Secretary's Order No. 14078.—The deck and sheathing on pier was patched with 11,647 feet, B. M., of 4-inch and 1,995 feet, B. M., of 3-inch spruce. Begun August 9 and finished August 20, 1894.

Secretary's Order No. 14439.—The deck and sheathing on pier was repaired with 13,037 feet, B. M., of 4-inch spruce plank. Begun December 1 and finished December 13, 1894.

Secretary's Order No. 14667.—The sheathing on pier was repaired; used 8,183 feet, B. M., of 3-inch and 4-inch spruce; the pavement at entrance to pier was relaid. Begun March 8 and finished March 26, 1895.

Between Fifty-first and Fifty-second Streets, N. R.

Secretary's Order No. 14724.—The old and worn-out deck plank on the pile platform situated on bulkhead between Fifty-first and Fifty-second streets, North river, was removed and replaced with about 3,200 feet, B. M., of new and second-hand yellow pine timber. Begun March 19 and finished April 8, 1895.

Pier foot of Fifty-second Street, N. R.

Secretary's Order No. 13799.—The sheathing on deck of pier was patched with 2,508 feet, B. M., of 3-inch spruce plank. Finished May 2, 1894.

Secretary's Order No. 14108.—The sheathing on deck of pier was patched with 4,500 feet, B. M., of 3-inch spruce. Begun August 7 and finished August 9, 1894.

Secretary's Order No. 14496.—The sheathing on deck of pier was patched with 4,871 feet, B. M., of 3-inch spruce. Begun January 12 and finished January 17, 1895.

Secretary's Order No. 14727.—The old and worn-out sheathing was removed and replaced with about 500 feet, B. M., of 3-inch and about 1,500 feet, B. M., of 4-inch spruce plank. Begun March 30 and finished April 6, 1895.

Bulkhead South Side West Fifty-fourth Street Pier, N. R.

Secretary's Order No. 13923.—A 4½-inch water-pipe was laid across the new-made land to the inshore end of West Fifty-fourth Street Pier, where connection was made with a 3½-inch wrought-iron water-pipe which was carried to a point about 244 feet from the bulkhead; about 33 square yards of pavement were taken up and relaid, about 80 cubic yards of earth excavated and replaced. Begun May 23 and finished June 8, 1894.

West Fifty-fourth Street Pier, N. R.

Resolution of the Board, October 19, 1893.—The sewer under this pier was repaired. Begun December 17 and finished December 22, 1894.

Pier foot of Fifty-fifth Street, N. R.

Secretary's Order No. 13797.—The sheathing on deck of pier was patched with 10,225 feet, B. M., of 3-inch spruce plank. Begun May 3 and finished May 10, 1894.

Secretary's Order No. 14152.—About 53 square yards of Belgian-block pavement, which was easterly of the westerly line of Twelfth avenue, was removed; also taking up and relaying about 82 square yards of the paved approach to West Fifty-fifth Street Pier and relaying same to meet the grade of pavement recently laid by Department of Public Works. Begun July 30 and finished August 21, 1894.

Secretary's Order No. 14224.—The sheathing on pier was patched with 11,060 feet, B. M., of 3-inch spruce plank. Begun September 21 and finished October 4, 1894.

Secretary's Order No. 14277.—The deck and sheathing on pier was patched with 9,012 feet, B. M., of 3 and 4 inch spruce plank. Begun November 13 and finished December 14, 1894.

Contract No. 494 and Resolution of the Board, December 13, 1894.—Work under this contract consisted in making repairs to Pier at foot of West Fifty-fifth street by Spearon & Preston, contractors. Begun February 16 and finished April 4, 1895.

Pier foot of West Fifty-first Street, N. R.

Secretary's Order No. 14786.—About 30 square yards of second-hand Belgian-block pavement at the approach to Pier foot of West Fifty-first street was taken up and raised to the level of the deck of the pier and relaid with sand joints. Begun April 11 and finished April 16, 1895.

Pier at Fifty-sixth Street, N. R.

Secretary's Order No. 13796.—The sheathing on deck of pier was patched with 11,628 feet, B. M., of 3-inch spruce; chocks were also put on; used 186 feet, B. M., of yellow pine. Begun June 7 and finished June 23, 1894.

Secretary's Order No. 14223.—The sheathing on deck of pier was patched with 15,037 feet, B. M., of 3-inch spruce. Begun October 31 and finished November 8, 1894.

Secretary's Order No. 14497.—The sheathing on deck of pier was patched with 9,475 feet, B. M., of 3-inch spruce. Begun December 28, 1894, and finished January 12, 1895.

Pier foot of Fifty-seventh Street, N. R.

Secretary's Order No. 14498.—The sheathing on deck of pier was patched with second-hand 3-inch spruce and loose chocks were refastened on sides of pier. Begun December 15 and finished December 18, 1894.

Secretary's Order No. 14097.—Chocks were put on and fastened between fenders; used 240 feet, B. M., of yellow pine; the sheathing on deck of pier was patched with 2,187 feet, B. M., of 3-inch spruce plank. Begun August 18 and finished August 25, 1894.

Pier foot of Seventy-ninth Street, N. R.

Secretary's Order No. 14380.—The sheathing on deck of pier was patched with 16,017 feet, B. M., of 3-inch spruce plank. Begun November 20 and finished November 23, 1894.

Secretary's Order No. 14701.—The sheathing on pier was patched with 2,975 feet, B. M., of 3-inch spruce plank. Begun March 16 and finished March 18, 1895.

Approach to Bulkhead foot of Ninety-sixth Street, N. R.

Secretary's Order No. 13981.—The deck of approach was repaired; used 2,513 feet, B. M., of 4-inch spruce. Begun June 27 and finished June 29, 1894.

Bulkhead foot of Ninety-sixth Street, N. R.

Secretary's Order No. 14401.—The sheathing on approaches was repaired; used 4,250 feet, B. M., of 4-inch spruce. Begun November 16 and finished November 19, 1894.

Secretary's Order No. 12834.—A mooring-post was placed on bulkhead and properly secured; used 78 feet, B. M., of yellow pine. Begun April 20 and finished April 22, 1895.

Pier at One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 14221.—3 oak corner fender-piles were driven, fastened and chocked; loose fender piles were also refastened; used 720 feet, B. M., of yellow pine and 200 pounds of chain. Begun October 4 and finished October 9, 1894.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.
Secretary's Order No. 14003.—The rear of bulkhead was filled in with earth to proper grade; 917 truck-loads and 76 cart-loads of earth were received; begun June 13 and finished June 21, 1894.

Bulkhead Platform at One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 14559.—Land piles were driven through platform, bench caps placed and fastened and deck of platform patched; used second-hand material and 2,120 feet, B. M., of yellow pine. Begun March 14 and finished March 20, 1895.

North of Pier at One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 13777.—Dangerous holes along the bulkhead were filled with stone and earth; the pavement and wall thereat were repaired. Finished May 10, 1894.

Pier foot of One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 14628.—Fender-piles were driven and loose ones were refastened and chocks were put on; used 1,680 feet, B. M., of yellow pine. Begun March 8 and finished March 20, 1895.

Bulkhead between One Hundred and Thirty-first and One Hundred and Thirty-second Streets, N. R.

Secretary's Order No. 14628.—Fender-piles were driven and fastened along bulkhead; close piling to repair washout; used 310 linear feet of oak piles. Begun March 8 and finished March 20, 1895.

Pier Foot of West One Hundred and Thirty-second Street, N. R.

Secretary's Order No. 14523.—A mooring-post was set, backing-log repaired and sheathing patched. Used 360 feet, B. M., of yellow pine and 6,990 feet, B. M., of 3-inch spruce. Begun January 4 and finished January 10, 1895.

Pier Foot of One Hundred and Fifty-second Street, N. R.

Secretary's Order No. 14524.—Land piles were driven through pier, caps were placed and fastened and deck of pier repaired. Used 720 feet, B. M., of yellow pine, and 1,500 feet, B. M., of 3-inch and 4-inch spruce. Begun December 28 and finished January 3, 1895.

Secretary's Order No. 14722.—The vertical sheathing on outer end of pier and sheathing on deck of pier were repaired; 214 linear feet of oak piles were driven, and used 8,620 feet, B. M., of 3-inch and 4-inch spruce. Begun March 20 and finished March 27, 1895.

Pier at One Hundred and Fifty-fifth Street, N. R.

Secretary's Order No. 14290.—The sheathing on deck and vertical sheathing on outer end of pier was repaired. Used 2,016 feet, B. M., of 3-inch spruce. Begun October 9 and finished October 13, 1894.

Secretary's Order No. 14528.—1 oak fender-pile was driven and fastened on corner of pier. Begun and finished January 3, 1895.

Pier at One Hundred and Fifty-eighth Street, N. R.

Secretary's Order No. 14264.—The backing-log around pier was repaired; 6 mooring-posts were placed, fastened and chocked, and the surface around pier was graded. Used 3,120 feet, B. M., of yellow pine. Begun September 28 and finished October 4, 1894.

EAST RIVER.

Pier, new 6, E. R.

Secretary's Order No. 13845.—The pavement at entrance to pier was repaired and sheathing on deck of pier patched with 3,252 feet, B. M., of 3-inch spruce. Begun May 14 and finished June 5, 1894.

Bulkhead Between Piers, old 6 and new 6, E. R.

Secretary's Order No. 14249.—The backing-log on bulkhead was repaired and raised to proper grade. Used 720 feet, B. M., of yellow pine. Begun and finished September 15, 1894.

Secretary's Order No. 14217.—The pavement at entrance and approach was repaired and raised to proper grade. Used 2,041 feet, B. M., of 4-inch spruce plank. Begun and finished September 13, 1894.

Secretary's Order No. 14246.—The sheathing on deck of pier was patched with 12,492 feet, B. M., of 3-inch spruce; also used 120 feet, B. M., of yellow pine in repairing backing log. Begun September 17 and finished September 27, 1894.

Secretary's Order No. 14514.—The sheathing on pier was patched with 5,862 feet, B. M., of 3-inch spruce. Begun February 2 and finished February 16, 1895.

Bulkhead between Piers, new 6 and 7, E. R.

Secretary's Order No. 14218.—The backing-log on bulkhead was repaired and raised to proper grade; used 1,530 feet, B. M., of 4-inch spruce and 1,272 feet, B. M., of yellow pine. Begun September 13 and finished September 14, 1894.

Pier 12, E. R.

Secretary's Order No. 13928.—The deck of pier was repaired and the sheathing patched; used 1,748 feet, B. M., of 4-inch and 10,428 feet, B. M., of 3-inch spruce. Begun May 28 and finished June 4, 1894.

Secretary's Order No. 13944.—The dumping-board at this pier was removed, the material rafted and towed to One Hundred and Second street, Harlem river. Begun May 19 and finished May 29, 1894.

Secretary's Order No. 14141.—A portion of backing-log on pier was renewed, new moorings were set, fenders put on, and necessary chocks were put on and sheathing patched; used 2,571 feet, B. M., of 3-inch spruce and 1,181 feet, B. M., of yellow pine. Begun August 22 and finished August 30, 1894.

Secretary's Order No. 14360.—Two yellow pine piles were driven for mooring-piles, chocks put on, and sheathing on deck of pier patched; used 2,364 feet, B. M., of 3-inch and 4-inch spruce. Begun November 22 and finished November 23, 1894.

Bulkhead between Piers 18 and 19, E. R.

Secretary's Order No. 14164.—The bulkhead and the backing-log were repaired; used 1,042 feet, B. M., of yellow pine. Begun and finished September 4, 1894.

Pier 19, E. R., West Half.

Secretary's Order No. 14160.—The backing-log was repaired, mooring-posts were set, fenders put on, and sheathing on deck of pier patched; used 5,869 feet, B. M., of 3-inch, and 3,250 feet, B. M., of 4-inch spruce. Begun August 31 and finished September 6, 1894.

Bulkhead Platform between Piers, old 35 and 36, E. R.

Secretary's Order No. 14641.—A portion of platform and shed was removed, the material was towed to and placed on bulkhead at Seventy-fifth street, North river. Begun February 26, 1895; in progress.

Bulkhead between Piers, old 36 and new 29, E. R.

Secretary's Order No. 13399.—Additional timber was put on backing-log to raise it to proper grade; used 609 feet, B. M., of yellow pine. Begun June 19 and finished June 20, 1894.

Pier, new 29, E. R.

Secretary's Order No. 13662.—The pavement at entrance to pier was repaired. Begun May 11 and finished May 12, 1894.

Secretary's Order No. 13856.—Loose fender-piles and chocks were refastened and one new fender-pile driven. Begun June 18 and finished June 19, 1894.

Secretary's Order No. 13892.—The backing-log was repaired; used 790 feet, B. M., of yellow pine. Begun June 18 and finished June 19, 1894.

Secretary's Order No. 14106.—The sheathing along the centre of pier was patched with 18,157 feet, B. M., of 4-inch spruce. Begun October 19 and finished October 23, 1894.

Secretary's Order No. 14361.—Chocks were renewed and backing-log repaired; used 2,120 feet, B. M., of yellow pine and 7,524 feet, B. M., of spruce to patch sheathing. Begun January 19 and finished February 19, 1895.

Secretary's Order No. 14457.—Iron mooring-posts were placed and fastened on pier, chocks were renewed where necessary, and 4 oak fenders were put on; used 4,332 feet, B. M., of yellow pine and 784 feet, B. M., of oak. Begun December 11 and finished December 19, 1894.

Secretary's Order No. 14791.—Backing-log and fenders were repaired and sheathing patched; used 539 feet, B. M., of yellow pine, 232 feet, B. M., of oak, and 430 feet, B. M., of 3-inch spruce. Begun April 10 and finished April 15, 1895.

Bulkhead between Piers, new 29 and old 38, E. R.

Secretary's Order No. 13399.—Additional timber was placed and fastened on backing-log to bring it up to proper grade; used 448 feet, B. M., of yellow pine. Begun and finished June 20, 1894.

Secretary's Order No. 14835.—A mooring-post was placed on bulkhead and properly fastened; the pavement was also repaired. Begun April 17 and finished April 18, 1895.

Pier, new 32, E. R.

Secretary's Order No. 13827.—6 oak spring piles were driven and fastened, fenders and chocks alongside of pier were renewed; used 3,140 feet, B. M., of yellow pine. Begun May 1 and finished May 18, 1894.

Secretary's Order No. 13891.—New fenders were put on and bolted, backing-log repaired and sheathing on deck of pier patched; 5,060 feet, B. M., of 3-inch spruce, 250 feet, B. M., of 4-inch spruce, 960 feet, B. M., of yellow pine and 2,780 feet, B. M., of oak were used. Begun May 19 and finished May 28, 1894.

Secretary's Order No. 14362.—The sheathing on pier was patched with 15,979 feet, B. M., of 3-inch spruce. Begun November 27 and finished November 30, 1894.

Secretary's Order No. 14666.—The sheathing on pier was patched with 13,466 feet, B. M., of 3-inch spruce. Begun February 21 and finished February 27, 1895.

Bulkhead between Piers, new 32 and old 42, E. R.

Secretary's Order No. 13399.—Additional timber was put on backing-log to raise it to proper grade; used 630 feet, B. M., of yellow pine. Begun and finished June 21, 1894.

Pier 43, E. R.

Secretary's Order No. 14553.—2 oak spring piles were driven and fastened; chocks were put on and the sheathing on deck of pier was patched with 2,538 feet, B. M., of 3-inch spruce. Begun January 8 and finished January 28, 1895.

Bulkhead between Piers 43 and 44, E. R.

Secretary's Order No. 13913.—The backing-log along bulkhead was repaired and raised to proper grade; used 512 feet, B. M., of yellow pine and 148 feet, B. M., of spruce. Begun June 2 and finished June 4, 1894.

Pier 44, E. R.

Secretary's Order No. 14192.—Vertical sheathing on outer end of pier was repaired; braces and bench caps were placed and fastened; the sheathing on pier was patched; used 2,530 feet, B. M., of 3-inch spruce; 4 oak fender-piles were driven and fastened on outer end of pier. Begun September 14 and finished September 27, 1894.

Secretary's Order No. 14363.—6 oak fender-piles were driven and fastened and chocked; loose chocks and fenders were refastened; used 197 feet, B. M., of yellow pine. Begun November 20 and finished November 21, 1894.

Pier 48, E. R.

Secretary's Order No. 13581.—4 pine bearing piles were driven and fastened; oak fenders and chocks were put on and sheathing repaired; used 2,553 feet, B. M., of 3-inch spruce and 448 feet, B. M., of oak for fenders. Begun May 29 and finished June 1, 1894.

Secretary's Order No. 14341.—The sheathing on deck of pier was patched with 3,018 feet, B. M., of 3-inch spruce. Begun November 24 and finished November 26, 1894.

Secretary's Order No. 14607.—New half-round oak fenders were put on and fastened on both sides of pier. Begun February 19 and finished February 21, 1895.

Bulkhead between Piers 53 and 54, E. R.

Secretary's Order No. 14032.—The bulkhead was fenced off from public use with 845 feet, B. M., of 3-inch and 350 feet, B. M., of 4-inch spruce. Begun July 7 and finished July 9, 1894.

Bulkhead foot of Corlears Street, E. R.

Secretary's Order No. 14378.—The pavement along bulkhead was graded and repaired and backing-log raised to proper grade. Begun November 5 and finished November 30, 1894.

Pier 55, E. R.

Secretary's Order No. 14499.—The sheathing on deck of pier was patched with 3,587 feet, B. M., of 4-inch spruce. Begun January 22 and finished January 28, 1895.

Secretary's Order No. 14544.—The pavement at entrance to pier was repaired. Begun January 12 and finished January 15, 1895.

Pier 56, E. R.

Secretary's Order No. 13754.—Fender-piles were driven, fastened and chocked; used 1,017 feet, B. M., of yellow pine and 1,000 feet, B. M., of 4-inch spruce in repairs. Begun July 31 and finished August 6, 1894.

Secretary's Order No. 14500.—The sheathing on deck of pier was patched with 2,455 feet, B. M., of 3-inch spruce. Begun January 29 and finished February 2, 1895.

Bulkhead between Piers 56 and 57, E. R.

Secretary's Order No. 14836.—Mooring-posts were set and properly fastened; the pavement thereat was also repaired. Begun April 17 and finished April 18, 1895.

Pier 58, E. R.

Secretary's Order No. 13753.—5 oak fender-piles were driven, fastened and chocked; 4 mooring-posts were set; used 720 feet, B. M., of yellow pine, 200 pounds of chain; repaired sheathing with 8,740 feet, B. M., of 3-inch spruce. Begun July 31 and finished August 10, 1894.

Secretary's Order No. 14292.—The backing-log on upper side of pier was renewed; fender and bearing piles were driven and fastened; used 840 feet, B. M., of yellow pine. Begun November 7 and finished November 12, 1894.

Bulkhead between Piers 58 and 59, E. R.

Secretary's Order No. 14376.—Half-round fenders were put on, fastened and chocked; mooring-posts were set; second-hand material was used. Begun November 13 and finished November 16, 1894.

Pier 60, E. R.

Secretary's Order No. 14522.—Repairs were made to the pier as per request of John A. McCarthy, lessee. Begun December 26 and finished December 31, 1894.

Pier 61, E. R.

Secretary's Order No. 13882.—The sheathing on the pier was repaired in accordance with Dock Master's report. Begun May 31 and finished June 2, 1894.

Secretary's Order No. 14163.—The sheathing on the pier was repaired where found necessary. Begun August 24 and finished September 4, 1894.

Secretary's Order No. 14374.—An oak fender was placed, vertical chocks fastened and the sheathing repaired when found necessary. Begun November 27 and finished December 15, 1894.

Secretary's Order No. 14665.—The sheathing on pier was patched with 10,036 feet, B. M., of 3-inch spruce. Begun February 27 and finished March 7, 1895.

Secretary's Order No. 14735.—The temporary plank approach to Pier 61 was repaired. Begun March 19 and finished March 21, 1895.

Pier at Stanton Street, E. R.

Secretary's Order No. 14373.—A piece of backing-log was replaced and mooring cleats refastened. Begun November 10 and finished November 20, 1894.

Secretary's Order No. 14674.—Galvanized-iron cleats were placed on the backing-log on the northerly side of the pier for mooring purposes. Begun February 27 and finished March 6, 1895.

Secretary's Order No. 14750.—The temporary plank approach leading to the Pier foot of Stanton street having settled was raised and repaired in accordance with the above order. Begun April 10 and finished April 12, 1895.

Pier at Third Street, E. R.

Secretary's Order No. 13839.—4 oak spring piles were driven, fastened and chocked. A gangway was made by cutting through backing-log. Used 196 feet, B. M., of yellow pine and 200 pounds of chain. Begun July 5 and finished July 7, 1894.

Secretary's Order No. 14468.—The sheathing on the deck of pier was repaired where found necessary. Begun December 13 and finished December 14, 1894.

Secretary's Order No. 14721.—The sheathing on pier was patched with 5,163 feet, B. M., of 4-inch spruce. Begun March 29 and finished April 5, 1895.

Pier at Eighteenth Street, E. R.

Secretary's Order No. 13886.—Fenders and fender-piles were refastened. Chocks were renewed. Used 998 feet, B. M., of yellow pine. The sheathing patched with 4,043 feet, B. M., of 3-inch spruce. Begun July 26 and finished July 30, 1894.

Secretary's Order No. 14384.—The sheathing on deck of pier was repaired. Begun November 9 and finished November 23, 1894.

Pier foot of East Twenty-fourth Street.

Secretary's Order No. 14080.—The sheathing on the pier, where required, was repaired. Begun August 6 and finished August 10, 1894.

Pier foot of East Twenty-fifth Street.

Secretary's Order No. 14355.—The large chocks on the outer southerly corner of the pier having been damaged by the William H. Baird Dredging Company were repaired. Begun and finished October 25, 1894.

Pier foot of East Twenty-sixth Street.

Secretary's Order No. 14090.—The sheathing on the pier was repaired where required. Begun July 27 and finished August 2, 1894.

Foot of East Twenty-eighth Street, E. R.

Secretary's Order No. 13884.—The pier and the approach to it were repaired where necessary under the above order. Begun June 8 and finished June 9, 1894.

Secretary's Order No. 14137.—A water-pipe was connected with the main and run 250 feet on the pier to supply the United States Ship "New Hampshire" with water. Begun August 7 and finished September 10, 1894.

Secretary's Order No. 14184.—The sheathing on the pier was repaired where necessary. Begun September 10 and finished September 11, 1894.

Secretary's Order No. 14310.—The sheathing and the 8 by 8 inch side chocking on the pier were repaired where required. Begun October 15 and finished October 17, 1894.

Secretary's Order No. 14344.—The approach to the pier was cleaned and repaired, in accordance with report of Dock Master. Begun October 29 and finished December 7, 1894.

Secretary's Order No. 14463.—The sheathing on deck of pier was repaired where necessary under the above order. Begun December 5 and finished December 8, 1894.

Secretary's Order No. 14584.—Chocks were put on and fastened; the sheathing on pier was also patched with 5,040 feet, B. M., of 3-inch spruce. Begun February 2 and finished February 15, 1895.

Secretary's Order No. 14626.—The temporary plank approach leading to the pier was repaired as required. Begun and finished February 4, 1895.

Secretary's Order No. 14627.—The water-pipe underneath the pier having frozen up and burst was repaired as required under the above order. Begun February 2 and finished February 19, 1895.

Secretary's Order No. 14751.—The plank approach to the pier was repaired, in accordance with the above order. Begun March 25 and finished April 6, 1895.

Secretary's Order No. 14826.—The sheathing on pier was patched with 14,550 feet, B. M., of 3-inch spruce. Begun April 16, 1895; in progress.

Pier foot of East Twenty-ninth Street, E. R.

Secretary's Order No. 14345.—The backing-log and chocks about the pier were repaired as required. Begun and finished October 29, 1894.

Secretary's Order No. 14438.—The oak fender-piles were refastened at the outer end of the pier where found loose. Begun and finished December 3, 1894.

Pier at Thirty-third Street, E. R.

Secretary's Order No. 14521.—The pavement at entrance to pier was repaired. Begun January 16 and finished January 19, 1895.

Secretary's Order No. 14734.—The pavement at entrance to pier was graded and repaired. Begun March 27 and finished April 1, 1895.

Pier at Thirty-eighth Street, E. R.

Secretary's Order No. 13399.—Chocks between fenders were renewed and loose fenders refastened. Begun and finished June 21, 1894.

Secretary's Order No. 14311.—The sheathing on deck of pier was patched with 3,010 feet, B. M., of 3-inch spruce. Begun November 9 and finished November 12, 1894.

Secretary's Order No. 14725.—The sheathing on pier was patched with 5,047 feet, B. M., of 3-inch spruce. Begun March 23 and finished March 27, 1895.

Bulkhead between Thirty-eighth and Thirty-ninth Streets, E. R.

Secretary's Order No. 13620.—The upper portion of bulkhead was fenced off from public use with 1,260 feet, B. M., of 3-inch spruce and 480 feet B. M., of 4-inch spruce. Begun May 11 and finished May 14, 1894.

Approach to Pier at Forty-sixth Street, E. R.

Secretary's Order No. 13949.—The approach was repaired and raised to proper grade; used 4,487 feet, B. M., of yellow pine. Begun September 11 and finished September 14, 1894.

North Side of Pier at Forty-sixth Street, E. R.

Secretary's Order No. 14171.—6 oak spring-piles were driven, fastened and chocked. Begun September 7 and finished September 10, 1894.

Bulkhead foot of Forty-eighth Street, E. R.

Secretary's Order No. 14312.—Oak fender-piles were driven, chocks put on and backing-log repaired. Begun November 2 and finished November 5, 1894.

Secretary's Order No. 14746.—2 mooring-posts were placed and fastened on bulkhead, and necessary chocks were put on; used second hand materials. Begun March 28 and finished March 29, 1895.

Bulkhead foot of Fifty-fourth Street, E. R.

Secretary's Order No. 14077.—Fenders in front of bulkhead were removed and surface of same was planked; used 8,033 feet, B. M., of 3-inch spruce. Begun August 11 and finished August 15, 1894.

Bulkhead Platform between Sixtieth and Sixty-first Streets, E. R.

Secretary's Order No. 14129.—Mooring-posts were set and the sheathing on bulkhead repaired; used 11,468 feet, B. M., of 3-inch spruce. Begun September 7 and finished September 12, 1894.

Bulkhead Platform foot of Sixtieth Street, E. R.

Secretary's Order No. 14440.—The deck of platform was repaired; used 5,048 feet, B. M., of 3-inch spruce. Begun December 4 and finished December 5, 1894.

Bulkhead foot of Sixty-first Street, E. R.

Secretary's Order No. 14440.—The surface of bulkhead was patched with 7,330 feet, B. M., of 3-inch spruce. Begun December 24 and finished December 28, 1894.

Bulkhead foot of Seventy-fifth Street, E. R.

Secretary's Order No. 14322.—The pavement along bulkhead was repaired. Begun October 30 and finished November 5, 1894.

Bulkhead foot of Seventy-eighth Street, E. R.

Secretary's Order No. 14321.—Fender and spring piles were pulled to place and refastened. Begun and finished October 12, 1894.

Secretary's Order No. 14304.—The bulkhead was raised by placing a course of timber on top; used 1,820 feet, B. M., of yellow pine. Begun October 10 and finished October 12, 1894.

Pier foot of Seventy-ninth Street, E. R.

Secretary's Order No. 14501.—The sheathing on deck of pier was patched with 12,544 feet, B. M., of 3 and 4-inch spruce. Begun December 19 and finished December 22, 1894.

Upper Pier foot of Eighty-sixth Street, E. R.

Secretary's Order No. 14319.—A mooring-post was set and backing-log repaired; used 1,080 feet, B. M., of yellow pine. Begun October 15 and finished October 16, 1894.

Pier foot of East Ninety-fourth Street, E. R.

Secretary's Order No. 13399.—A cleat was placed on the backing-log at the inner end of the pier for mooring purposes. Begun May 5 and finished May 7, 1894.

Engineer's Order.—The backing-log on the bulkhead-wall having been displaced, was securely refastened as necessary. Begun and finished May 7, 1894.

Secretary's Order No. 14356.—The oak fender-piles at the outer end of the pier where found loose were refastened to place. Begun November 1 and finished November 2, 1894.

Pier at Ninety-fifth Street, E. R.

Secretary's Order No. 14024.—The sheathing on deck of pier was patched with 2,000 feet, B. M., of 4-inch and 8,560 feet, B. M., of 3-inch spruce. Begun July 31 and finished August 6, 1894.

Secretary's Order No. 14357.—Chocks between the oak fender-piles were repaired and fastened to place. Begun October 31 and finished November 2, 1894.

Secretary's Order No. 14726.—The sheathing on pier was patched with 2,610 feet, B. M., of 3-inch spruce. Begun March 20 and finished March 21, 1894.

Pier at Ninety-sixth Street, E. R.

Secretary's Order No. 14320.—Loose chocks near outer end of pier were refastened. Begun and finished October 23, 1894.

Bulkhead Foot of One Hundred and Fifth Street, H. R.

Secretary's Order No. 13959.—7 fender-piles were driven and backing-log repaired and renewed; used 558 feet, B. M., of yellow pine; cost to be collected of lessees. Begun July 19 and finished July 25, 1894.

Bulkhead at One Hundred and Sixth Street, H. R.

Secretary's Order No. 14294.—7 fender-piles were driven, fastened and chocked; chocks were placed around mooring-posts; used 592 feet, B. M., of yellow pine. Begun October 22 and finished October 24, 1894.

Bulkhead Foot of One Hundred and Eleventh Street, H. R.

Secretary's Order No. 14648.—Excavation was made and new courses of timber laid in building up bulkhead; piles were driven; fenders and chocks were also put on. Begun February 16 and finished February 26, 1894.

Pier at One Hundred and Seventeenth Street, H. R.

Secretary's Order No. 14723.—The sheathing on pier was patched with 2,644 feet, B. M., of 3-inch spruce; begun March 10 and finished March 20, 1894.

Pier at East One Hundred and Twentieth Street, H. R.

Secretary's Order No. 14749.—The sheathing on the pier was repaired where necessary. Begun April 3 and finished April 5, 1895.

Foot of East One Hundred and Twenty-fifth Street, H. R.

Secretary's Order No. 13399.—The pavement where settlement had taken place in rear of the East One Hundred and Twenty-fifth Street Section was repaired. Begun June 7 and finished June 14, 1894.

Secretary's Order No. 14462.—The backing-log on the bulkhead-wall was repaired and fastened back to place. Begun December 17 and finished December 18, 1894.

At One Hundred and Twenty-ninth Street, Second Avenue, H. R.

Secretary's Order No. 13800.—1 bearing-pile and 2 oak fender-piles were driven; also reset and fastened in place 4 fender-piles and 1 mooring-post; necessary chocks were put on; used 2,704 feet, B. M., of yellow pine. Begun May 4 and finished May 5, 1894.

FLOATING PROPERTY.

The floating property of the Department consists of the following:

	BUILT.	LENGTH.	BREADTH.	DEPTH.	DRAUGHT.
		Ft. In.	Ft. In.	Ft. In.	Ft. In.
100-ton Derrick.....	1871-72	70	65	12 10 1/2	10.30
12-ton Derrick No. 1.....	1890	70	30	7 6	5
" " No. 2.....	1891	70	30	7 6	5
" " No. 3.....	1892	70	30	7 6	5
20-ton Derrick.....	1874	40 6	35.25	7	3 2
Tug "Manhattan".....	1874	112 8	26.85	..	10 5
Tug "Pier".....	1891	98	19 5	..	9 10
Pile-driver No. 1.....	1871	41 2	19 4	4 6	2 5
" " No. 2.....	1871	41 4	19 5	3 7	2 6
" " No. 3.....	1871	42 7	18 3	3 7	2 9
" " No. 4.....	1890	45	22	5	2 5
" " No. 5.....	1891-92	46	23	5 6	2 10
" " No. 6.....	1891-92	42 7	20 6	4 8	2 6
" " No. 7.....	1874	42 8	20 5	4	2 2
" " No. 8.....	1874	42 7	20 5	4	2 2
" " No. 9.....	1888	45	22	5	2 1
" " No. 10.....	1881	50 4	26	5 7 1/2	3 7 1/2
" " No. 11.....	1881	50 4	26	5 7 1/2	3 7 1/2
" " No. 12.....	1890	45	22	5	2 9
" " No. 13.....	1892	46	23	5 6	2 10
" " No. 14.....	1893	46	23	5 6	2 10
" " No. 15.....	1893	45	22	5	2 7
" " No. 16.....	1893	45	22	5	2 7
Deck Scow "B".....	1875	71	30	7	5 6
" " "C".....	1875	70	30	7	5 6
" " "D".....	1875	70	30	7	5 6
" " "E".....	1875	70 6	30 3	7	5 6
" " "F".....	1874	34 4	16 3	4 5	3 5
" " "G".....	1887	70	30	7 5	6
" " "H".....	1887 88	70	30	7 6	6
" " "I".....	1888	70	30	7 6	6
" " "J".....	1889	70	30	7 6	6
" " "K".....	1890	70	30	7 6	6
" " "L".....	1891	70	30	7 6	6
" " "M".....	1891	70	30	7 6	6
" " "N".....	1891	70	30	7 6	6
" " "O".....	1891	70	30	7 6	6
" " "P".....	1891	70	30	7 6	6
" " "Q".....	1891	42 4	26 6	3 8	2 6
" " "R".....	1892	50 4	26	5 7	1 11
" " "S".....	1894	70	30	7 6	6
" " "T".....	1888	34	17	3 6	18 1/2
Divers' Scow "A".....	1883	34	17	3 6	14
" " "G".....	1883	34	17	3 6	15
" " "H".....	1889	34	17	3 6	15
" " "I".....	1891	34	17	3 6	15
" " "J".....	1891	34	17	3 6	15
Borer "Woodcock".....	1870	28 2	14 5	3 4	1
Naphtha Launch No. 1.....	1888	21	5	2 3	22
" " No. 2.....	1893	25	6	2 5	1 10
Steam Launch "Inspector".....	1892	42 4	8	4 2	3 4

28 yawl boats, 2 bateaux, 1 rowboat and 6 sounding boats; 2 sets of land-ways, one 30 feet and one 45 feet high; 1 set of inclined 50-foot pile-driver ways.

Repairs have been made during the year to hulls, machinery, houses, rigging, decks, fenders and equipment in general by the force of the Department, and all the floating property, except scow E, has been kept in good order and condition.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard, N. R.

WORK DONE AT THE YARDS.

Machine Shop.—Repaired tools, machinery, steam-pipes, pipe vise, steam-trap and fittings; attended to boiler, circular saw, machinery, etc.; cleaned boiler and machinery; cut bolts, iron-work, steam-pipes, etc., for use on the work; made tools; fitted up oscillating engine in shop, and did the general work in shop.

September 13, 1894.—Police Department tested boiler No. 5952 in shop.

Offices.—Fitted-up closets, iron railing, shelves, steam-pipe, radiators and heating apparatus; repaired roof of building, steam-pipes, steam-traps, doors, windows, furniture, closets, drawing tables, etc.

Granite Yard Derrick.—Repaired machinery, house, rigging, blocks, steam-pipes, etc.; cleaned machinery, boiler, etc.; put glass in windows of engine-house.

January 25, 1895.—Police Department tested boiler No. 4875 of derrick.

Sand and Stone Bin, Engine-room.—Fitted up steam fittings and pipes, house, hoisting engine, wire guys, rigging, etc.; covered steam-pipes with asbestos pipe covering, and cleaned engine; also fitted up automatic tide-gauge in engine-house, and repaired copper float of gauge.

Water Closets.—Repaired steam and water pipes, heating apparatus, building, etc.; cleaned out pipes, sink, etc.

Testing Rooms.—Fitted up new steam radiators, steam-pipes, heating apparatus, etc.; made and put up table for mixing cement tests; repaired steam-pipes; tested samples of iron, steel, granite, concrete, rope, etc.; cleaned testing machines.

Coal Pockets.—Received and weighed 2,069 1084-2240 gross tons egg coal furnished under Contracts Nos. 462, 471 and 491; repaired rigging, coal-pockets, engine-house, rails on top of pockets; fitted up small house for use of weigher of coal; cleaned engine, etc.

Store Rooms.—Repaired steam-pipes, steam-traps, etc.; fitted up new radiator and steam-heating apparatus.

Blacksmith's Shop.—Made and repaired iron work, sharpened tools and did other miscellaneous work for North and East river sections, timber basins, West Fifty-seventh Street Yard, floating property, general repairs, surveying party, Riker's Island, etc.

Movable Derrick.—Repaired window-sashes; put glass in windows of house; cleaned machinery, etc.; October 30, 1894, Police Department tested new boiler, No. 5672, of derrick. This

derrick was furnished under Contract No. 468. Tested and inspected boiler machinery of derrick while at Canal street.

Repaired watchman's house No. 2, hand pumps, ladders, tackle and purchase blocks, tools, augers, pikepoles, hydraulic jacks, sounding rods, steam and water pipes, bolt puller for general repairs, shackles bars, pipe dies, ladders, ironwork, grate-bar patterns, steam valves, chains, buildings, etc.; made hanging fenders, pump-hole plugs for scows and pile-drivers, templates for Contract No. 485, sounding rods, discs, etc., for surveying party, ladders, pikepoles, tide-gauge staffs, patterns, steam box, water-closet for use at Riker's Island, sample boxes for borings on East river, wooden snow hoes, box for use in babbitting, box for steam and water pipes, etc.; filed cross-cut saws and augers; spun oakum; heated pitch; getting out ironwork for boring on East river; put glass in windows of buildings; painted ironwork, blocks, etc.; lettered patterns; fitted iron wheels on gangplank to launch landing; ironwork for repairs; cut and fitted water-pipes for East Twenty-eighth Street Pier; cut bolts for repairs; tested iron for use under contracts, etc.; covered steam-pipes with fire felt; cleaned deck of pier, pile-drivers, scows and derricks, and attended to lines and pumped out all the machines laid up at West Fifty-seventh Street Yard; sawed timber for use of the Department; removed from scow and placed on West Fifty-seventh street, 2 portable offices, brought from Riker's Island.

Inspectors, Foremen Laborers, Acting Foremen Dock-builders, Dock-builders, Ship Carpenters and Laborers were engaged from April 30 to November 10, 1894, stripping and setting up moulds and cores; shilling runs and removing mortar boxes, etc., to concrete mixing platform, and making concrete.

The following concrete blocks were fabricated for the bulkhead-wall:

18 "A" standard bulkhead-wall blocks, containing.....	600.26 cubic yards.
14 "Y" special base blocks, containing.....	462.70 "
4 "X" special base blocks, containing.....	102.64 "
35 "Z" special concrete blocks, containing.....	1,330.00 "
2 "T" standard concrete blocks, containing.....	43.77 "
16 "U" special base blocks, containing.....	351.84 "

The force was also engaged weighing, assorting and storing iron under Contract No. 469, Class IV.; removing office furniture and stores from old storehouse to new storehouses, and removing furniture back to old offices after repairs to offices; loading scows with concrete material and removing old material from and cleaning off scows for and on account of North river sections; taking moulds from platform and handling lumber; removing and stowing moulds and cores from platform; collecting old material; digging for and repairing break in water-pipe; filling in trench; repairing doors of cement shed and windows of office, storehouses, etc.; also sifting material and making and preparing moulds and concrete, and making cubes and beams for experimental tests, and also making machine for testing purposes and assisting in making tests; excavating for repairs to sewer at water-closet; putting in coal at Pier "A"; Engineman unloading sand and broken stone under Treasurer's orders and contracts; also shifting tide-gauge on Fifty-seventh Street Pier, North river; cleaning, varnishing and making repairs to office, and also making repairs to office floor, Secretary's Order No. 14128; cleaning out vaults of water-closets; getting up coal for gate-house; taking care of material; assisting Plumber in putting syphon in privy vaults; putting stove-pipe on offices; delivering 100 spruce plank on tug for East Twenty-fourth Street Yard, East river; removing spike to storehouses; cleaning yard, water-closets and sewer vaults; removing iron material from pier to storerooms on account of maintenance of West Fifty-seventh Street Yard, North river; also preparing timber for erecting and bracing frame of stone and sand bins, and laying floor beams and floor; putting up cement hoist and derrick; laying railway on and putting up stairways to stone and sand bins and concrete mixing platform; putting horizontal braces under the West Fifty-seventh Street Pier; excavating for sewer and putting down pipe and refilling trenches; loading scows with earth from foundations; decking dock; putting up and riveting corrugated-iron siding and soldering roof; building water-closets in yard; working on shutters; dumping cars; painting derrick; making hatches and covering stone and sand bins with 2 by 9 spruce; finishing, painting and varnishing interior of testing room, store and Laborers' rooms; boxing steam-pipe under the dock and pipe to water-closet; putting up studding and galvanized-iron siding on machine room; hanging doors to testing, store, Laborers' and machine rooms, and putting water-pipe in machine room on account of concrete mixing platform. Resolution of the Board, February 1, 1894.

Inspector with Dockbuilders were engaged from April 30, 1894, to April 30, 1895, in the timber basins at Fifty-fourth, Fifty-eighth and Seventy-fifth streets, North river, in taking inventory, inspecting yellow pine timber under Contract No. 470; receiving, inspecting and rafting spruce under Contract No. 460; receiving piles and timber from Warren Street Section, North river; getting out pile butts that were sold at auction, also inspecting construction of timber basin at Seventy-second street, Contract No. 483; removing piles from and rafting timber at Fifty-fourth Street Basin, North river; getting out and rafting timber for new Pier at Ninety-first street, East river, for rebuilding inner end of the Pier at Twenty-sixth street, East river, Pier, new 53, North river, Pier, new 19, North river, extension to Pier at Nineteenth street, North river, Warren Street Section, North river, for stone and sand bins at Fifty-seventh street, North river, Pier at West Nineteenth street, North river, Contract No. 487, approach to Piers, new 46 and 47, North river, Contract No. 486, for West Fifty-second Street Section, North river, north end, resolution of Board October 6, 1887, Pier, new 36, North river, for West Washington Market Section, North river, for terry rack at Twenty-third street, North river, Secretary's Order No. 13596, for East Twenty-fourth Street Yard, East river, for Pier at Sixtieth street, East river, Contract No. 480, Pier at Sixty-first street, East river, Contract No. 481, Pier at Sixty-second street, East river, Contract No. 485, for floating property, Secretary's Orders No. 14208 and 14209, repairs to office at Fifty-seventh Street Yard, North river, Secretary's Order No. 14128, for coal pier at Ward's Island, Contract No. 495, repairs to Pier at Fifty-fifth street, North river, Contract No. 494, for Pier, new 15, North river, Contract No. 497, for Pier, new 58, North river, West Twenty-third Street Section, Secretary's Order No. 14792, and for general repairs, account of repairs to Pier at Fifty-sixth street, East river, Secretary's Order No. 13754, at Fiftieth street, North river, Secretary's Order No. 14078, to Pier at One Hundred and Fifty-eighth street, North river, Secretary's Order No. 14264, Pier, new 15, North river, Secretary's Order No. 13986, to bulkhead between Piers 6 and 7, East river, Secretary's Order No. 14218, to Pier, new 29, East river, Secretary's Order No. 14457, to Pier, new 29, East river, Secretary's Order No. 14361, for Canal Street Pier, Secretary's Order No. 14582, for Pier, new 32, East river, Secretary's Order No. 13827, for public baths, Secretary's Order No. 13779, and for Ward's Island, Secretary's Order No. 14029.

6,450 barrels of Portland cement were received and stored and samples tested and results recorded.

Samples of 6,484 barrels of Portland cement received at East Twenty-fourth Street Yard were tested and results recorded.

Tests were made from the following sample barrels of Portland cement under Secretary's orders and the results reported and recorded: Secretary's Order No. 13893, test of Knight, Bevins & Sturgis brand; Secretary's Order No. 13970, test of Alborg brand; Secretary's Order No. 13995, test of Cathedral brand; Secretary's Order No. 13995, test of Lion brand; Secretary's Order No. 13995, test of Eagle brand; Secretary's Order No. 14061, test of Empire brand; Secretary's Order No. 14244, test of Eagle brand; Secretary's Order No. 14283, test of Atlas brand; Secretary's Order No. 14282, test of J. B. White Bros. brand; Secretary's Order No. 14326, test of Eagle brand; Secretary's Order No. 14328, test of Hoxter brand; Secretary's Order No. 14332, test of Knight, Bevins & Sturgis brand; Secretary's Order No. 14305, test of Burham & Josson brand; Secretary's Order No. 14599, test of Lathringer & Co. brand; Secretary's Order No. 14832, test of Hemmoor Crown brand.

Tests of Materials.

The 150,000-pound capacity Riehle testing machine was used during the year for the following tests: 391 specimens of wrought and cast iron were tested in tension; two 2-inch cubes of limestone, one 2-inch cube of granite and two 2-inch cubes of vitrified paving brick were tested in compression; 110 concrete beams, 5 feet long, were broken by a transverse stress, and two hundred and twenty 4, 5, 6 and 8 inch cubes of concrete were tested in compression; 283 specimens of wrought-iron were tested by bending on the bending machine.

East Twenty-fourth Street Yard.

Under Unanimous Resolution of Board, September 29, 1892.

BUILDING FENCE.

May 1, 1894, to January 24, 1895.—A fence was erected and painted in rear of the cement shed and in front of Pier foot of East Twenty-fifth street to inclose the yard.

TRAVELING CRANE.

The traveling crane constructed on Pier foot of East Twenty-fifth street was fitted up for use in handling granite, and the houses upon it for protection of the electric motor and machinery connected therewith were all painted and electric wires were placed to connect with the motor by which it is to be operated.

TRAMWAY.

Angle or "Z" irons were placed on the tramway to protect the electric wires, and to prevent employees coming in contact with them, and all precautions were taken to guard against accidents from this source.

WORK DONE AT YARD.

May 1, 1894, to April 30, 1895.—Moulds and cores were set up and taken down as required to make the concrete blocks in, and the following blocks were made: 42 standard "B's," 4 specials for the East Twenty-fifth Street Section and 11 specials for the East Ninety-first Street Section, (57 blocks) containing about 2,145 cubic yards of concrete, also 19 standard "A's" and 1 special block were made for the Dey Street Section, the account of which was kept at the Chambers street office.

Ironwork was made and repaired by the blacksmiths for construction work on the East river, and for maintenance of yard. 4,500 barrels of cement, under Contract No. 464, and 3,484 barrels

under Contract No. 479, were received and stored for Department use, and samples sent to the West Fifty-seventh Street Yard to be tested and recorded.

Sand and broken stone delivered under Treasurer's orders and contracts therefor, were hoisted from schooners and scows to bins on Pier foot of East Twenty-fifth street. Granite (coping, headers and stretchers) was selected, dressed and loaded on scows as required for use at Stanton and East Ninety-first Street Sections. Granite was also received, repaired and inspected under Contract No. 412, for use on North river sections.

Cement, sand and broken stone were loaded on scows as required, for use on the East river sections, also for work on the North river. Iron received under Contract No. 469 was received, weighed and piled upon Pier foot of East Twenty-fifth street. Oak fenders, iron and piles as required for use in building new piers foot of East Ninety-first and East One Hundredth streets, were loaded on scows and transferred to the piers as required from time to time. 700 barrels of cement were loaded on scows and transferred to the West Fifty-seventh Street Yard. Coal was put on the tug "Pier" and sent to the Riker's Island work. Oak wedges and straight edges were made for use in setting granite at the Stanton and East Ninety-first Street Sections. Sample boxes were made and sent to Riker's Island in which to place samples of borings as taken.

Iron delivered at this yard under Contract No. 469 was loaded on a scow and transferred to the West Fifty-seventh Street Yard. Piles delivered under Treasurer's Order No. 17623 were overhauled, counted and shifted on the outer end of Pier foot of East Twenty-fourth street.

Tool-houses were loaded on a scow and sent to Pier "A," North river, under Secretary's Order No. 14259, and when returned were placed on the outer end of Pier foot of East Twenty-fourth street for storage. Iron was delivered at this yard to contractors for use in building new piers foot of East Sixtieth and East Sixty-first streets. A condenser was connected with the yard engine and drain-pipes placed. Sounding rods were fitted up for use in taking soundings over pier site foot of East Sixty-second street.

MAINTENANCE OF YARD.

May 1, 1894, to April 30, 1895.—Old empty cement barrels were collected and piled up; granite spalls were collected from about the granite dressed and deposited in the dump foot of East Twenty-fifth street. The office building, boiler-house and the mouldings and trim on the shops were painted. The yard derrick and machinery about the yard were overhauled and repaired from time to time as required; moulds and cores for making concrete blocks were made and repaired as required from time to time. The Blacksmith's shop (transferred from the East Seventeenth Street Yard) was moved from the bulkhead and placed on Pier foot of East Twenty-fifth street and a concrete floor placed therein and the shop painted. Ashes from the boiler-house were removed and deposited on the dump foot of East Twenty-fifth street and about the yard; canvas covers used to protect the stone-cutters from the sun were repaired; oak wedges were made for use about the yard; guard-boards were placed on the inner north side of Pier foot of East Twenty-fifth street to prevent people from trespassing in and about the yard; paving-blocks taken up at the foot of East Twenty-sixth street to make way for the earth-filling were stored on Pier foot of East Twenty-fifth street for future use; steam-pipes about the yard were cleaned and painted. The yard boiler was inspected by the Police Department September 24, 1894, and certificate given that it was up to the requirements of the law; a brick wall was put up around an old iron stove in which to heat grease for use on the moulds; davits were made and a cover placed from which the yard boat was hung and protected from the weather; a box to hold wood was placed and filled with wood for use in the office and a railing placed at the entrance to the office; material for auction sale was collected; doors of the shops about the yard were repaired; racks and shelves were made for use in the office; water-pipes about the yard and office were repaired; the gate at entrance to the yard having settled was rehung and repaired; the roof of stone bins was repaired where necessary; tools and material returned from Riker's Island on Pile-driver No. 15 were taken off and placed in the storehouse for future use; the yard, cement shed, shops, Pier foot of East Twenty-fifth street and the concrete-block and mixing platforms were cleaned and the rubbish burnt up on the dump foot of East Twenty-fifth street; snow was cleaned from concrete-block platform, from about the buildings in the yard, from roadway and from office building; the Pier foot of East Twenty-fifth street having been damaged by some unknown tug was repaired, in accordance with Secretary's Order No. 14793, April 8 to April 11, 1895.

Lighting Experiments.

Engineer's Order.—A float stage was fitted up and a tool-house transferred from the Stanton Street Section was placed upon it for the purpose of making experiments with electric-lights under water; several tests were made from time to time.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on January 7, 1895, and was removed by the purchasers:

At East Twenty-fourth Street Yard.

1. About 6,300 pounds of old wrought-iron.
2. About 550 pounds of old cast-iron.
3. About 75 pairs of old rubber boots.
4. About 36 old shovels.
5. About 5 old diving dresses.
6. About 17 old oil barrels.
7. About 25 old wheelbarrows.

At West Fifty-seventh Street Yard.

8. About 14,000 pounds of old wrought-iron.
9. About 10,000 pounds of old cast-iron.
10. About 1,300 pounds of old rope.
11. About 45 old wheelbarrows.
12. About 13 pairs of old rubber boots.
13. About 10 old diving dresses.
14. About 29 old shovels.
15. A lot of old rubber hose, about 425 pounds.
16. About 33 old oil barrels.

At West Seventy-fifth Street Basin (in water).

17. Raft No. 1 of old timber, carrying pile butts, raft about 37 feet long, about 26 feet wide and about 3½ feet deep; about 80 pile butts visible.
18. Raft No. 2 of old timber, carrying pile butts, raft about 42 feet long, about 18 feet wide and about 4 feet deep; about 55 pile butts visible.
19. Raft No. 3, bunch of long pile butts, about 23 feet long, about 16 feet wide and about 8 feet deep.
20. Raft No. 4, bunch of long pile butts, about 23 feet long, about 7 feet wide and about 6½ feet deep.
21. Raft No. 5, bunch of pile butts about 36 feet long, about 21 feet wide and about 1 foot deep.
22. Raft No. 6, lot of old timber, about 25 feet long, about 8 feet wide and about 2½ feet deep.
23. Raft No. 7, lot of old timber, about 32 feet long, about 15 feet wide, and about 1 foot deep.
24. Raft No. 8, lot of old timber, about 25 feet long, about 21 feet wide and about 1 foot deep.

GENERAL EXPENSE.

Pier "A," N. R.

Secretary's Order No. 13497.—Alterations and additions were made to the quarters of the Police Department on the northerly side of the pier. Begun August 14 and finished October 5, 1894.

Secretary's Order No. 14259.—A structure for the use of the employees in taking lunch was erected on the pier. Begun October 19 and finished November 30, 1894.

Secretary's Order No. 14402.—Repairs were made to the flooring of the entrance room at the pier. Begun and finished December 12, 1894.

Secretary's Order No. 14797.—A platform to be used by the auctioneer, etc., in the sale of leases of wharf property was erected on the deck of the pier. Begun April 18 and finished April 24, 1895.

Engineer's Orders.—Repairs, etc., have been made during the year by the Department Carpenter and Plumber, consisting of the taking down and putting up of storm sashes, awnings, etc., repairing furniture and fixtures, including doors, windows, sash-cords, etc.; the flag-staff has been provided with new halyards; additional cases for filing Department records have been made; additions to office furniture in the various rooms; boxes for storing records at Department yards; models and boxes for models have all been made; several rooms on the north side have been provided with weather strips.

Engineer's Order.—Coal scows were unloaded for heating Pier "A" building. Begun December 5, 1894, and finished January 9, 1895.

Foot of Canal Street, N. R.

Secretary's Order No. 13979.—Dock Master's office painted and repaired. Begun June 6 and finished June 12, 1894.

Pier, new 43, N. R.

Secretary's Order No. 14789.—Necessary small repairs to Dock Master's office, Pier, new 43, were made. Begun April 18 and finished April 20, 1895.

Foot of Twenty-fourth Street, N. R., Boat Landings.

Secretary's Order No. 12836.—Watching and caring for float; in progress.

Bulkhead between Piers, new 59 and 60, N. R.

Secretary's Order No. 13909.—In reference to this order the New York Coaling and Elevating Company did not remove the office, scales, etc., up to June 1, 1894; the Department commenced

[illegible]

Secretary's Order No. 14403.—The landing deck was extended ; bearing piles were driven ; caps were placed and 1,370 feet, B. M., of 3-inch and 4-inch spruce was used for planking the platform. Begun November 27 and finished December 1, 1894.

Secretary's Order No. 13779.—2 pine piles in cluster were driven and fastened; used 200 pounds of chain. Begun and finished May 29, 1894.

Secretary's Order No. 14262.—The gangway was closed. Begun and finished October 8, 1894.

Foot of One Hundred and Twelfth Street, H. R.
Secretary's Order No. 13779.—A gangway was opened for access to bath. Begun June 20 and finished July 26, 1894.
Secretary's Order No. 14262.—The gangway was closed. Begun and finished October 6, 1894.

Foot of One Hundred and Thirty-eighth Street, Port Morris.
Secretary's Order No. 13779.—A gangway was opened for access to bath. Begun and finished July 9, 1894.
Secretary's Order No. 14159.—The public bath was removed to bulkhead, between One Hundred and Thirty-ninth and One Hundred and Fortieth street, Port Morris. Begun August 22 and finished August 24, 1894.
Secretary's Order No. 14262.—The gangway was closed. Begun and finished October 6, 1894.

WORK DONE FOR HEALTH DEPARTMENT.

Bulkhead North of East Sixteenth Street, E. R.
Secretary's Order No. 14799.—The bulkhead was rebuilt from low water up. New sluiceway was cut and necessary chocks, mooring-posts and fender-piles were also placed and fastened. Begun April 24; in progress.

Dock at North Brother's Island.

Secretary's Order No. 14720.—5 oak piles were driven and fastened, used 100 pounds of chain and 567 feet, B. M., of yellow pine. The sheathing on dock was patched with 1,628 feet, B. M., of spruce. The backing-log was also repaired. Begun April 17 and finished April 23, 1895.

WORK DONE FOR FIRE DEPARTMENT.

Platform South of Boat Landing, Battery.

Secretary's Order No. 13935.—317 cubic yards of mud, rip-rap, etc., was dredged by Morris & Cumings' Dredging Company. Begun and finished June 18, 1894.

RECAPITULATION OF DREDGING DONE FOR STREET CLEANING DEPARTMENT.

LOCALITY.	AMOUNT, CUBIC YARDS.	AUTHORIZATION.	BEGUN.	FINISHED.
Canal Street Dumping-board.....	1,293 mud.	Contract No. 474.....	Dec. 9, 1894	Dec. 9, 1894
West Twelfth Street Dumping-board.....	1,102 "	Contract No. 489.....	Mar. 10, 1895	Mar. 11, 1895
West Nineteenth Street Dumping-board.....	800 "	Secretary's Order No. 13835	May 6, 1894	May 6, 1894
West Forty-seventh Street Dumping-board.....	830 "	Contract No. 489.....	Mar. 17, 1895	Mar. 17, 1895
West Seventy-ninth Street Dumping-board.....	3,084 "	Contract No. 489.....	Feb. 17, "	Feb. 18, "
West One Hundred and Twenty-ninth Street Dumping-board.....	2,737 "	Contract No. 478.....	Nov. 22, 1894	Nov. 23, 1894
Pier 44, E. R., Dumping-board.....	3,842 "	Contract No. 492.....	Apr. 16, 1895	Apr. 29, 1895
East Seventeenth Street Dumping-board.....	3,053 "	Contract No. 478.....	Dec. 2, 1894	Dec. 4, 1894
East Thirty-eighth Street Dumping-board.....	605 "	Contract No. 477.....	Oct. 25, "	Oct. 25, "
East Eighth Street Dumping-board.....	1,313 "	Contract No. 493.....	Feb. 24, 1895	Feb. 25, 1895
East One Hundred and Tenth Street Dumping-board.....	1,242 "	Secretary's Order No. 13976	June 17, 1894	June 17, 1894
Lincoln Avenue Dumping-board.....	2,769 "	Contract No. 493.....	Feb. 17, 1895	Feb. 18, 1895
	943 "	Contract No. 493.....	Mar. 17, "	Mar. 17, "
	635 "	Contract No. 477.....	Dec. 6, 1894	Dec. 6, 1894
	1,507 "	Contract No. 493.....	Feb. 24, 1895	Feb. 24, 1895
	935 "	Contract No. 493.....	" 25, "	" 25, "
Total.....	26,691 mud			

WORK DONE, INCLUDING DREDGING FOR ALLEGED OWNERS, LESSEES AND OTHERS, BY AGREEMENT WITH SAME OR ON THEIR REFUSAL OR NEGLECT TO COMPLY WITH THE ORDER OF THE BOARD, AND AT THE EXPENSE OF THE PARTIES FOR WHOM THE WORK WAS DONE.

NORTH RIVER.

Pier "A," N. R.

Secretary's Order No. 14149.—About 70 yards of pavement was taken up and relaid to enable the Empire City Subway Company to lay a subway pipe. Cost reported for collection. Begun August 6 and finished August 20, 1895.

Bulkhead, between Piers, new 13 and 14, N. R.

Secretary's Order No. 14745.—Pavement was taken up and relaid to enable the contractors, R. P. & J. H. Staats, to build a shed for the International Navigation Company. Begun March 19, 1895, and now suspended.

Foot of Chambers Street.

Secretary's Order No. 14549.—About 2 square yards of pavement and 18 linear feet of crosswalk was taken up; excavations made to enable the Consolidated Gas Company to repair a leak in the gas-pipe. Begun January 3 and finished March 2, 1895.

Pier, new 20, N. R.

Secretary's Order No. 14840.—About 8 square yards of pavement was taken up and excavation made to enable the New York, Lake Erie and Western Railroad Company to make repairs to the water-pipe. The trench was refilled and the pavement relaid with asphalt and gravel joints. Begun April 13 and finished April 16, 1895.

Half Slip North of Pier, new 21, N. R.

Secretary's Order No. 14279.—510 cubic yards of mud, rip-rap, etc., were dredged by the Morris and Cumings Dredging Co., for and at the expense of Brown & Fleming. Begun and finished October 30, 1894.

Bulkhead between Piers, new 21 and 22, N. R.

Secretary's Order No. 14833.—About 25 square yards of pavement was taken up and about 25 cubic yards of filling excavated for Charles Mulford. Begun April 17 and finished April 23, 1895.

Pier, new 22, N. R.

Secretary's Order No. 14058.—About 151 square yards of pavement directly in front of the entrance to the pier was taken up and relaid with asphalt and gravel joints to conform to the bevel of the floor of the bulkhead shed in front of pier, and 14 square yards of pavement was taken up and relaid along the easterly front of the shed to allow the Baltimore and Ohio Railroad Company to place a backing-log thereat. Begun June 29 and finished July 21, 1894.

Secretary's Order No. 14512.—About 7 square yards of pavement was taken up and excavation made to enable the Consolidated Gas Company to repair the gas-pipe leading to the pier. Begun December 15 and finished December 19, 1894.

Pier, new 25, N. R.

Secretary's Order No. 14490.—About 30 square yards of pavement was taken up and excavation made to enable the Southern Pacific Company to make repairs to their water-pipe and the pavement relaid with asphalt and gravel joints. Begun December 11 and finished March 6, 1895.

Bulkhead between Piers, new 27 and 28, N. R.

Secretary's Order No. 14270.—About 7 square yards of pavement was taken up and excavation made to enable the Consolidated Gas Company to make repairs to the gas-pipe. The trench was refilled and the pavement relaid with asphalt and gravel joints. Begun September 28 and finished October 1, 1894.

Pier, old 42, N. R.

Secretary's Order No. 13399.—A cast-iron mooring cleat was fastened on the south side of the pier. Begun and finished June 28, 1894.

Pier, new 36, N. R.

Secretary's Order No. 13988.—About 100 square yards of pavement was taken up and relaid in order to give proper access to the front of the bulkhead-shed recently erected and to drain the pavement at the southerly end of the shed. Begun June 23 and finished July 24, 1894.

Secretary's Order No. 13989.—About 160 square yards of pavement, crosswalk stone around the east and the south sides of the shed in front of the pier were taken up and relaid to make the repairs to the pavement inside the said line for Providence and Stonington Steamship Company. Begun June 4 and finished July 24, 1894.

Secretary's Order No. 14113.—The southerly crosswalk leading to the pier was taken up and relaid about 3 feet south of its former position, to a position leading to the passenger entrance to the bulkhead-shed for the Providence and Stonington Steamship Company. Begun July 25 and finished August 6, 1894.

Pier, new 44, N. R.

Secretary's Order No. 14352.—About 3 square yards of pavement on the new-made land was taken up to enable the Consolidated Gas Company to repair a leak in the gas-pipe. Begun October 20 and finished October 22, 1894.

Bulkhead between Piers, new 44 and 45, N. R.

Secretary's Order No. 13990.—About 400 cubic yards of earth was excavated in front of this bulkhead in order to cut off and point the heads of about 54 piles. Excavation was then refilled. Work was done for the White Star Line Steamship Company. Begun June 4 and finished June 12, 1894.

Secretary's Order No. 13991.—About 500 square yards of pavement at the bulkhead was taken up and relaid to grade with asphalt and gravel joints at the request of the White Star Line Steamship Company. Begun June 5 and finished July 12, 1894.

Bulkheads between Piers, new 45 and 47, N. R.

Secretary's Order No. 14640.—About 6 square yards of pavement was taken up and relaid at the northerly entrance to Pier, new 45, to enable the Citizens' Steamboat Company to repair the water-pipe between Piers, new 45 and 47. Begun February 9 and finished February 18, 1895.

Bulkhead between Charles and Perry Streets, N. R.

Secretary's Order No. 14243.—An examination was made of the water-pipe leading to Oyster Scow No. 17 for Samuel Hanna. Begun September 14 and finished September 15, 1894.

West Twenty-third Street Ferry, N. R.

Secretary's Order No. 13596.—The north ferry-rack was extended along the southerly side of Pier, new 53, to the outer end of the pier, and the rack was strengthened by the placing of additional piles. The work was done for the New York, Lake Erie and Western Railroad Company. Begun February 12 and finished September 8, 1894.

Pier, new 54, N. R.

Secretary's Order No. 14682.—Pavement was taken up and relaid to allow the Consolidated Gas Company to repair the gas-pipe. Begun March 4 and finished March 5, 1895.

Pier, new 57, N. R.

Secretary's Order No. 13977.—About 20 square yards of pavement was taken up to enable the Consolidated Gas Company to lay the necessary pipe for gas-lamps on the inner end of the sheds on Piers, new 57, 58 and 59, North river. Begun June 5 and finished June 12, 1894.

Secretary's Order No. 14235.—A trench was opened on the southerly side of approach to pier to allow the necessary repairs to be made to the water-pipe. Work was done for the Terminal Warehouse Company. Begun September 12 and finished September 18, 1894.

Secretary's Order No. 14427.—Pavement was taken up and relaid to enable the Terminal Warehouse Company to repair a leak in the water-pipe. Begun January 24 and finished January 28, 1895.

Pier, new 59, N. R.

Secretary's Order No. 14577.—Pavement was taken up and relaid to enable the Occident Dock Company to repair leak in the water-pipe. Begun January 21, 1895, and finished April 24, 1895.

Pier at Fifty-first Street, N. R.

Secretary's Order No. 14347.—The repairs called for in this order were made by the Department's force and cost of same reported for collection from Messrs. Plunkitt and Smith, lessees. Begun November 26 and finished November 27, 1894.

Pier foot of Seventy-ninth Street, N. R.

Secretary's Order No. 14790.—A mooring-post was renewed; damage done by tug "Ida L. Tebo," and cost reported for collection. Begun April 10 and finished April 11, 1895.

Pier, old 34, E. R.

Secretary's Order No. 14458.—Repairs were made to pier where damaged by scow and cost reported for collection from Beard Dredging Company. Begun and finished December 17, 1894.

Bulkhead at One Hundred and Fifth Street, H. R.

Secretary's Order No. 13959.—Seven fender piles were driven and backing-log was renewed for and at the expense of the lessee. Begun July 19 and finished July 25, 1894.

CEMENT TESTS.

West Fifty-seventh Street Yard.

Secretary's Order No. 13893.—One barrel of "K. B. S." brand of cement was tested for and at the expense of Balfour, Williams & Co. Begun May 5 and finished May 22, 1894.

Secretary's Order No. 13970.—One barrel of "Aalborg" brand of cement was tested for and at the expense of Aalborg Portland Cement Company. Begun June 2 and finished June 30, 1894.

Secretary's Order No. 13995.—One barrel of "Cathedral" brand, one barrel "Eagle" brand and one barrel of "Lion" brand of cement were tested for and at the expense of C. B. Richards & Co. Begun June 12 and finished June 19, 1894.

Secretary's Order No. 14061.—One barrel "Empire" brand cement was tested for and at the expense of Empire Cement Company. Begun July 10 and finished July 17, 1894.

Secretary's Order No. 14244.—Two cans of "Eagle" brand cement were tested for and at the expense of C. B. Richards. Begun September 11 and finished September 24, 1894.

Secretary's Order No. 14282.—One barrel of "J. B. White" Brothers brand of cement was tested for and at the expense of Flint & Co. Begun October 10 and finished October 17, 1894.

Secretary's Order No. 14283.—700 barrels "Atlas" cement submitted by R. P. & J. H. Staats for use in the construction of concrete base blocks for the bulkhead or river wall at Barclay street, North river, for the Hoboken Land and Improvement Company, were tested. Begun November 2 and finished December 24, 1895.

Secretary's Order No. 14305.—100 barrels of "Burham" and 95 barrels of "Josson" brand of cement, submitted by Sanford & Stillman Company for use in the construction of concrete base blocks for the bulkhead or river wall at Vestry street, North river, for the Pennsylvania R. R. Co., were tested. Begun April 3 and finished April 26, 1895.

Secretary's Order No. 14326.—One barrel "Eagle" brand cement was tested for and at the expense of C. B. Richards & Co. Begun October 15 and finished October 22, 1894.

Secretary's Order No. 14328.—One barrel "Hoxter" brand of cement was tested for and at the expense of Hammill & Gillespie. Begun October 24 and finished October 31, 1894.

Secretary's Order No. 14332.—One barrel "K. B. S." brand of cement was tested for and at the expense of Balfour, Williams & Co. Begun October 26 and finished November 2, 1894.

Secretary's Order No. 14599.—One-half barrel "Lothringer" brand of cement was tested for and at the expense of H. Marquardt. Begun January 28 and finished February 4, 1895.

Secretary's Order No. 14832.—One barrel of "Hemmoor Crown" brand of cement was tested for and at the expense of Eckmeyer & Co. Begun April 17 and finished April 25, 1895.

DRAUGHTING-ROOM.

SUMMARY OF WORK DONE IN DRAUGHTING-ROOM, OFFICE OF THE ENGINEER-IN-CHIEF, DURING THE YEAR.

Plans, Specifications and Studies for Contract Work.

Engineer's Order.—Pier extension, West Nineteenth street, North river, May 1, 1894.

Engineer's Order.—Paving, Piers, new 24 and 25, North river, May 3, 1894.

Engineer's Order.—Paving, Piers, new 27 and 29, North river, May 9, 1894.

Secretary's Order No. 13948.—Pier at East Sixtieth street, East river, July 3, 1894.

Secretary's Order No. 13948.—Pier at East Sixty-first street, East river, July 9, 1894.

Secretary's Order No. 13948.—Pier at East Sixty-second street, East river, August 6, 1894.

Engineer's Order.—Fire proof piers, studies, four sets of studies (18 sheets).

Secretary's Order No. 13948.—Pier at East Sixty-second street, East river, August 7, 1894.

Secretary's Order No. 14166.—Repairs to approach, Piers, new 46 and 47, North river, September 12, 1894.

Engineer's Order No. 14589½.—Pier at West Nineteenth street, North river, October 3, 1894.

Secretary's Order No. 14281.—Paving, East One Hundred and First to One Hundred and Third street, Harlem river, October 27, 1894.

Secretary's Order No. 14278.—Repairs to pier at West Fifty-fifth street, North river, December 10, 1894.

Secretary's Order No. 14472.—Coal pier at Ward's Island, Harlem river, January 15, 1895.

Engineer's Order.—Alternate plans, fire-proof pier, new 10, North river (14 sheets).

Secretary's Order No. 14445.—Plans for float stage, Pier "A," North river, March 19, 1895.

Engineer's Order.—Calculations and studies for a diving bell.

Secretary's Order No. 14588.—Repairs to Pier, new 15, North river, February 11, 1895.

Secretary's Order No. 14562.—Repairs to Pier at East Twenty-sixth street, East river, April 24, 1895.

Plans and Studies for Construction or Repairs by the Department.

Secretary's Order No. 14259.—Plans for lunch-room, Pier "A," North river.

Miscellaneous plans and studies.

New Plans for Water-front Improvement or Maps for Change of Lines.

Secretary's Order No. 14303.—New plan, Pier at One Hundred and Thirty-eighth street and Seventh avenue, Harlem river, November 14, 1894.

Plans Submitted by Private Parties Examined and Reported.

Engineer's Order.—Coal pockets on bulkhead at West Fifty-fifth street, North river, July 11, 1894.

Secretary's Order No. 14088.—Coal pockets on bulkhead at West Forty-seventh to Forty-eighth street, North river, July 31, 1894.

Secretary's Order No. 14114.—Sheds on Piers 33 and 34, East river, August 4, 1894.

Secretary's Order No. 14252.—Shed on Pier 33, East river, September 12, 1894.

Engineer's Order.—Plans for new ferry-house, Catharine Ferry, East river, October 16, 1894.

Engineer's Order.—Plans for new ferry structure, Barclay street, North river, October 25, 1894.

Engineer's Order.—Plan for shed on Pier, new 19, North river, November 30, 1894.

Secretary's Order No. 14450.—Plans for platform between Piers, old 38 and 39, East river, December 13, 1894.

Secretary's Order No. 14598.—Plans for platform and shed near foot of Jackson street, East river, January 23, 1895.

Secretary's Order No. 14575.—Plans for bulkhead shed extension at Pier, new 14, North river, January 24, 1895.

Engineer's Order.—Plans for water-tank and tower at Pier, old 27, North river, January 30, 1895.

Secretary's Order No. 14621.—Plans for platform and shed south of Jackson street, East river, February 2, 1895.

Secretary's Order No. 14691.—Plans for shed at Pier, new 15, North river, March 14, 1895.

Secretary's Order No. 14693.—Plans for bulkhead shed at Pier, old 28 to new 19, North river, March 27, 1895.

Engineer's Order.—Plans for coal pocket, Jane Street Pier, North river, March 27, 1895.

Engineer's Order.—Plans for platform north of Pier, old 39, East river, March 28, 1895.
 Secretary's Order No. 14771.—Plans for shed extension at Pier, new 15, North river, April 2, 1895.
 Secretary's Order No. 14855.—Plans for shed on platform north of Pier 39, East river, April 25, 1895.
 Secretary's Order No. 14856.—Plans for shed on platform north of Pier 38, East river, April 24, 1895.

Other Reports on Secretary's Orders.

Secretary's Order No. 13901.—Damage map, grants affecting Harlem River Driveway, May 19, 1894.
 Secretary's Order No. 13060.—"Employees," report as to citizenship, July 5, 1894.
 Secretary's Order No. 13497.—Direct and supplement alterations for Police Department at Pier "A," North river, November 12, 1894.
 Secretary's Order No. 14259.—Erect lunch-room for use of employees at Pier "A," North river, December 1, 1894.
 Secretary's Order No. 14273.—Map Marginal street, East Ninetieth to One Hundred and Third street, Harlem river, for Commissioner of Public Works, October 16, 1894.
 Secretary's Order No. 14387.—Maps in triplicate for acquiring property, Pier, old 12, and bulkhead south, North river, December 1, 1894.
 Secretary's Order No. 14388.—Maps in triplicate for acquiring property, West Forty-second and West Forty-third streets, North river, December 5, 1894.
 Secretary's Order No. 14389.—Maps in triplicate for acquiring property, West Thirty-fifth and West Thirty-sixth streets, North river, December 10, 1894.
 Secretary's Order No. 14390.—Maps in triplicate for acquiring property, West Thirty-fourth and West Thirty-fifth streets, North river, December 7, 1894.
 Secretary's Order No. 14391.—Maps in triplicate for acquiring property, West Forty-first and West Forty-second streets, North river, December 6, 1894.
 Secretary's Order No. 14392.—Maps in triplicate for acquiring property, West Thirty-third and West Thirty-fourth streets, North river, December 10, 1894.
 Secretary's Order No. 14393.—Maps in triplicate for acquiring property, West Eleventh and Bank streets, North river, December 10, 1894.
 Secretary's Order No. 14394.—Maps in triplicate for acquiring property, Bank and Bethune streets, North river, December 10, 1894.

Secretary's Order No. 14395.—Maps in triplicate for acquiring property, Pike and Rutgers streets, East river, December 12, 1894.
 Secretary's Order No. 14396.—Maps in triplicate for acquiring property, West street, south of Perry street, North river, December 13, 1894.
 Secretary's Order No. 14397.—Maps in triplicate for acquiring property, East One Hundred and Fourth street, East river, December 12, 1894.
 Secretary's Order No. 14402.—Make repairs to floor of entrance room, Pier "A," North river, December 13, 1894.
 Secretary's Order No. 14573.—Maps in triplicate for acquiring property, Bank and Bethune streets, North river, January 21, 1895.
 Secretary's Order No. 14573.—Maps in triplicate for acquiring property, Watts and Canal streets, North river, January 21, 1895.
 Engineer's Order.—Maps in triplicate for acquiring property, West Thirty-ninth and West Forty-first streets, North river, December 14, 1894.
 Secretary's Order No. 14638.—Maps in triplicate for acquiring property, north of Perry street, North river, February 23, 1895.
 Secretary's Order No. 14738.—Maps of property to be purchased from Oliver Bryan, One Hundred and Fourteenth street, Hudson river, March 28, 1895.

Miscellaneous Maps, Prints, etc.

Maps and tracings, 329 (including 21 new standard maps).
 Blue prints, 600.
 White prints, 516.
 Of the above 60 blue prints, 40 white prints and 65 maps were made for other Departments and for private parties; the balance was used in the conduct of the Department work.

Routine Work.

Plotting surveys on standard maps.
 Plotting soundings.
 Maintaining records in water-front registers.
 Keeping up progress sheets.
 Miscellaneous studies and estimates.
 Duplicating old and dilapidated maps and plans.
 Records, indexing, etc.

Contracts.

No.	CONTRACT.	WORK BEGUN.	WORK FINISHED.	CONTRACT PRICE.	AMOUNT PAID.
412. Under New Plan...	For furnishing granite stone for bulkhead on river wall. Dated March 21, 1892.....	June 22, 1892	July 30, 1894	Header and stretcher, 97 cents; coping, \$1.23.....	\$38,992 47
449. Not under New Plan	For preparing for and building a cribwork bulkhead on the westerly side of Riker's Island, in the East river, or Long Island Sound. Dated June 28, 1893.....	July 22, 1893	Dec. 30, 1894	\$133,824 00	133,824 00
462. Under New Plan...	For furnishing and delivering about 1,200 tons of anthracite coal. Dated February 3, 1894.....	Feb. 17, 1894	June 22, 1894	4 18	5,026 90
464. Under New Plan...	For furnishing about 8,000 barrels of Portland cement. Dated February 5, 1894.....	Mar. 22, 1894	June 30, 1894	1 82	14,678 70
466. Under New Plan... and General Re-	For furnishing sawed spruce timber. Dated March 26, 1894.....	Mar. 26, 1894	July 31, 1894	{ Class 1: \$20.58; Class 2: \$20.52; Class 3: \$20.25.....	15,327 22
467. Under New Plan...	For furnishing and delivering manila hemp rope and other cordage. Dated March 20, 1894.....	Mar. 30, 1894	May 2, 1894	\$2,536 09	2,536 09
468. Under New Plan...	For building and furnishing a movable steam derrick with all appurtenances. Dated April 11, 1894.....	July 2, 1894	Oct. 30, 1894	2,050 00	2,050 00
469. Under New Plan...	For furnishing and delivering steam-fittings, wrought iron and steel, tools and pier iron. Dated March 20, 1894, and March 28, 1894.....	April 5, 1894	Aug. 4, 1894	{ Class 1: Steam-fittings, \$325..... Class 2: Wrought iron and steel, \$445..... Class 3: Tools, \$601..... Class 4: Pier iron, \$7,750.....	375 00 445 00 601 00 7,750 00
470. Under New Plan...	For furnishing sawed yellow pine timber. Dated April 18, 1894.....	April 21, 1894	Nov. 30, 1894	\$21 33	40,843 15
471. Under New Plan...	For furnishing and delivering about 1,200 tons of anthracite coal. Dated August 28, 1894.....	Oct. 3, 1894	Dec. 14, 1894	3 73	4,489 70
472. Under New Plan...	For preparing for and paving the newly-made land in the vicinity of Piers, new 24 and 25, on the North river, with granite or Staten Island syenite blocks; laying crosswalks and building the necessary drains or sewers and appurtenances. Dated August 10, 1894.....	Aug. 21, 1894	Oct. 4, 1894	13,250 00	13,250 00
473. General Repairs...	For dredging at Pier, new 57, Pier, new 58, and between West Seventy-second and West Seventy-fourth streets, on the North river. Dated June 22, 1894.....	June 25, 1894	July 31, 1894	18 1/2 cents per cubic yard.....	18,163 00
474. General Repairs...	For dredging on the North river. Dated June 29, 1894.....	Sept. 8, 1894	Dec. 21, 1894	22 1/2 cents per cubic yard.....	22,494 60
475. Under New Plan...	For furnishing and putting in place small cobble and rip-rap stones, and for furnishing and delivering sand and broken stone. Dated, Class 1, July 25, 1894; Class 2, July 19, 1894; Class 3, July 24, 1894; Class 4, July 24, 1894.....	Aug. 1, 1894	Nov. 1, 1894	{ Small cobble stone, 90 cents per cubic yard..... Rip-rap stone, 49 cents per cu. yd.....	4,808 70 13,054 01
476. Under New Plan...	For preparing for and paving the newly-made land in the vicinity of Piers, new 27, 28 and 29, North river, with granite or Staten Island syenite blocks, laying crosswalks and building the necessary drains or sewers and appurtenances. Dated August 16, 1894.....	July 27, 1894	Nov. 9, 1894	Sand, 67 cents per cubic yard.....	1,166 47
477. Under New Plan and General Repairs...	For dredging on the East and Harlem rivers. Dated September 24, 1894.....	July 26, 1894	Nov. 16, 1894	Broken stone, \$1.44 1/2 per cu. yd..	7,245 30
478. General Repairs...	For dredging north of West Thirty-fourth street, on the North river. Dated September 6, 1894.....	Sept. 1, 1894	Oct. 23, 1894	\$14,000 00	14,000 00
479. Under New Plan...	For furnishing about 8,000 barrels of Portland cement. Dated August 10, 1894.....	Sept. 28, 1894	Dec. 28, 1894	22 cents per cubic yard.....	18,778 98
480. Under New Plan...	For preparing for and building a new wooden pier, with appurtenances, at the foot of East Sixtieth street, East river. Dated September 13, 1894.....	Sept. 13, 1894	Dec. 31, 1894	{ \$1.82 for quick setting; \$1.82 for slow setting.....	22,532 29
481. Under New Plan...	For preparing for and building a new wooden pier, with appurtenances, at the foot of East Sixty-first street, East river. Dated September 13, 1894.....	Aug. 17, 1894	Dec. 31, 1894	\$6,485 00	6,485 00
482. Under New Plan...	For preparing for and laying second-hand belgian-block pavement, on new-made land, in rear of the bulkhead-wall at West Twenty-third street section, on the North river, in the vicinity of Piers, new 53 and 54. Dated October 9, 1894.....	Sept. 15, 1894	Mar. 25, 1895	{ Class 1: New Pier, \$8,875; Class 2: Rip-rap Stone, 50 cents per cubic yard.....	24,169 50
483. Under New Plan...	For preparing for and building a new timber basin near the foot of West Seventy-second street, North river. Dated September 14, 1894.....	Oct. 10, 1894	Nov. 13, 1894	\$1,145 00	1,145 00
484. Under New Plan...	For furnishing sawed spruce timber. Dated October 11, 1894.....	Sept. 22, 1894	Oct. 4, 1894	2,710 00	2,500 00
485. Under New Plan...	For removing present platform and for preparing for and building a new wooden pier and approach, with appurtenances, including a sewer-box, at the foot of East Sixty-second street, East river. Dated October 22, 1894.....	Oct. 25, 1894	Dec. 21, 1894	{ \$19 per thousand..... Class 1: New pier and approach, \$15,450; Class 2: Rip-rap stone, 50 cents per cubic yard.....	4,741 00
486. General Repairs...	For repairing the approach to Piers, new 46 and 47, North river. Dated November 30, 1894.....	Nov. 8, 1894	In progress...	\$9,400 00	9,400 00
487. General Repairs...	For repairing the pier and dumping-board at the foot of West Nineteenth street, North river. Dated December 11, 1894.....	Dec. 8, 1894	Feb. 4, 1895	4,447 00	4,447 00
488. Under New Plan...	For preparing for and laying a pavement of second-hand belgian and granite blocks on newly-made land in rear of the bulkhead-wall at East One Hundred and Second Street Section, on the Harlem river, from East One Hundred and First street to East One Hundred and Third street. Dated January 4, 1895.....	Dec. 12, 1894	Jan. 26, 1895		
489. Under New Plan and General Repairs...	For dredging on the North river, between the Battery and West Thirty-fourth street. Dated January 8, 1895.....	Jan. 7, 1895	Apr. 27, 1895	3,921 00	3,921 00
490. Under New Plan...	For furnishing sawed spruce timber. Dated February 23, 1895.....	Jan. 14, 1895	In progress...	14 1/2 cents per cubic yard.....	
491. Under New Plan...	For furnishing and delivering about 600 tons of anthracite coal. Dated February 9, 1895.....	Jan. 26, 1895	In progress...	\$10.00 per thousand.....	
492. General Repairs...	For dredging north of West Thirty-fourth street on the North river. Dated February 14, 1895.....	Feb. 9, 1895	In progress...	\$3.97 per ton.....	
493. General Repairs...	For dredging on the East and Harlem rivers. Dated January 23, 1895.....	Mar. 25, 1895	Apr. 29, 1895	13 cents per cubic yard.....	22,509 12
494. General Repairs...	For preparing the pier at the foot of West Fifty-fifth street, North river. Dated February 12, 1895.....	Feb. 1, 1895	In progress...	18 1/2 cents per cubic yard.....	
495. Not under New Plan	For preparing for and building a new coal pier, with appurtenances, on the westerly side of Ward's Island, Harlem river. Dated March 26, 1895.....	Feb. 16, 1895	Apr. 4, 1895	\$6,469 00	6,469 00
496. Under New Plan...	For furnishing sawed yellow pine timber. Dated March 12, 1895.....	Apr. 1, 1895	In progress...	2,690 00	
497. General Repairs...	For repairing Pier, new 15, North river, near the foot of Vesey street. Dated March 25, 1895.....	Mar. 28, 1895	Apr. 27, 1895	{ \$19.69 per thousand..... \$3,340 00	3,340 00

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Engineer's Order.—For furnishing and delivering about 1,200 tons of anthracite coal. Submitted May 3, 1894, and advertised as Contract No. 471.
 Engineer's Order.—For preparing for and paving the newly-made land in the vicinity of Piers, new 24 and 25, on the North river, with granite or Staten Island syenite blocks, laying crosswalks and building the necessary drains or sewers and appurtenances. Submitted May 3, 1894, and advertised as Contract No. 472.
 Secretary's Orders Nos. 13938 and 13939.—For dredging at Piers, new 57 and 58, and between West Seventy-second and West Seventy-fourth streets, on the North river. Submitted May 22, 1894, and advertised as Contract No. 473.
 Secretary's Order No. 13942.—For dredging on the North river. Submitted May 22, 1894, and advertised as Contract No. 474.
 Engineer's Order.—For furnishing and putting in place small cobble and rip-rap stones, and for furnishing and delivering sand and broken stone. Submitted June 14, 1894, and advertised as Contract No. 475.
 Engineer's Order.—For preparing for and paving the newly-made land in the vicinity of Piers, new 27, 28 and 29, North river, with granite or Staten Island syenite blocks, laying crosswalks and building the necessary drains or sewers and appurtenances. Submitted June 7, 1894, and advertised as Contract No. 476.
 Secretary's Order No. 13997.—For dredging on the East and the Harlem rivers. Submitted June 14, 1894, and advertised as Contract No. 477.
 Engineer's Order.—For dredging north of West Thirty-fourth street, on the North river. Submitted June 14, 1894, and advertised as Contract No. 478.
 Engineer's Order.—For furnishing about 8,000 barrels of Portland cement. Submitted June 14, 1894, and advertised as Contract No. 479.
 Secretary's Order No. 13948.—For preparing for and building a new wooden pier with appurtenances at the foot of East Sixtieth street, East river. Submitted July 3, 1894, and advertised as Contract No. 480.
 Secretary's Order No. 13948.—For preparing for and building a new wooden pier with appurtenances at the foot of East Sixty-first street, East river. Submitted July 12, 1894, and advertised as Contract No. 481.
 Secretary's Order No. 14094.—For removing a portion of the crib-bulkhead at Riker's Island, and for dredging thereat. Submitted August 2, 1894, but not advertised.
 Engineer's Order.—For preparing for and laying second-hand belgian-block pavement on newly-made land in rear of the bulkhead-wall at Twenty-third Street Section, on the North river, in the vicinity of Piers, new 53 and 54. Submitted August 2, 1894, and advertised as Contract No. 482.

Engineer's Order.—For preparing for and building a new timber basin near the foot of West Seventy-second street, North river. Submitted August 2, 1894, and advertised as Contract No. 483.
 Engineer's Order.—For furnishing sawed spruce timber. Submitted August 2, 1894, and advertised as Contract No. 484.
 Secretary's Order No. 13948.—For removing the present platform and for preparing for and building a new wooden pier and approach with appurtenances, including a sewer-box at the foot of East Sixty-second street, East river. Submitted August 30, 1894, and advertised as Contract No. 485.
 Secretary's Order No. 14166.—For repairing the approach to Piers, new 46 and 47, North river. Submitted September 13, 1894, and advertised as Contract No. 486.
 Engineer's Order.—For repairing the pier and dumping-board at the foot of West Nineteenth street, North river. Submitted October 4, 1894, and advertised as Contract No. 487.
 Secretary's Order No. 14281.—For preparing for and laying a pavement of second-hand belgian and granite blocks on newly-made land in rear of bulkhead-wall at East One Hundred and First Street Section, Harlem river. Submitted November 1, 1894, and advertised as Contract No. 488.
 Engineer's Order.—For dredging on the North river, between the Battery and West Thirty-fourth street. Submitted November 22, 1894, and advertised as Contract No. 489.
 Engineer's Order.—For furnishing sawed spruce timber. Submitted December 6, 1894, and advertised as Contract No. 490.
 Engineer's Order.—For furnishing and delivering about 600 tons of anthracite coal. Submitted December 6, 1894, and advertised as Contract No. 491.
 Secretary's Order No. 14465.—For dredging north of West Thirty-fourth street on the North river. Submitted December 6, 1894, and advertised as Contract No. 492.
 Engineer's Order.—For dredging on the East and Harlem rivers. Submitted December 6, 1894, and advertised as Contract No. 493.
 Secretary's Order No. 14728.—For preparing the Pier at the foot of West Fifty-fifth street, North river. Submitted December 13, 1894, and advertised as Contract No. 494.
 Secretary's Order No. 14472.—For preparing for and building a new coal pier with appurtenances on the westerly side of Ward's Island, Harlem river. Submitted January 17, 1895, and advertised as Contract No. 495.
 Engineer's Order.—For furnishing sawed yellow pine timber. Submitted February 7, 1895, and advertised as Contract No. 496.
 Secretary's Order No. 14588.—For repairing Pier, new 15, North river, near the foot of Vesey street. Submitted February 11, 1895, and advertised as Contract No. 497.
 Secretary's Order No. 14445.—For building and delivering a float-stage for the boat landing at Pier "A," North river. Submitted March 21, 1895, and advertised as Contract No. 498.
 Secretary's Order No. 14803.—For dredging on the Harlem river. Submitted April 18, 1895, and advertised as Contract No. 499.

Secretary's Order No. 14803.—For dredging north of West Thirty-fourth street on the North river. Submitted April 18, 1895, and advertised as Contract No. 500.

Engineer's Order.—For furnishing and delivering about 600 tons of anthracite coal. Submitted April 18, 1895, and advertised as Contract No. 501.

Engineer's Order.—For preparing for, and laying a pavement of second-hand Belgian blocks on the newly-made land in the rear of the bulkhead-wall between West Fifty-second and West

Fifty-third streets, and taking up and relaying a portion of the existing pavement at West Fifty-fourth street on the North river. Submitted April 25, 1895, and advertised as Contract No. 502.

Secretary's Order No. 14562.—For repairing the Pier at the foot of East Twenty-sixth street, East river. Submitted April 25, 1895, and advertised as Contract No. 503.

Engineer's Order.—For furnishing sawed spruce timber. Submitted April 25, 1895, and advertised as Contract No. 504.

Dredging done by the Department of Docks during the Year ending April 30, 1895.

LOCATION.	MONTH.	CUBIC YARDS.		DEPTH AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.	PRICE.	AMOUNT.
		Mud.	Miscellaneous.								
*Platform south of boat landing, Battery.	June, 1894	.....	377 cub. yds. mud, riprap, etc.	Feet.	Treas. Order No. 17839.	Secretary's Order No. 13935..	Morris & Cumings Dredging Co.	June 18, 1894	June 18, 1894	23	\$72 91
†Half slip north of Pier, new 21, N. R.	Sept., 1894	.....	510 cub. yds. mud, riprap, etc.	22 to 27	Treas. Order No. 17970.	Secretary's Order No. 14279..	Morris & Cumings Dredging Co.	Oct. 30, 1894	Oct. 30, 1894	37½	191 25
*Canal street, N. R., dumping-board....	Dec., 1894	1,293	.....	15	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Dec. 9, 1894	Dec. 9, 1894	22½	290 93
	Mar., 1895	9,386	.....	15	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 10, 1895	Mar. 11, 1895	14½	159 79
*Pier, new 38, N. R.	Apr., 1895	14,485	.....	30	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 25, 1895	Mar. 25, 1895	14½	1,360 97
Pier, new 42, N. R. (south side)	Sept., 1894	11,799	.....	28	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Sept. 8, 1894	Apr. 10, 1895	14½	2,100 33
Pier, new 42, N. R. (north side)	Sept., 1894	17,944	.....	28	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Sept. 13, 1894	Sept. 13, 1894	22½	2,654 78
Pier, new 44, N. R. (north side)	Mar., 1895	10,458	.....	30	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Sept. 15, 1894	Sept. 21, 1894	22½	4,037 40
Bulkhead between Piers, new 44 and 45, N. R.	Mar., 1895	420	.....	6 to 30	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 23, 1895	Mar. 24, 1895	14½	60 90
Pier, new 45, N. R.	Feb., 1895	3,847	.....	30	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Feb. 27, 1895	Mar. 23, 1895	14½	557 82
Bulkhead north of Pier, new 45, N. R.	Mar., 1895	18,389	.....	6 to 30	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 23, 1895	Mar. 23, 1895	14½	2,666 41
*West Twelfth street, N. R., dumping-board.	May, 1894	800	.....	15	Treas. Order No. 17779.	Secretary's Order No. 13835..	Morris & Cumings Dredging Co.	May 6, 1894	May 6, 1894	18½	150 00
*West Twelfth street, N. R., dumping-board.	Mar., 1895	830	.....	15	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 17, 1895	Mar. 17, 1895	14½	120 35
	Jan., 1895	13,801	.....	15	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Jan. 17, 1895	Jan. 17, 1895	14½	2,001 15
West Eighteenth Street Pier, N. R.	Feb., 1895	10,064	.....	25	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Feb. 17, 1895	Mar. 9, 1895	14½	2,320 28
	Mar., 1895	2,886	.....	25	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 9, 1895	Mar. 9, 1895	14½	418 47
*West Nineteenth street, N. R., dumping-board	Feb., 1895	3,084	.....	15	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Feb. 17, 1895	Feb. 18, 1895	14½	447 18
West Twenty-first Street Pier, N. R.	Nov., 1894	7,355	.....	25	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Nov. 26, 1894	Dec. 21, 1894	22½	1,654 88
	Dec., 1894	21,171	.....	25	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Dec. 21, 1894	Dec. 21, 1894	22½	4,763 43
Pier, new 53, N. R. (north side)	Feb., 1895	8,785	.....	25	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Feb. 20, 1895	Mar. 15, 1895	14½	1,820 77
	Mar., 1895	12,557	.....	25	Contract No. 489.	Res. of Board, Nov. 22, 1894..	J. H. Fenner	Mar. 15, 1895	Mar. 15, 1895	14½	2,157 19
Pier, new 57, N. R.	June, 1894	11,505	.....	27	Contract No. 473.	Res. of Board, May 17, 1894..	The Atlantic Dredging Co.	June 25, 1894	July 25, 1894	18½	5,848 50
Pier, new 58, N. R. (south side)	July, 1894	31,192	.....	27	Contract No. 473.	Res. of Board, May 17, 1894..	The Atlantic Dredging Co.	July 6, 1894	July 18, 1894	18½	3,600 10
Pier, new 59, N. R.	Nov., 1894	20,306	.....	27	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Nov. 14, 1894	Dec. 14, 1894	22½	4,568 85
	Dec., 1894	20,103	.....	27	Contract No. 474.	Res. of Board, May 17, 1894..	Morris & Cumings Dredging Co.	Dec. 14, 1894	Dec. 14, 1894	22½	4,524 30
West Thirty-fifth Street Pier, N. R.	Mar., 1895	19,223	.....	25	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Mar. 25, 1895	Apr. 10, 1895	13	2,498 90
West Fortieth Street Pier, N. R.	Apr., 1895	26,612	.....	20	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Dec. 6, 1894	Apr. 10, 1895	13	3,459 50
West Forty-sixth Street Pier, N. R.	Dec., 1894	64,992	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Dec. 6, 1894	Dec. 31, 1894	19	12,348 48
*West Forty-seventh street, N. R., dumping-board.	Oct., 1894	29,346	.....	20	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Oct. 30, 1894	Oct. 30, 1894	19	5,575 74
Bulkhead between West Fiftieth and Fifty-first streets, N. R.	Nov., 1894	2,737	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Nov. 22, 1894	Nov. 23, 1894	19	520 03
West Fifty-first Street Pier, N. R. (north side)	Apr., 1895	3,055	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 24, 1895	Apr. 25, 1895	13	397 15
Timber basin, West Seventy-second and Seventy-third streets, N. R.	Sept., 1894	10,560	.....	20	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Sept. 19, 1894	Sept. 25, 1894	19	2,006 40
Bulkhead foot West Seventy-fifth street, N. R.	June, 1894	6,069	.....	10	Contract No. 473.	Res. of Board, May 17, 1894..	The Atlantic Dredging Co.	June 26, 1894	July 31, 1894	18½	1,137 94
	July, 1894	28,905	.....	10	Contract No. 473.	Res. of Board, May 17, 1894..	The Atlantic Dredging Co.	July 31, 1894	July 31, 1894	18½	5,119 69
Bulkhead between West Seventy-fifth and Seventy-sixth streets, N. R.	Apr., 1895	3,223	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 3, 1895	Apr. 17, 1895	13	418 99
Bulkhead foot West Seventy-sixth street, N. R.	Apr., 1895	7,620	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 5, 1895	Apr. 17, 1895	13	950 60
Bulkhead between West Seventy-sixth and Seventy-seventh streets, N. R.	Apr., 1895	2,717	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 5, 1895	Apr. 18, 1895	13	353 21
Bulkhead foot West Seventy-seventh street, N. R.	Apr., 1895	6,407	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 4, 1895	Apr. 18, 1895	13	832 91
Bulkhead between West Seventy-seventh and Seventy-eighth streets, N. R.	Apr., 1895	2,998	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 4, 1895	Apr. 19, 1895	13	389 74
Bulkhead foot West Seventy-eighth street, N. R.	Apr., 1895	5,169	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 12, 1895	Apr. 29, 1895	13	671 97
Bulkhead between West Seventy-eighth and Seventy-ninth streets, N. R.	Apr., 1895	2,430	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 11, 1895	Apr. 28, 1895	13	315 90
Bulkhead foot West Seventy-ninth street, N. R.	Apr., 1895	4,762	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 9, 1895	Apr. 26, 1895	13	690 05
*West Seventy-ninth Street Pier, N. R. (south side), dumping-board.	Apr., 1895	3,842	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 16, 1895	Apr. 29, 1895	13	499 46
West Seventy-ninth Street Pier, N. R. (north side)	Apr., 1895	1,514	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 4, 1895	Apr. 8, 1895	13	196 82
Bulkhead between West Seventy-ninth and Eightieth streets, N. R.	Apr., 1895	4,964	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 2, 1895	Apr. 8, 1895	13	645 32
Bulkhead foot West Eightieth street, N. R.	Apr., 1895	1,688	.....	15	Contract No. 492.	Res. of Board, Dec. 6, 1894..	Charles Du Bois	Apr. 1, 1895	Apr. 5, 1895	13	219 44
Bulkhead foot West Ninety-sixth street, N. R.	Dec., 1894	917	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Dec. 31, 1894	Dec. 31, 1894	19	174 23
*West One Hundred and Twenty-ninth street, N. R., dumping-board.	Dec., 1894	3,053	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Dec. 2, 1894	Dec. 4, 1894	19	530 07
West One Hundred and Thirty-first street Pier, N. R. (north side)	Sept., 1894	2,403	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Sept. 13, 1894	Sept. 15, 1894	19	456 57
Bulkhead between West One Hundred and Thirty-first and One Hundred and Thirty-second streets, N. R.	Sept., 1894	2,069	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Sept. 13, 1894	Sept. 17, 1894	19	393 11
West One Hundred and Thirty-second Street Pier, N. R. (south side)	Sept., 1894	2,514	.....	15	Contract No. 478.	Res. of Board, June 14, 1894..	P. Sanford Ross	Sept. 13, 1894	Sept. 15, 1894	19	477 66
Bulkhead between Piers 11 and 12, E. R.	Oct., 1894	641	.....	15	Contract No. 477.	Res. of Board, June 14, 1894..	W. H. Beard Dredging Co.	Oct. 20, 1894	Oct. 22, 1894	22	141 02
Pier 12, E. R. (west side)	Oct., 1894	5,815	.....	20	Contract No. 477.	Res. of Board, June 14, 1894..	W. H. Beard Dredging Co.	Oct. 20, 1894	Oct. 20, 1894	22	1,229 30
Pier 18, E. R. (east side)	Oct., 1894	7,261	.....	25	Contract No. 477.	Res. of Board, June 14, 1894..	W. H. Beard Dredging Co.	Oct. 4, 1894	Oct. 9, 1894	22	1,597 42
Bulkhead between Piers 18 and 19, E. R.	Oct., 1894	796	.....	15	Contract No. 477.	Res. of Board, June 14, 1894..	W. H. Beard Dredging Co.	Oct. 4, 1894	Oct. 13, 1894	22	175 12
Pier 19, E. R. (west side)	Oct., 1894	7,164	.....	25	Contract No. 477.	Res. of Board, June 14, 1894..	W. H. Beard Dredging Co.	Oct. 10, 1894	Oct. 17, 1894	22	1,576 08
Pier 33, E. R. (east											

Statement of Dredging Done by Lessees, Claimants and Others, under Order or Permit of the Board.

LOCATION.	DEPTH MADE.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
Pier, new 14, N. R.	Feet, 30 to 36	Permit....	International Navigation Co.	May 10, 1894	May 11, 1894
Canal st., N. R. (Dump)	15	Permit....	Brown & Fleming.	May 11, 1895	May 11, 1895
Bulkhead south of Bethune st., N. R.	15	Order....	Owners.	Mar. 25, 1895	Mar. 26, 1895
Pier, new 54, N. R.	25	Order....	Sanderson & Son.	Apr. 8, 1895	Apr. 13, 1895
Pier at Sixtieth st. and bulkhead north, N. R.	12 to 15	Permit....	N. Y. Central and Hudson River R. R. Co.	June 4, 1894	June 20, 1894
Pier at Sixtieth st., N. R.	12 to 20	Permit....	N. Y. Central and Hudson River R. R. Co.	Aug. 13, 1894	Aug. 15, 1894
Pier, new 56, N. R.	25	Order....	Simpson, Spence & Young	Sept. 28, 1894	Nov. 9, 1894
Pier at 71st street, N. R.	25	Permit....	N. Y. Central and Hudson River R. R. Co.	Dec. 12, 1894	Dec. 24, 1894
Pier 11, E. R. (west side)	20	Order....	Owners.	Oct. 22, 1894	Oct. 25, 1894
Slip between Piers 25 and 26, E. R.	15	Permit....	New Haven Steamboat Co.	Feb. 9, 1895	Feb. 10, 1895
Dump at Jackson st., E. R.	15	Permit....	Brown & Fleming.	Apr. 16, 1895	Apr. 16, 1895
Dump at Broome st., E. R.	15	Permit....	Brown & Fleming.	Apr. 12, 1895	Apr. 12, 1895
Pier at Seventh st., E. R. (N. side)	20	Permit....	Morgan & McGovern.	Mar. 13, 1895	Mar. 16, 1895
Pier at Ninth st., E. R.	20	Permit....	The Atlantic Dredging Co., for lessee.	Jan. 2, 1895	Jan. 5, 1895
Bulkhead between Twenty-eighth and Twenty-ninth sts., E. R.	20	Permit....	Mark Goodwin.	Oct. 15, 1894	Oct. 15, 1894
Bulkhead between Twenty-ninth and Thirtieth sts., E. R.	18 to 22	Permit....	Mark Goodwin.	June 18, 1894	June 13, 1894
Bulkhead at Thirtieth st., E. R.	15	Permit....	Morris & Cummings	June 16, 1894	June 18, 1894
Dump at Fortieth st., E. R.	20	Permit....	Dredging Co.	June 16, 1894	June 18, 1894
Dump at Fortieth st., E. R.	15	Permit....	Brown & Fleming.	Apr. 6, 1895	Apr. 6, 1895
Bulkhead between Forty-sixth and Forty-seventh sts., E. R.	12	Order....	Kane & Wright.	Apr. 6, 1895	Apr. 6, 1895
Lincoln and Willis avs., H. R.	15	Permit....	N. Y., New Haven and Hartford R. R. Co.	Apr. 15, 1895	In progress.
One Hundred and Fiftieth st., H. R. (east side)	8 to 10	Permit....	Daniel L. Sturgis.	Nov. 2, 1894	Nov. 7, 1894

WORK SUPERVISED.

WORK DONE, OTHER THAN DREDGING, BY ALLEGED OWNERS AND LESSEES OF PIERS AND OTHERS, BY ORDER OR UNDER PERMIT OF THE BOARD OF DOCKS, AND UNDER THE SUPERVISION OF THE ENGINEER-IN-CHIEF.

ON THE NORTH RIVER.

Castle Garden Wharf, N. R.

Secretary's Order No. 14059.—Building of a two-story structure thereon by Milliken & William Wright & Son, contractors. Begun January 31, 1895; in progress.

Battery Steamboat Wharf, N. R.

Secretary's Order No. 14135.—A temporary awning shed was erected thereon by employees of the American Committee, Statue of Liberty, under permit of the Board. Begun July 26 and finished July 27, 1894.

Secretary's Order No. 14544.—A small portable shelter-house, about 8 feet 6 inches by 49 feet, was erected thereon by employees of the American Committee of the Statue of Liberty, under permit of the Board. Begun and finished January 14, 1895.

Pier "A," N. R.

Secretary's Order No. 14049.—An extension marine cable was landed at this pier by the Commercial Cable Company. Begun August 6 and finished October 25, 1894.

Pier, new 1, N. R.

Secretary's Order No. 13917.—Fender and spring piles were renewed, refastened and rechecked, where necessary, by P. Sanford Ross, contractor, for lessee, by order of the Board. Begun May 28 and finished June 9, 1894.

Bulkhead Platform between Piers, new 1 and old 1, N. R.

Secretary's Order No. 13818.—The surface thereof was repaired, where necessary, and several loads of coal dust and dirt that had accumulated thereon were removed by employees of lessees, by order of the Board. Begun May 31 and finished August 4, 1894.

Pier, old 1, N. R.

Secretary's Order No. 13709.—The horizontal sheathing on both sides of pier was repaired by employees of the Pennsylvania Railroad Company, by order of the Board. Begun May 12 and finished May 17, 1894.

Secretary's Order No. 14340.—The fender piles at the northeast corner of pier were refastened by the Pennsylvania Railroad Company. Begun October 18 and finished October 21, 1894.

Bulkhead between Piers, old 1 and 2, N. R.

Secretary's Order No. 14308.—The sheathing and pile work, where damaged by collision, were repaired by the Pennsylvania Railroad Company. Begun and finished October 7, 1894.

Pier, old 2, N. R.

Secretary's Order No. 13687.—The horizontal sheathing on both sides of the pier was repaired; several fender piles were fastened and two spring piles replaced; work was done by lessees. Begun August 14 and finished October 23, 1894.

Bulkhead Platform Between Piers 2 and 3, N. R.

Secretary's Order No. 13862.—The shed on the bulkhead platform was repaired by Pennsylvania Railroad Company. Begun May 17 and finished October 26, 1894.

Pier, old 3, N. R.

Secretary's Order No. 13862.—Repairs were made to this pier by Pennsylvania Railroad Company. Begun May 17 and finished October 26, 1894.

Secretary's Order No. 14365.—A derrick and scales were placed on the open platform at the pier by the Lehigh Valley Railroad Company. Begun October 22 and finished October 23, 1894.

Bulkhead between Piers 3 and 4, N. R.

Secretary's Order No. 13849.—A platform on piles, covering an area of land under water of 13,363.43 square feet, was built by Pennsylvania Railroad Company. Begun July 27 and finished August 22, 1894.

Secretary's Order No. 13994.—A one-story iron shed was erected by the Lehigh Valley Railroad Company on the bulkhead. Begun September 20 and finished November 13, 1894.

Piers 4 and 5, and Bulkhead Between.

Secretary's Order No. 14153.—White oak fender piles were driven and capped, and the sheathing on the entire south side of Pier 4 was renewed; white oak fender piles were driven, side rangers and side caps were renewed on Pier 5 and the bulkhead platform between the piers. Begun August 7 and finished December 4, 1894.

Pier, old 5, N. R.

Secretary's Order No. 14021.—About two square yards of paving in front of the pier was taken up and relaid with sand joints by Pennsylvania Railroad Company. Begun and finished July 2, 1894.

Pier 6, N. R.

Secretary's Order No. 14461.—A tally-house was erected on the pier by the New Brunswick, Amboy and New York Steamship Company. Begun March 25 and finished March 29, 1895.

Pier, old 8, N. R.

Secretary's Order No. 14117.—The freight office at this pier, where burned, was repaired by the Central Railroad Company of New Jersey. Begun July 24 and finished August 21, 1894.

Pier, old 14, N. R.

Secretary's Order No. 14629.—The pavement in front of the pier was taken up and relaid by the New York Mutual Gas Company to replace gas-pipe. Begun and finished February 3, 1895.

Pier, old 16, N. R.

Secretary's Order No. 14814.—Repairs to this pier are being made by Pennsylvania Railroad Company. Begun April 14, 1895; in progress.

Cortlandt Street Ferry, N. R.

Secretary's Order No. 13441.—The southerly ferry-rack of the ferry was extended a distance of about 200 feet from outer end of Pier 16, and strengthened by depositing rip-rap on the southerly side. Work done by Pennsylvania Railroad Company. Begun January 24 and finished May 17, 1894.

Secretary's Order No. 13876.—About 2,500 feet, B. M., of 2-inch deck plank was replaced on the bulkhead platform in front of the passenger entrance of Cortlandt Street Ferry by Pennsylvania Railroad Company. Begun May 29 and finished June 5, 1894.

Secretary's Order No. 14136.—About 15 square yards of pavement was taken up and relaid to grade at the north entrance to this ferry by Pennsylvania Railroad Company. Begun and finished August 7, 1894.

Secretary's Order No. 14759.—Repairs were made to the ferry-rack at above premises by Pennsylvania Railroad Company, under permit of the Board. Begun March 13 and finished March 26, 1895.

Secretary's Order No. 14807.—The floor beams over the pile crib were raised by the Pennsylvania Railroad Company. Begun April 8 and finished April 14, 1895.

Pier, new 13, N. R.

Secretary's Order No. 12662.—A new pier is being built by John H. Starin, and the construction of a shed on the same. Begun April 7, 1893; in progress.

Secretary's Order No. 14193.—Rip-rap capsized from a scow was removed from alongside this pier by Brown & Fleming. Begun and finished September 21, 1894.

Secretary's Order No. 14425.—A temporary driveway at the inshore end of the pier was built by John H. Starin. Begun November 16 and finished November 26, 1894.

Secretary's Order No. 14489.—A pole and electric light were placed at the temporary entrance to pier by the Mount Morris Electric-light Company. Begun and finished December 21, 1894.

Bulkhead south of Pier, new 14, N. R.

Secretary's Order No. 14485.—A shed is being erected on this bulkhead by the International Navigation Company. Begun March 4, 1895; in progress.

Secretary's Order No. 14486.—A shed is being erected on this bulkhead by John H. Starin. Begun March 22, 1895; in progress.

Pier, new 14, N. R.

Secretary's Order No. 14062.—The outer end of the pier was sheathed by the International Navigation Company. Begun October 3 and finished October 5, 1894.

Pier, new 15, N. R.

Secretary's Order No. 12623.—2 additional submarine cables were landed at outer end of pier and a new cable-box was placed thereat. The aerial cables over the new-made land were removed and the cable-box on the north side and inner end removed by the Metropolitan Telephone and Telegraph Company. Begun March 8, 1893, and finished November 9, 1894.

Secretary's Order No. 13572.—A shed is being erected on pier and the bulkhead in front of the pier by the International Navigation Company. Begun July 9, 1894, and now suspended.

Secretary's Order No. 13642.—Additional piling for shed foundation was placed by the International Navigation Company. Begun May 7 and finished July 9, 1894.

Secretary's Order No. 14339.—2 additional cables were attached to pier by the Metropolitan Telephone and Telegraph Company. Begun December 14 and finished December 24, 1894.

Secretary's Order No. 14353.—A temporary ferry-house, with wooden approach and baggage shed, was erected by the Hoboken Ferry Company. Begun November 27, 1894, and finished February 25, 1895.

Secretary's Order No. 14464.—The clump of piles on the outer end of the southerly ferry rack was repaired where damaged by the ferryboat "Netherland." Work was done by the Hoboken Ferry Company. Begun November 24 and finished November 26, 1894.

Bulkhead between Vesey and Barclay Streets, N. R.

Secretary's Orders Nos. 13551 and 14283.—A section of the bulkhead wall is being built at this locality by the Hoboken Land and Improvement Company. Begun October 16, 1894; in progress.

Barclay Street, N. R.

Secretary's Order No. 12093.—A platform in front of the wall at the foot of Barclay street is being erected by the Hoboken Land and Improvement Company. Begun November 15, 1894; in progress.

Barclay Street Ferry.

Secretary's Order No. 14075.—Repairs were made to this ferry by Hoboken Land and Improvement Company. Begun August 7 and finished October 11, 1894.

Pier, old 28, N. R.

Secretary's Order No. 14767.—3 white oak fender piles were replaced on the south side of the pier; the outer cluster of piles refastened by Old Colony Steamboat Company. Begun April 2 and finished April 8, 1895.

Pier, new 19, and Adjoining Bulkheads, N. R.

Secretary's Orders Nos. 14257 and 14449.—A shed is being erected on this pier and bulkheads adjoining by Old Colony Steamboat Company. Begun April 3, 1895; now suspended.

Chambers Street Ferry.

Secretary's Order No. 14023.—A temporary light frame structure with a canvas cover was erected on the new-made land north of the ferry entrance, by Metropolitan Railway Company. Begun and finished June 23, 1894.

Bulkhead between Piers, new 21 and 22, N. R.

Secretary's Order No. 14096.—A scow that had capsized at the bulkhead and deposited its load of rip-rap close to the northerly side of Pier, new 22, was removed by Brown & Fleming. Begun and finished July 14, 1894. The rip-rap being removed by the Department on October 30, 1894.

Secretary's Order No. 14354.—A small office and platform scales were placed on this bulkhead by Matthew Stripp. Begun and finished October 17, 1894.

Secretary's Order No. 14779.—An ice bridge, scales and weigh office were placed on this bulkhead by Charles Mulford. Begun April 17 and finished April 27, 1895.

Pier, new 22, and Bulkhead Adjoining, N. R.

Secretary's Order No. 12852.—A one-story iron shed was erected on this pier and bulkhead by Baltimore and Ohio Railroad Company. Begun April 11 and finished September 15, 1894.

Secretary's Order No. 13853.—A shed was built on the pier by the Baltimore and Ohio Railroad Company, in accordance with plans submitted. Begun May 4 and finished September 15, 1894.

Bulkhead between Piers, new 22 and 23, N. R.

Secretary's Order No. 13911.—The short ferry-rack at the northwest corner of Pier, new 22, was rebuilt by West Shore Railroad Company. Begun June 29 and finished August 29, 1894.

Approach to Pier, new 24, N. R.

Secretary's Order No. 13828.—An area of 40 by 30 feet of vitrified brick was laid for the purpose of testing the brick for pavement. The work was done by the International Contracting Company. Begun May 30 and finished June 25, 1894.

Pier, new 24, N. R.

Secretary's Order No. 14663.—Repairs to the pier were made by R. P. & J. H. Staats for the Homer Ramsdell Transportation Company. White oak fender-piles were driven, and 3,000 feet, B. M., of spruce decking used. Begun February 23 and finished March 2, 1895.

Secretary's Order No. 14680.—2 gangways were cut on the spur on the south side of the pier, by R. P. & J. H. Staats, for the Homer Ramsdell Transportation Company. Begun February 27 and finished March 2, 1895.

Approach to Pier, new 25, N. R.

Secretary's Order No. 13833.—An area of 50 by 50 feet of vitrified brick was laid for the purpose of testing the brick, by Thornton N. Motley. Begun November 1 and finished November 26, 1894.

Bulkhead North and South of Pier, new 26, N. R.

Secretary's Order No. 13627.—2 awning sheds were built on the bulkheads at either side of Pier, new 26, by Old Dominion Steamship Company. Begun March 15 and finished May 31, 1894.

Pier, new 27, N. R.

Secretary's Order No. 14784.—4 new white oak piles were placed at the southwest and 3 at the northwest corner of the pier and fastened; horizontal sheathing on the north side of the pier was repaired by Pennsylvania Railroad Company. Begun in conjunction with the work at Piers, new 28 and 29, March 29 and finished April 6, 1895.

New-made Land at and between Piers, new 27 and 28, N. R.

Secretary's Order No. 10131.—The planking on the new-made land in front of and between these piers, and also the Belgian-block pavement has been repaired from time to time by the Pennsylvania Railroad Company. Begun June 4, 1890, and finished October 4, 1894.

Pier, new 28, N. R.

Secretary's Order No. 14784.—New white oak piles were placed and fastened at the southwest corner of the pier, and the sheathing on the westerly face of the pier was repaired. Begun in conjunction with work on Piers, new 27 and 29, March 29 and finished April 6, 1895.

Bulkhead between Piers, new 28 and 29, N. R.

Secretary's Order No. 13661.—A one-story iron shed was built on this bulkhead and in front of Pier, new 29, by the Pennsylvania Railroad Company. Begun July 5 and finished October 20, 1894.

Pier, new 29, N. R.

Secretary's Order No. 14139.—A retaining structure was placed at the northerly end of filling behind the bulkhead or river wall, back of this pier, by the Pennsylvania Railroad Company, under permit of the Board. Begun August 6 and finished November 3, 1894.

Secretary's Order No. 14784.—The cluster of white oak piles at the outshore end of the pier was refastened. Begun in conjunction with work on Piers, new 27 and 28, March 29 and finished April 6, 1895.

Improvement of the Water-front between Vestry and Watts Streets, N. R.

Secretary's Order No. 14305.—This work, commenced by the Pennsylvania Railroad Company, February 25, 1895, consisting in the improvement of the water-front between Vestry and Watts street, is in progress.

Desbrosses Street Ferry.

Secretary's Order No. 14454.—The south ferry-rack of the north ferry-slip was repaired by the Pennsylvania Railroad Company. Begun November 19 and finished December 3, 1894.

Secretary's Order No. 14634.—Repairs were made to the north rack of the south ferry-slip, by the Pennsylvania Railroad Company. Begun February 1 and finished February 6, 1895.

Pier, old 41, N. R.

Secretary's Order No. 13874.—This pier was repaired by the People's Line of Steamers. Begun May 9 and finished May 15, 1894.

Pier, old 42, N. R.

Secretary's Order No. 13968.—3 electric arc light poles were placed near the dump at this pier, by the Brush Electric Light Company. Begun May 31 and finished June 6, 1894.

Secretary's Order No. 14336.—The sheathing on the easterly ramp of dump at this pier was renewed by the Department of Street Cleaning. Begun November 4 and finished November 11, 1894.

Bulkhead between Piers, new 34 and 35, N. R.

Secretary's Order No. 14471.—The backing-log was renewed by the Ocean Steamship Company. Begun December 19, 1894, and finished March 29, 1895.

Pier, new 35, N. R.

Secretary's Order No. 14446.—Repairs were made to pier by the Ocean Steamship Company. Begun January 21 and finished February 14, 1895.

Bulkhead adjoining Pier, new 36, N. R.

Secretary's Order No. 12684.—A two-story shed was built on this bulkhead by Providence and Stonington Steamship Company in substantial accordance with plans submitted. Begun October 30, 1893, and finished June 4, 1894.

Pier, new 36, N. R.

Secretary's Order No. 13276.—4 gangways, 2 on the north side and 2 on the south side of the pier, were cut by Providence and Stonington Steamship Company. Begun October 26, 1893, and finished June 4, 1894.

Secretary's Order No. 13624.—The new-made land in front of the bulkhead at this pier was paved with granite or syenite blocks, in accordance with plans and specifications accompanying Treasurer's Order No. 17699, by the Connecticut Valley Granite and Mining Company. Begun March 10 and finished June 26, 1894.

Secretary's Order No. 13746.—About 20 wearing piles were replaced, 500 square feet of planking renewed at this pier by Providence and Stonington Steamship Company. Begun April 9 and finished June 4, 1894.

Secretary's Order No. 14307.—Broken spring piles were replaced, stay-lathed and refastened by the Providence and Stonington Steamboat Company. Begun November 3 and finished November 10, 1894.

Secretary's Order No. 14558.—6 new white oak fender-piles were driven and armature plates refastened by the New York Central and Hudson River Railroad Company. Begun January 19 and finished January 21, 1895.

Bulkhead between Piers, new 40 and 41, N. R.

Secretary's Order No. 14493.—Obstructions, consisting of casks, trucks and gangplanks, were removed by the owners. Begun December 18 and finished December 19, 1894.

Pier, new 42, N. R.

Secretary's Order No. 14827.—About 2,000 square feet of the roof of the shed, where damaged by fire, was repaired by Compagnie Générale Transatlantique. Begun April 15 and finished April 18, 1895.

Pier, new 43, N. R.

Secretary's Order No. 13488.—The south ferry-rack at this pier was extended about 100 feet along the north side of extension to pier by Hoboken Ferry Company. Begun April 3 and finished May 2, 1894.

Secretary's Order No. 13973.—A sign was painted and placed over the entrance to the pier by the Columbia Line. Begun June 13 and finished July 14, 1894.

Christopher Street Ferry.

Secretary's Order No. 14075.—Repairs were made to this ferry by Hoboken Land and Improvement Company. Begun August 7 and finished October 11, 1894.

Secretary's Order No. 14733.—2 fender-piles in the south ferry-rack were replaced by the Hoboken Land and Improvement Company. Begun March 22 and finished March 23, 1895.

Bulkhead between Christopher and West Fourteenth Streets, N. R.

Secretary's Order No. 14596.—Guy stubs were erected on the inner end of the piers and on the bulkheads between these streets by the Metropolitan Telephone and Telegraph Company. Begun January 21 and finished January 31, 1895.

Approach to Piers, new 44 and 45, N. R.

Secretary's Order No. 14118.—A new water-gate was placed just south of the approach to the piers and the necessary pavement taken up and relaid by the Department of Public Works. Begun and finished January 29, 1895.

Pier, new 45, N. R.

Secretary's Order No. 14760.—The deck sheathing of the pier was repaired by the White Star Line Steamship Company; used about 2,400 feet, B. M., of 4-inch spruce. Begun March 13 and finished March 15, 1895.

Pier, new 46, N. R.

Secretary's Order No. 14154.—An additional sign-board was placed at this pier by North River Steamboat Company. Begun August 20 and finished August 21, 1894.

Secretary's Order No. 14182.—The sheathing on deck of pier was repaired where necessary by employees of lessees, by order of the Board. Begun September 25 and finished September 29, 1894.

Secretary's Order No. 14758.—A sign was placed at the entrance to the pier by North River Steamboat Company. Begun April 1 and finished April 15, 1895.

Bulkhead at Eleventh Street and Thirteenth Avenue, N. R.

Secretary's Order No. 14102.—A portion of the bulkhead was filled in with earth, ashes, etc., by the Van Tassel Elevating Company and planking placed on same to conform to grade of Thirteenth avenue. Begun August 10 and finished October 11, 1894.

New-made Land foot of West Eleventh Street, N. R.

Secretary's Order No. 13460.—The new-made land along the bulkhead was graded and leveled up with ashes to conform with the grade of the pavement recently laid by Department of Public Works. Work was done by Van Tassel Elevating Company. Begun January 8 and finished July 3, 1894.

Bulkhead between Bank and Bethune Streets, N. R.

Secretary's Order No. 13591.—The bulkhead between above streets was leveled off and graded and the flooring of plank laid on the earth-filling about the ice-bridge by Ridgewood Ice Company. Begun March 22 and finished June 28, 1894.

Secretary's Order No. 13825.—Ice-bridge, engine-house and scales were removed from the bulkhead between Horatio and Gansevort streets to this bulkhead. The area about the ice-bridge was leveled off and graded and a flooring of plank was placed on the earth-filling. The work was done by Ridgewood Ice Company. Begun April 27 and finished June 28, 1894.

Secretary's Order No. 13931.—4 spring-piles were placed along the face of this bulkhead by Charles W. Morse. Begun and finished May 23, 1894.

Bulkheads between Bank and Bethune Streets and at Horatio Street, N. R.

Secretary's Order No. 14527.—New steel guy ropes at above points were replaced by Metropolitan Telephone and Telegraph Company. Begun January 18 and finished January 31, 1895.

Pier at Bethune Street, N. R.

Secretary's Order No. 14034.—A swimming-bath was placed thereat by employees of the Dexter Swimming Bath Company, under permit of the Board. Begun July 3 and finished July 7, 1894.

Secretary's Order No. 14093.—The bath recently berthed thereat was removed to the inner northerly side of Pier at Twenty-third street, North river, by employees of the Dexter Swimming Bath Company, under permit of the Board. Begun July 18 and finished July 19, 1894.

Pier at West Twelfth Street, N. R.

Secretary's Order No. 13837.—A fender-pile was placed at this pier and a gangway cut near the outer end by the lessee. Begun May 7 and finished August 11, 1894.

Pier at Jane Street, N. R.

Secretary's Order No. 13880.—Repairs to pier were partially made by lessee, under order of the Board. Begun June 4, 1894, and order returned.

Secretary's Order No. 14504.—Repairs to the backing-log and mooring-posts on this pier are being made by the lessee. Begun March 8, 1895; in progress.

Secretary's Order No. 14685.—A coal-bin was erected on the south side of the pier by Joseph Cornell. Begun April 12, 1895; in progress.

Pier at Horatio Street, N. R.

Secretary's Order No. 13472.—The side-cap on southerly side of pier, six half-round fenders, the sheathing on deck of pier, backing-log and mooring-post chocks were renewed where necessary by Walls & Van Riper, contractors, for lessees, by order of the Board. Begun January 15 and finished June 19, 1894.

Bulkhead between Horatio and Gansevort Streets, N. R.

Secretary's Order No. 13881.—About 60 feet of yellow pine backing-log was renewed and 2 oak fender-piles replaced and fastened. Work was done by the owners. Commenced May 22 and finished June 28, 1894.

Secretary's Order No. 14057.—The platform was renewed where necessary, and fender-piles were driven and fastened in front of bulkhead by employees of the Lehigh Valley Railroad Company, under permit of the Board. Begun July 2 and finished July 16, 1894.

Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 13536.—Repairs are being made to the pier by L. Eccles. Begun March 15, 1894; in progress.

Secretary's Order No. 13932.—A gangway was cut on this pier and a light frame office built on the outer end of the pier; a sign-post was also placed. Work done by New York and Monmouth Park Steamboat Company. Begun May 18 and finished June 28, 1894.

Secretary's Order No. 13986.—A portable wooden office, 13 x 20, was erected on the southerly side thereof by employees of the New York and Monmouth Park Steamboat Company, under permit of the Board. Begun June 12 and finished June 19, 1894.

Secretary's Order No. 14503.—Repairs were made to the pier and the pier cleaned by the lessee. Begun April 19, 1895; in progress.

Bulkhead between Piers at Little West Twelfth and Thirteenth Streets, N. R.

Secretary's Order No. 14256.—The pavement thereat was filled in and relaid, when necessary, by employees of the Pennsylvania Railroad Company, by order of the Board. Begun and finished September 24, 1894.

Pier, old 60, at Thirteenth Street, N. R.

Secretary's Order No. 14461.—A fence was built at this pier by the Fort Lee Park and Steamboat Company to serve as a wind and snow guard for the awning shed. Begun December 18 and finished December 22, 1894.

Ferry at West Thirteenth Street, N. R.

Secretary's Order No. 13960.—5 white oak piles were replaced in the clumps at the outer end of the south ferry-rack by Pennsylvania Railroad Company. Begun May 20 and finished June 22, 1894.

Secretary's Order No. 14563.—5 white oak piles were driven at the outer end of the ferry bridge and clamped together by the Pennsylvania Railroad Company. Begun December 29, 1894, and finished January 12, 1895.

Bulkhead between Thirteenth and Fourteenth Streets, N. R.

Secretary's Order No. 13742.—An old ice bridge on this bulkhead was removed and 12-inch timber placed on the top of the old crib by Delamater Iron Works. Begun and finished May 7, 1894.

Fourteenth Street Ferry, N. R.

Secretary's Order No. 13972.—Repairs to the ferry premises were made, consisting of the removing of 5 of the white oak piles in the outer front of the south ferry-rack; repairing chords and ribbon pieces and placing new white oak fenders on the rack. Work was done by Hoboken Ferry Company. Begun May 31 and finished June 23, 1894.

Secretary's Order No. 14075.—Repairs were made to this ferry by Hoboken Land and Improvement Company. Begun August 7 and finished October 11, 1894.

Bulkhead at West Fifteenth Street, N. R.

Secretary's Order No. 13848.—A hole was cut through the timbers of the bulkhead and deck of pier to permit the running of a 4-inch wrought-iron pipe by Central Railroad Company of New Jersey, and two water-meters were placed near the bulkhead. Begun June 11 and finished June 14, 1894.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 13465.—A one-story shed was built on this pier by Central Railroad Company of New Jersey. Begun February 10 and finished May 12, 1894.

Secretary's Order No. 13840.—10 white oak spring piles were placed at each outer corner of the pier and fastened with chains by Central Railroad Company of New Jersey. Begun May 18 and finished May 19, 1894.

Pier at Sixteenth Street, N. R.

Secretary's Order No. 14774.—The deck of this pier was cleaned by Bernard Campbell. Begun and finished April 14, 1895.

Pier at West Seventeenth Street, N. R.

Secretary's Order No. 13870.—The sheathing on the pier was renewed with 3-inch spruce plank throughout, except about 50 linear feet at the outer end of the pier, by Baltimore and Ohio Railroad Company. Begun May 12 and finished July 10, 1894.

West Nineteenth Street, N. R.

Secretary's Order No. 14681.—The dump at the pier was repaired by the Department of Street Cleaning and the fence along the side of the dump was repaired. Begun March 12 and finished March 21, 1895.

Bulkhead between Nineteenth and Twentieth Streets, N. R.

Secretary's Order No. 13580.—A backing-log was placed on the bulkhead by owner, under order of the Board. Begun and finished February 27, 1895.

Pier foot of West Twentieth Street, N. R.

Secretary's Order No. 14564.—A waterman's house was placed on the south side of pier by Owen McCain. Begun January 11 and finished January 12, 1895.

Pier at Twenty-first Street, N. R.

Secretary's Order No. 14227.—A white oak fender-pile was renewed and chocked on the southerly side, near outer end of pier, by employees of lessees, by order of the Board. Begun and finished September 10, 1894.

Bulkhead between Twenty-first and Twenty-second Streets, N. R.

Secretary's Order No. 13713.—An engine-house was erected on this bulkhead by Yonkers Ice Company. Begun April 27 and finished May 12, 1894.

Pier foot of Twenty-second Street, N. R.

Secretary's Order No. 14104.—An extension to the awning-shed on the pier was erected by the Hudson River Steamboat Company. Begun July 30 and finished August 22, 1894.

Bulkhead at West Twenty-third Street, N. R.

Secretary's Order No. 14145.—A wooden box sewer was built and the bulkhead-wall pierced for the same by Patrick Casey, contractor for Department of Public Works. Begun August 9, 1894, and finished April 7, 1895.

Pier, new 53, N. R.

Secretary's Order No. 14098.—The damage done to this pier by the tug "Thomas P. Fowler," was repaired by R. P. & J. H. Staats, for the Ocean Steamship Company. Begun July 23 and finished July 30, 1894.

Secretary's Order No. 14101.—A swimming-bath was placed at this pier by the Dexter Swimming Bath Company. Begun July 18 and finished July 25, 1894.

New-made land between Piers, new 53 and 54, N. R.

Secretary's Order No. 14399.—A watchman's house was placed on the new-made land by Patrick Hickey. Begun November 23, 1894, and finished January 19, 1895.

Bulkhead at West Twenty-fourth Street, N. R.

Secretary's Order No. 14513.—A leak in the gas-pipe was repaired by the Consolidated Gas Company. Begun December 18 and finished December 22, 1894.

Pier, new 54, N. R.

Secretary's Order No. 14072.—A trench about 170 feet long, running east from the inner end of this pier, was dug by the Anchor Line Steamship Company, and a broken water-pipe leading to the pier repaired. Begun July 6 and finished July 12, 1894.

Secretary's Order No. 14226.—4 armature plates were renewed on the outer corners of pier by employees of lessees, by order of the Board. Begun October 1 and finished October 26, 1894.

Pier, new 55, N. R.

Secretary's Order No. 13829.—The deck, sheathing on same, fenders on sides of pier and the chocks between fenders were renewed when necessary, by employees of lessees, by order of the Board. Begun April 27 and finished June 5, 1894.

Bulkhead between Piers, new 56 and 57, N. R.

Secretary's Order No. 14026.—About 175 cubic yards of clean ashes were placed on the new-made land and leveled off by J. B. & J. M. Cornell. Begun June 19 and finished December 1, 1894.

Between Piers, new 56 and 57, N. R.

Secretary's Order No. 14678.—The earth-filling in rear of wall was brought up to grade by Thomas E. Crimmins. Begun February 27 and finished March 14, 1895.

Pier, new 57, N. R.

Secretary's Order No. 13654.—Six 8 by 12 inch white oak fenders and the chocks between same were renewed where necessary and several side-bearing piles pulled to place and refastened by employees of W. W. Rossiter, lessee, by order of the Board. Begun June 5 and finished August 1, 1894.

Secretary's Order No. 13836.—The salt-water pipe of the Terminal Warehouse Company, where it crosses the bulkhead-wall, was raised by the said company and the approach was replanked. Begun April 22 and finished May 9, 1894.

Secretary's Order No. 14065.—The boiler and engine formerly placed on this pier were removed and the partitions at inner end torn down by the Terminal Warehouse Company. Begun July 10 and finished October 3, 1894.

Secretary's Order No. 14194.—A mooring-post was renewed on the outer southwest corner thereof by employees of the Terminal Warehouse Company, by order of the Board. Begun November 7 and finished November 10, 1894.

Secretary's Order No. 14469.—Repairs to, by lessees, by order of the Board. Begun January 10, 1895; in progress.

Bulkhead between Twenty-seventh and Twenty-eighth Streets, N. R.

Secretary's Order No. 13965.—A trench, about 100 feet long, was dug to examine and repair the gas-pipes leading to Pier at Twenty-seventh street by the Consolidated Gas Company. Begun May 29 and finished June 5, 1894.

Bulkhead between Piers, new 57 and 58, N. R.

Secretary's Order No. 14705.—A sign on the bulkhead was removed by the Terminal Warehouse Company. Begun and finished March 16, 1895.

Pier at Thirtieth Street, N. R.

Secretary's Order No. 14581.—The dumping-board at the foot of this street, where damaged by fire, is being repaired by the Department of Street Cleaning. Begun January 21, 1895, and suspended.

Pier, new 63, N. R.

Secretary's Order No. 14225.—The lower armature plate on the northwest corner of pier and 6 fender piles at outer end thereof were renewed by employees of the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun January 19 and finished January 21, 1895.

Secretary's Order No. 14546.—A new 8-inch wrought-iron pipe was placed along the pier by Cornell, Hiscox & Underhill for the Childs Brewing Company. Begun January 30 and finished March 14, 1895.

Pier at Thirty-fourth Street, N. R.

Secretary's Order No. 14816.—A landing flume it was placed at the northerly side of the pier by Joseph May. Begun and finished April 23, 1895.

Pier at Thirty-fifth Street, N. R.

Secretary's Order No. 13619.—A 6-inch cast-iron pipe was suspended from the cross-caps for supplying salt water to the Manhattan Refrigerating Company plant at the foot of West Thirty-fifth street. The work was done by that company. Begun May 8 and finished June 22, 1894.

Secretary's Order No. 13867.—The lower armature plate on the southwest corner of pier was refastened by employees of lessees, by order of the Board. Begun and finished May 8, 1894.

Pier at Thirty-seventh Street, N. R.

Secretary's Order No. 13952.—2 bearing piles were refastened on the southerly side of pier, 3 bearing piles on north side renewed and the fenders and chocks between same repaired where necessary by Sanford & Stillman, contractors for lessees, by order of the Board. Begun and finished June 22, 1894.

New-made Land between Thirty-seventh and Thirty-eighth Streets, N. R.

Secretary's Order No. 13784.—Railroad tracks leading from the transfer bridge across the new-made land and across the approach to Pier at Thirty-eighth street were laid by Pennsylvania Railroad Company. Begun April 24 and finished August 18, 1894.

Bulkhead between Piers, new 67 and 68, N. R.

Secretary's Order No. 14169.—About 225 square yards of plank and Belgian-block pavement in front of the freight shed was taken up by the Pennsylvania Railroad Company in order that the new-made land might be drained and 2 new drain-boxes were placed thereat. Begun August 28 and finished October 6, 1894.

West Thirty-eighth Street, N. R.

Secretary's Order No. 13675.—Railroad tracks were laid across Thirty-eighth street by Pennsylvania Railroad Company, under permit of the Board. Begun April 24 and finished August 18, 1894.

Pier at Thirty-eighth Street, N. R.

Secretary's Order No. 13775.—The vertical chocks between fenders, white oak fenders, 1 side-bearing pile and 2 white oak fender-piles on the southwest corner of pier were renewed and refastened, and the entire sheathing on deck of pier and approach to same renewed, all in substantial accordance with report of April 10, 1894, by Sanford & Stillman, contractors for lessees, by order of the Board. Begun May 1 and finished December 31, 1894.

Secretary's Order No. 14177.—A fence was erected across the inner end thereof to prevent access to same while undergoing repairs by employees of the Pennsylvania Railroad Company, under permit of the Board. Begun September 10 and finished September 13, 1894.

Pier at Fortieth Street, N. R.

Secretary's Order No. 14084.—The sheathing on surface of pier was repaired where necessary by employees of lessees, by order of the Board. Begun July 16 and finished August 9, 1894.

Secretary's Order No. 14291.—2 white oak spring piles were refastened at outer end of pier by employees of lessees, by order of the Board. Begun and finished October 5, 1894.

Secretary's Order No. 14495.—3 broken spring piles were renewed on the southwest corner of pier and the sheathing on deck of pier repaired where necessary by B. S. Cronin, contractor for lessees, by order of the Board. Begun December 18, 1894, and finished January 3, 1895.

Bulkhead between West Forty-third and West Forty-fourth Streets, N. R.

Secretary's Order No. 14652.—A dumping-board were erected at this bulkhead by Herman Hastorf. Begun February 27 and finished March 21, 1895.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 14044.—A swimming-bath was placed thereat by employees of the Dexter Swimming Bath Company, under permit of the Board. Begun and finished July 16, 1894.

Pier at Forty-sixth Street, N. R.

Secretary's Order No. 13773.—Manure was removed from the deck of this pier, and the pier placed in good condition by the lessee. Begun April 3 and finished April 23, 1895.

Secretary's Order No. 14233.—The manure boat "Atkins," recently sunk on the north side of pier, was removed by employees of Dennis Devine, owner, by order of the Board. The boat was towed to Weehawken, N. J. Begun September 27 and finished October 8, 1894.

Secretary's Order No. 14265.—The deck scow "Arthur D" and the canal boat "Arthur," recently sunk in slip north side of pier, were raised and removed by employees of owners, by order of the Board. The "Arthur D" was, after being raised, towed to Jersey City for repairs, and the "Arthur," to Weehawken. Begun September 22 and finished September 26, 1894.

Secretary's Order No. 14422.—The sunken manure boat was removed from the north side thereof to Fourteenth street, Hoboken, N. J., by employees of Peter Donnelly, owner, by order of the Board. Begun and finished November 17, 1894.

Pier at Forty-seventh Street, N. R.

Secretary's Order No. 13791.—The dump on the northerly side thereof was renewed by employees of John Chester, owner, by order of the Board. Begun May 24 and finished May 31, 1894.

Bulkhead between Forty-seventh and Forty-eighth Streets, N. R.

Secretary's Order No. 14142.—Coal pockets were erected on this bulkhead by Dietrich Grieme. Begun August 15 and finished October 29, 1894.

Secretary's Order No. 14260.—A small addition to the coal pockets on this bulkhead was made by Dietrich Grieme. Begun September 24 and finished October 29, 1894.

Approach and Pier at Forty-ninth Street, N. R.

Secretary's Order No. 13900.—The deck and sheathing thereon were repaired by employees of the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun May 12 and finished May 26, 1894.

Secretary's Order No. 14079.—Repairs to surface of approach and pier were made by employees of lessees, by order of the Board. Begun July 14 and finished December 30, 1894.

Pier at Forty-ninth Street, N. R.

Secretary's Order No. 14570.—Repairs to, by lessee, by order of the Board. Begun January 14, 1895; in progress.

Bulkhead between Fiftieth and Fifty-first Streets, N. R.

Secretary's Order No. 14741.—Ice scales were erected on the bulkhead by the Central Ice Company. Begun April 12; in progress.

Pier at Fifty-first Street, N. R.

Secretary's Order No. 14557.—Repairing of, by lessee, by order of the Board. Begun January 9, 1895. Work is being done from time to time under this order, but not satisfactorily.

Twelfth Avenue, between Fifty-first and Fifty-second Streets, N. R.

Secretary's Order No. 13474.—Most of the obstructions, consisting of sheds, etc., were removed therefrom within thirty days from January 5, 1894, by order of the Board. Begun May 9, 1894; work suspended.

Pier at Fifty-second Street, N. R.

Secretary's Order No. 14417.—Wooden coal bins, about 66 feet in length, were erected by Nathan Straus on the inner end of the pier. Begun November 24 and finished November 27, 1894.

Pier at West Fifty-fifth Street, N. R.

Secretary's Order No. 13824.—A cable house was placed on the pier by Western Union Telegraph Company. Begun April 30 and finished May 13, 1894.

Secretary's Order No. 13964.—A 4-inch gas pipe was laid by the Consolidated Gas Company, from the inner end of the pier across Twelfth avenue. Begun June 29 and finished July 2, 1894.

Bulkhead North of West Fifty-fifth Street, N. R.

Secretary's Order No. 14744.—Ice-bridge, office and platform scales were placed on bulkhead by E. C. Clifford & Co. Begun March 23 and finished April 8, 1895.

Bulkhead at Eighty-first Street, N. R.

Secretary's Order No. 14560.—The dump scow No. 12 was removed therefrom to the bulkhead north of the foot of Seventy-fifth street, North river, by employees of John A. Bouker, under permit of the Board. Begun January 7 and finished January 15, 1895.

Pier at Seventy-ninth Street, N. R.

Secretary's Order No. 14597.—A sunken canal-boat was removed from the north side thereof and towed to Weehawken, N. J., by the Baxter Wrecking Company, contractors, for owners, by order of the Board. Begun March 2 and finished March 3, 1895.

Foot of Eighty-eighth Street, N. R.

Secretary's Order No. 14768.—A boat-house, about 12 feet by 7 feet, was erected and a small temporary platform placed thereat, by employees of Thomas Navin, under permit of the Board. Begun March 25 and finished March 29, 1895.

Bulkhead between Ninety-fifth and Ninety-sixth Streets, N. R.

Secretary's Order No. 14400.—About 10 bearing-piles were renewed thereon, by T. & A. Walsh, contractors, for the John D. Kane Company, under permit of the Board. Begun November 12 and finished November 15, 1894.

Secretary's Order No. 14684.—The backing-log thereon was repaired where necessary by employees of John D. Kane Company, by order of the Board. Begun March 19 and finished March 21, 1895.

Bulkhead between Ninety-seventh and Ninety-eighth Streets, N. R.

Secretary's Order No. 11049.—A temporary fence was erected in rear thereof by employees of the Knickerbocker Ice Company, under permit of the Board. Begun June 25, 1891, and finished May 15, 1894.

Secretary's Order No. 12921.—Placing sufficient top dressing thereat by Thomas Smith, under permit of the Board. Begun June 6, 1893; temporarily suspended.

Pier at One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 13817.—Spring and fender piles were refastened at outer end of pier, and the pier was also cleaned by employees of lessee, by order of the Board. Begun June 20, 1894, and finished June 23, 1894.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 13395.—The filling-in thereof was done by employees of the Department of Street Cleaning, under permit of the Board. I have further to report, that considerably more filling is required at these premises, to render same suitable for wharfage purposes. This bulkhead has been recently leased to McDermott & Company. Begun December 8, 1893, and finished January 9, 1894.

Secretary's Order No. 13987.—The placing of an ice-bridge, scales and weigh-office on the lower half thereof was done by employees of McDermott & Company, under permit of the Board. Begun June 4, 1894, and finished June 11, 1894.

Pier at One Hundred and Thirty-third Street, N. R.

Secretary's Order No. 14519.—Repairs to and cleaning by lessee, by order of the Board. Begun April 12, 1895; in progress.

Foot of One Hundred and Fifty-third Street, N. R.

Secretary's Order No. 13564.—A float was placed and a boat-house constructed thereat by employees of the Audubon Yacht Club, under permit of the Board. Begun May 1 and finished June 19, 1894.

One Hundred and Fifty-third Street, N. R.

Secretary's Order No. 13914.—A bath-house was placed at the foot of above premises by Edward Keenan, under permit of the Board. Begun May 25 and finished June 1, 1894.

Secretary's Order No. 14203.—A small house was erected at the foot of above street by Fred. Schafer, under permit of the Board. Begun September 3 and finished September 24, 1894.

Twelfth and Thirteenth Avenues.

Secretary's Order No. 11814.—Hydrants were placed along these avenues by the Croton Aqueduct. Begun April 6, 1892; suspended.

Cleaning Space Under Ice-bridges.

Secretary's Order No. 12743.—This work has been done by the owners, from time to time, when necessary. Begun April 7, 1893; in progress.

Cleaning Space between Tracks of Horse-car Companies.

Secretary's Order No. 12690.—This work has been done by the various horse-car companies, from time to time, when necessary. Begun April 4, 1893; in progress.

*ON THE EAST RIVER.**Whitehall Street Ferry, E. R.*

Secretary's Order No. 14707.—Repairs were made to the ferry by the Union Ferry Company, under permit of the Board. Begun March 8, 1895; in progress.

South Ferry, E. R.

Secretary's Order No. 13406.—The sheathing on deck of approach to bridge thereat was renewed by John Monks & Son, contractors, for the Union Ferry Company, under permit of the Board. Begun December 8, 1893, and finished May 7, 1894.

Pier 3, E. R.

Secretary's Order No. 13739.—Repairs thereto were made by O'Connell & Coffey, contractors, for owners, by order of the Board, to repair said pier in accordance with report of March 30, 1894. Begun April 9 and finished December 31, 1894.

Bulkhead between Piers 3 and 4, E. R.

Secretary's Order No. 14266.—The backing-log thereon was raised to a height of 12 inches above the pavement recently laid thereat, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun October 8 and finished October 11, 1894.

Bulkhead between Piers 5 and old 6, E. R.

Secretary's Order No. 14268.—The backing-log thereon was raised to the height of 12 inches above the pavement recently laid thereat by employees of the New York Central and Hudson River Railroad Company, by order of the Board. Begun September 22 and finished September 26, 1894.

Pier, old 6, E. R.

Secretary's Order No. 14295.—The sheathing on deck of pier was repaired where necessary by employees of lessee, by order of the Board. Begun October 9 and finished October 11, 1894.

Bulkhead between Piers, new 7 and old 9, E. R.

Secretary's Order No. 14215.—The backing-log thereon was raised to a height of 12 inches above the pavement thereat by employees of owners and lessees, by order of the Board. Begun November 19 and finished November 24, 1894.

Pier 9, E. R.

Secretary's Order No. 14481.—6 fenders and 4 bearing-piles were driven and fastened on sides of pier by Fearon & Jenks, contractors for H. E. Nesmith, Jr., under permit of the Board. Begun December 11 and finished December 13, 1894.

Secretary's Order No. 14474.—A small tally-house was placed thereon by employees of the Commonwealth Transportation Company of No. 27 South street, under permit of the Board. Begun and finished December 18, 1894.

Bulkhead between Piers 9 and 10, E. R.

Secretary's Order No. 13736.—Several half-round fenders were renewed and the backing-log repaired where necessary by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 5 and finished May 7, 1894.

Secretary's Order No. 14213.—The backing-log thereon was raised to the height of 12 inches above the pavement thereat by Fearon & Jenks, contractors, for owners, by order of the Board. Begun September 14 and finished September 20, 1894.

Bulkhead between Piers 10 and 11, E. R.

Secretary's Order No. 14214.—The backing-log thereon was raised to the height of 12 inches above the pavement thereat by Fearon & Jenks, contractors, for owners, by order of the Board. Begun September 14 and finished September 20, 1894.

Pier 12, E. R.

Secretary's Order No. 13864.—Several of the mooring posts, 4 bearing-piles and considerable of the sheathing on deck of east side of pier were renewed where necessary by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 14, and finished May 19, 1894.

Secretary's Order No. 14140.—The sheathing on deck, mooring-posts and backing-log was renewed where necessary on the easterly side of pier by Fearon & Jenks, contractors, for owners, by order of the Board. Begun August 13 and finished September 20, 1894.

Secretary's Order No. 14459.—The sheathing thereon was repaired by Fearon & Jenks, contractors, for owners, by order of the Board. Begun December 3 and finished December 8, 1894.

Bulkhead between Piers 12 and 13, E. R.

Secretary's Order No. 14198.—The backing-log thereon was raised to the height of 12 inches above the pavement thereat by Fearon & Jenks, contractors, for owners, by order of the Board. Begun September 10 and finished September 11, 1894.

Secretary's Order No. 14216.—The backing-log thereon was raised to the height of 12 inches above the pavement thereat by Fearon & Jenks, contractors, for owners, by order of the Board. Begun September 10 and finished September 20, 1894.

Pier 13, E. R.

Secretary's Order No. 13733.—About 10 half-round fenders were renewed on both sides of pier, and the sheathing on surface thereof repaired, where necessary, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun April 12 and finished May 26, 1894.

Bulkhead between Piers 13 and 14, E. R.

Secretary's Order No. 13732.—5 fender-piles were renewed, others refastened and about 50 feet of the backing-log renewed by Fearon & Jenks, contractors, for owners, by order of the Board. Begun August 9 and finished August 11, 1894.

Secretary's Order No. 14167.—Raising the backing-log on, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun lower half September 7, 1894. Upper half not yet done; in progress.

Pier 14, E. R.

Secretary's Order No. 13731.—The vertical sheathing on the westerly side near outer end of pier and also the sheathing on deck of pier were repaired by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 2 and finished May 3, 1894.

Secretary's Order No. 14456.—A tally-house, 4 x 6, on wheels was placed thereon by employees of the Tide Water Oil Company, of No. 12 Broadway, under permit of the Board. Begun and finished December 10, 1894.

Secretary's Order No. 14441.—The sheathing on deck of pier was patched and fender-piles, half-round fenders and mooring-posts renewed, where necessary, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun December 13, 1894, and finished January 3, 1895.

Pier 15, E. R.

Secretary's Order No. 13729.—The taking down of the old cribwork at outer end of pier, driving bearing-piles through same and rebuilding and renewing the outer end of pier, and also driving and fastening several fender-piles on the westerly side of same, were done by T. & A. Walsh, contractors, for owners and occupants, by order of the Board. Begun May 9 and finished July 17, 1894.

Approach to Pier 15, E. R.

Secretary's Order No. 13626.—The pavement thereon was repaired by T. & A. Walsh, contractors, for owners and lessees, by order of the Board. Begun May 21 and finished August 25, 1894.

Wall Street Ferry, E. R.

Secretary's Order No. 14707.—Repairs were made to the ferry by the Union Ferry Company, under permit of the Board. Begun March 8, 1895; in progress.

Bulkhead between Piers 16 and 17, E. R.

Secretary's Order No. 14547.—Repairs to, by Fearon & Jenks, contractors, for Robert M. Ferris, under permit of the Board. Begun December 24, 1894; in progress.

Bulkhead between Piers 17 and 18, E. R.

Secretary's Order No. 14199.—The backing-log thereon was raised to a height of 12 inches above the pavement recently laid thereat, by employees of owners, by order of the Board. Begun September 27 and finished September 29, 1894.

Pier 18, E. R.

Secretary's Order No. 13728.—About 24 half-round fenders were renewed on sides of pier, and the backing-log and sheathing on deck and sides thereof repaired where necessary, by Fearon & Jenks, contractors, for lessees, by order of the Board. Begun April 23 and finished May 5, 1894.

Secretary's Order No. 13471.—The pavement at entrance to pier was repaired by employees of lessees, by order of the Board. Begun May 1 and finished May 7, 1894.

Pier 19, E. R.

Secretary's Order No. 13677.—The vertical sheathing on outer end thereof was repaired by employees of lessees, by order of the Board. Begun May 1 and finished May 3, 1894.

Pier 20, E. R.

Secretary's Order No. 14131.—The interior rangers and the deck of pier were renewed where necessary by employees of the New York and Texas Steamship Company, by order of the Board. Begun September 4, 1894, and finished January 12, 1895.

Pier 21, E. R.

Secretary's Order No. 13727.—Several fender-piles were refastened at outer end thereof by employees of lessees, by order of the Board. Begun and finished May 1, 1894.

Secretary's Order No. 13890.—The pavement in front thereof was repaired by employees of lessees, by order of the Board. Begun May 28 and finished May 30, 1894.

Fulton Ferry, E. R.

Secretary's Order No. 13406.—The sheathing on deck of approach to bridge thereat was renewed by John Monks & Son, contractors, for the Union Ferry Company, under permit of the Board. Begun February 12 and finished May 7, 1894.

Secretary's Order No. 13877.—The roadway at entrance thereto was repaired by employees of the Union Ferry Company, by order of the Board. Begun June 1 and finished August 30, 1894.

Secretary's Order No. 14172.—A few piles were driven and fastened in ferry-racks thereat where necessary, by John Monks & Son, contractors, under permit of the Board. Begun August 30 and finished December 8, 1894.

Secretary's Order No. 14707.—Repairs were made to the ferry by the Union Ferry Company, under permit of the Board. Begun March 8, 1895; in progress.

Bulkhead between Piers 23 and 24, E. R.

Secretary's Order No. 14200.—The backing-log thereon was raised to a height of 12 inches above the pavement recently laid thereat, by employees of owners, by order of the Board. Begun October 22 and finished October 25, 1894.

Pier 24, E. R.

Secretary's Order No. 13726.—1 spring-pile and 1 on the southeast corner were renewed and the sheathing on west side of pier repaired where necessary by Fearon & Jenks, contractors, for lessees, by order of the Board. Begun May 7 and finished May 8, 1894.

Pier 26, E. R.

Secretary's Order No. 14593.—Several bearing and fender piles were renewed where necessary on the lower side of pier by John Monks & Son, contractors, for the New Haven Steamboat Company, under permit of the Board. Begun February 11 and finished February 14, 1895.

Bulkhead south of Pier 28, E. R.

Secretary's Order No. 14126.—The backing-log thereon was raised to a height of 12 inches above the pavement recently laid thereat, by employees of B. F. Clyde, lessee, by order of the Board. Begun September 7 and finished October 1, 1894.

Pier 28, E. R.

Secretary's Order No. 13865.—2 spring-piles, the vertical sheathing at outer end of pier, about 9 half-round fenders and 2 side-bearing piles were renewed; 1 side-bearing pile was pulled to place and refastened and the sheathing on deck of pier repaired where necessary, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 15 and finished May 26, 1894.

Bulkhead between Piers 28 and 29, E. R.

Secretary's Order No. 14127.—The backing-log thereon was raised to a height of 12 inches above the pavement recently laid thereat, by employees of B. F. Clyde, lessee, by order of the Board. Begun September 7 and finished September 29, 1894.

Pier, old 29, E. R.

Secretary's Order No. 13021.—About 120 linear feet of the sewer-box under the pier, near outer end, was renewed by John D. Walsh, contractor, for the Department of Public Works, by request of the Board. Begun April 23 and finished August 11, 1894.

Roosevelt Street Ferry, E. R.

Secretary's Order No. 13659.—The ferry-racks, surface of ferry bridge thereat and approach, etc., thereto were repaired where necessary, by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun May 29 and finished June 23, 1894.

Secretary's Order No. 14306.—Repairs were made to the ferry-racks by the Brooklyn and New York Ferry Company, under permit of the Board. Begun October 15, 1894. In progress.

Pier 33, E. R.

Secretary's Order No. 14014.—Bearing, fender-piles, caps, rangers, backing-log, mooring-posts and deck were renewed, where necessary, by John Monks & Son, contractors, for the Long Island Railroad Company, occupants, by order of the Board. Begun July 11 and finished September 5, 1894.

Secretary's Order No. 14232.—An iron shed was erected on Pier 33, E. R., by B. F. Clyde, lessee, under permit of the Board, in accordance with plans approved. The work was begun March 4 and finished April 6, 1895.

Piers 33 and 34 and Bulkhead Platform between same, E. R.

Secretary's Order No. 14015.—Bearing and fender piles, caps, rangers, backing-log, mooring-posts and deck on the easterly half thereof, where damaged by fire, were renewed where necessary, by John Monks & Son, contractors, for B. F. Clyde, lessee, by order of the Board. Begun June 5 and finished September 8, 1894.

Piers 33½ and 34, E. R.

Secretary's Order No. 14146.—Sheds were erected on Piers 33½ and 34, E. R., and bulkhead platform between, by B. F. Clyde, under permit of the Board, in accordance with plans submitted. Begun October 6, 1894, and finished March 7, 1895.

Pier 34, E. R.

Secretary's Order No. 13723.—The backing-log on westerly side of pier was repaired and one fender-pile near outer end thereof refastened by employees of lessees, by order of the Board. Begun April 23 and finished May 7, 1894.

Catharine Ferry, E. R.

Secretary's Order No. 13877.—The roadway at entrance thereto was repaired by employees of the Union Ferry Company under permit of the Board. Begun May 15 and finished August 30, 1894.

Secretary's Order No. 14009.—The ferry-house, bridge and ferry-rack thereat were repaired and renewed, where necessary, by John Monks & Son, contractors, and also by employees of the Union Ferry Company, by order of the Board. Begun June 18, 1894, and finished January 26, 1895.

Secretary's Order No. 14009.—The removal of the old ferry-house at Catharine street, E. R., and the building of a new iron structure by the Union Ferry Company under permit of the Board. Begun October 20, 1894, and finished April 13, 1895.

Secretary's Order No. 14480.—The ferry-racks, bridge and ferry-house thereat were repaired where necessary, by employees of the Union Ferry Company, under permit of the Board. Begun December 7, 1894, and finished March 8, 1895.

Secretary's Order No. 14707.—Repairs were made to the ferry by the Union Ferry Company, under permit of the Board. Begun March 8, 1895; in progress.

Pier 35, E. R.

Secretary's Order No. 13722.—1 side-bearing pile and 2 spring piles were refastened on the easterly side of pier and the backing-log and shed repaired where necessary by employees of lessees, by order of the Board. Begun June 21 and finished June 23, 1894.

Pier, old 36, E. R.

Secretary's Order No. 13774.—Fender-piles were renewed and refastened on the westerly side, near outer end of pier, and the vertical sheathing at outer end repaired where necessary by employees of lessees, by order of the Board. Begun July 16 and finished July 21, 1894.

Bulkhead between Piers, old 36 and new 29, E. R.

Secretary's Order No. 14010.—The backing-log on the private part of bulkhead was raised by employees of the Central Vermont Railroad Company, by order of the Board. Begun June 23 and finished June 25, 1894.

Bulkhead between Piers, new 29 and old 38, E. R.

Secretary's Order No. 14617.—The derrick thereon was removed by employees of M. Barbour & Nephew, permit for same having been revoked. Begun and finished March 16, 1895.

Pier 38, E. R.

Secretary's Order No. 13721.—The horizontal sheathing on outer end of pier was repaired by employees of lessees, by order of the Board. Begun and finished May 2, 1894.

Secretary's Order No. 14173.—4 fender-piles were renewed on the upper side thereof by employees of the Maine Steamship Company, under permit of the Board. Begun August 30 and finished September 1, 1894.

Platform adjoining West Side of Pier 38, E. R.

Secretary's Order No. 13883.—Half-round fenders and fender-piles were renewed thereat where necessary by employees of the Maine Steamship Company, lessees, by order of the Board. Begun August 27 and finished November 17, 1894.

Bulkhead between Piers 38 and 39, E. R.

Secretary's Order No. 14011.—The backing-log thereon was raised to the required height of 12 inches above the surface by John Monks & Son, contractors for owners, by order of the Board. Begun August 27 and finished September 1, 1894.

Secretary's Order No. 14450.—A platform on piles between Piers, 38 and 39, East river, was erected by the Maine Steamship Company, under permit of the Board. Begun March 4 and finished April 20, 1895.

Pier 39, E. R.

Secretary's Order No. 13570.—Several interior and side-bearing piles and side caps, side rangers, interior rangers, backing-log, deck and sheathing on same renewed where necessary. About 15 bearing piles on platform under the screw dock easterly of pier were also renewed by John Monks & Son, contractors for the Screw Dock Company, under permit of the Board. Begun June 29 and finished September 21, 1894.

Secretary's Order No. 14710.—Piles were driven for and a platform erected in the slip north of Pier, old 39, East river, by the Bridgeport Steamboat Company, under permit of the Board. Begun March 28 and finished April 17, 1895.

Secretary's Order No. 14815.—Cutting of 3 gangways on north side of and driving of 15 oak fender-piles by John Monks & Son, contractors. Begun April 17, 1895; in progress.

Bulkhead East of Pier 39, E. R.

Secretary's Order No. 14162.—About 60 feet of close piles were driven in front thereof and the bulkhead platform redocked where necessary. A portion of the floating dock thereat was also renewed by John Monks & Son, contractors, for owners, by order of the Board. Begun August 20 and finished September 8, 1894.

Pier 40, E. R.

Secretary's Order No. 13720.—The horizontal sheathing on both sides of pier was repaired where necessary by employees of lessees, by order of the Board. Begun and finished May 19, 1894.

Secretary's Order No. 14118.—Several bearing and spring piles were driven and the shed on bulkhead west of pier raised and newly roofed by G. W. Rogers & Co., contractors, for the New York, New Haven and Hartford Railroad Company, lessees, under permit of the Board. Begun August 2 and finished September 8, 1894.

Secretary's Order No. 14095.—Corner and side fender piles were driven and chocked, the horizontal sheathing was repaired and the shed on pier and bulkhead was also repaired and painted. All work was confined to existing lines and was done by G. W. Rogers & Co., contractors, for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun July 17 and finished September 8, 1894.

Bulkhead between Piers, new 32 and old 42, E. R.

Secretary's Order No. 13961.—The backing-log thereon was raised by employees of the New York Floating Dry Dock Company, under permit of the Board. Begun May 25 and finished May 26, 1894.

Secretary's Order No. 14012.—The backing-log thereon was raised by Warren Roosevelt, contractor, for owners, by order of the Board. Begun June 8 and finished June 25, 1894.

Secretary's Order No. 14123.—The backing-log thereon was raised to a height of 12 inches above the pavement thereat by employees of owners, by order of the Board. Begun August 10 and finished August 11, 1894.

Bulkhead between Piers 42 and 43, E. R.

Secretary's Order No. 14013.—The backing-log thereon was raised to a height of 12 inches above the pavement thereat by employees of owners, by order of the Board. Begun August 11 and finished August 14, 1894.

Pier 45, E. R.

Secretary's Order No. 14766.—Repairs are being made to the pier by the lessees, under permit of the Board. Begun April 8, 1895; in progress.

Bulkhead between Piers 48 and 49, E. R.

Secretary's Order No. 14124.—The backing-log thereon was raised to a height of 12 inches above the pavement thereat by employees of owners, by order of the Board. Begun September 10 and finished September 17, 1894.

Platform between Piers 49 and 50, E. R.

Secretary's Order No. 14110.—Sheathing was placed on the westerly side thereof to prevent the commission of nuisances under the platform, by employees of the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun August 10 and finished August 13, 1894.

Pier 49 to Pier 52, E. R.

Secretary's Order No. 13930.—The pavements on the bulkheads, etc., between these piers was raised to conform with the grade of the new pavement on South street by New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun May 23 and finished June 14, 1894.

Pier 51, E. R.

Secretary's Order No. 14766.—Repairs are being made to the pier by the lessees, under permit of the Board. Begun April 8, 1895; in progress.

Pier 52, E. R.

Secretary's Order No. 13718.—The vertical sheathing on outer end thereof was repaired by Rogers & Co., contractors, for occupants, by order of the Board. Begun April 16, and finished May 5, 1894.

Secretary's Order No. 14766.—Repairs are being made to the pier by the lessees under permit of the Board. Begun April 8, 1895; in progress.

Bulkhead East of Pier 52, E. R.

Secretary's Order No. 13918.—The three upper square timbers were renewed thereon by employees of owners and occupants, by order of the Board. Begun May 24, 1894, and finished January 12, 1895.

Secretary's Order No. 13919.—The bulkhead was cleaned by employees of owners, by order of the Board. Begun May 24 and finished June 23, 1894.

In Front of Brown & Fleming Dump Thereat, E. R.

Secretary's Order No. 13916.—The bulkhead was cleaned and repaired by employees of said Brown & Fleming, by order of the Board. Begun May 28, and finished June 23, 1894.

Secretary's Order No. 14125.—The backing-log thereon was raised to a height of 12 inches above the pavement thereat, by employees of Brown & Fleming, by order of the Board. Begun September 4, 1894, and finished January 16, 1895.

Pier 53, E. R.

Secretary's Order No. 13822.—The five top courses of timber thereon were renewed and the surface of pier repaired where necessary, by John D. Walsh, contractor, for H. D. Mould, under permit of the Board. Begun and finished May 15, 1894.

Secretary's Order No. 14692.—The sluiceway near the end of Pier, old 53, East river, was filled in with rip-rap stone to stop the flow of tide. The work was done, under permit of the Board, by Henry W. Taft, and was begun and finished April 3, 1895.

Foot of Jackson Street.

Secretary's Order No. 14639.—A platform on piles was erected at about the foot of Jackson street, East river, by Duryea Bros., under permit of the Board, the same to be used for temporary storage purposes. The work was begun February 23, and finished April 17, 1895.

Secretary's Order No. 14655.—An iron shed is being erected by Duryea Bros., on the platform adjoining the bulkhead on South street, at about the foot of Jackson street, East river, under permit of the Board, in accordance with resolution of Board, on February 14, 1895. The work was begun April 12, and is now rapidly nearing completion.

Bulkhead between Jackson and Corlears Streets, E. R.

Secretary's Order No. 14109.—Raising of backing-log on, by John Monks & Son and H. Dubois' Sons, contractors, for owners, by order of the Board. Begun September 4, 1894; in progress.

Bulkhead Upper Side of Corlears Street, E. R.

Secretary's Order No. 14267.—Raising of backing-log on, by employees of owners, by order of the Board. Begun November 5, 1894. Repairs done are not satisfactory.

Grand Street Ferry, E. R.

Secretary's Order No. 14306.—Repairs were made to the ferry racks by the Brooklyn and New York Ferry Company, under permit of the Board. Begun October 15, 1894; in progress.

Bulkhead between Piers 57 and 58, E. R.

Secretary's Order No. 14444.—A picket fence was erected along the bulkhead, about five feet from the face thereof, by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun December 7 and finished December 18, 1894.

Pier 58, E. R.

Secretary's Order No. 13773.—4 mooring posts, 3 fender piles and the vertical sheathing on outer end of pier, and also the sheathing on surface of pier, were renewed where necessary by employees of owners, by order of the Board. Begun May 1 and finished May 5, 1894.

Secretary's Order No. 14443.—A picket fence, 9 feet high and about five feet from the backing-log, was erected on the south side of the pier by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun December 7 and finished December 18, 1894.

Pier 60, E. R.

Secretary's Order No. 14375.—This pier was repaired where necessary by John A. McCarthy, lessee, under direction of the Board. Begun November 13 and finished December 31, 1894.

Rivington Street, E. R.

Secretary's Order No. 14470.—A hydrant on Rivington street, near the old bulkhead, was removed by the Department of Public Works, as requested by this Department, and placed about 50 feet further east, to better accommodate tugs and other boats desiring water. Begun December 13 and finished December 15, 1894.

Pier at Stanton Street, E. R.

Secretary's Order No. 13703.—The backing-log on the bulkhead-wall was cut away in two places and an office and tool-house were placed on the inner southerly end of the pier at Stanton street by James Shewin & Son, under permit of the Board. Begun April 3 and finished May 9, 1894.

Secretary's Order No. 14421.—A small office was placed on the inner end of the bulkhead on the north side of Stanton street, East river, by John J. Trainor, under permit of the Board. Begun November 22 and finished November 28, 1894.

Secretary's Order No. 14622.—An ice-bridge, on the inner northerly side of this pier, was removed by the owner, as directed by this Department, to the outer end of the pier, so as to leave 115 feet of the inner end clear for assignment. Begun February 14 and finished February 18, 1895.

Secretary's Order No. 14686.—A small temporary office, about 10 feet square, was erected on the bulkhead at inner end of the pier foot of Stanton street by H. A. Peck & Co., under permit of the Board. Begun March 1 and finished March 20, 1895.

Foot of Houston Street, E. R.

Secretary's Order No. 14178.—Old ferry bridges and racks were removed from the north ferry slip and replaced with new ones by the Nassau Ferry Company, under permit of the Board. Begun September 20 and finished October 20, 1894.

Secretary's Order No. 14350.—4 bearing, 2 oak and 3 mooring-piles were driven at the pier foot of Houston street by T. and A. Walsh for the Nassau Ferry Company, under permit of the Board. Begun and finished October 24, 1894.

Pier at Third Street, E. R.

Secretary's Order No. 13852.—An awning about 52 feet long and 20 feet wide was erected on the north side thereof by Thomas Martin, contractor, for Nathan Straus, under permit of the Board. Begun June 5 and finished June 7, 1894.

Secretary's Order No. 14416.—Bins were erected on the pier for use as storehouse for sale of coal by Nathan Straus, under permit of the Board. Begun November 22 and finished November 26, 1894.

Pier at Eighth Street, E. R.

Secretary's Order No. 13772.—The bearing and fender piles on sides and outer end of pier were renewed, and also the chocks between fenders, backing-log, side caps, side rangers, deck and mooring-posts where necessary by M. Engel & Co., contractors, for lessees, by order of the Board. Begun February 21 and finished April 8, 1894.

Pier at Ninth Street, E. R.

Secretary's Order No. 14005.—Several interior bearing-piles and side fender-piles were driven thereat, and caps, rangers, backing-log and mooring-posts thereat renewed where necessary by T. & A. Walsh, contractors, for the estate of John Roach, under permit of the Board. Begun June 13 and finished September 10, 1894.

Secretary's Order No. 14175.—Bulkhead between Ninth and Tenth streets and upper half of bulkhead between Eighth and Ninth streets, East river. The old bulkheads were removed to about low water and rebuilt by T. & A. Walsh, contractors, for William T. McPherson, under permit of the Board. Begun September 10, 1894, and finished January 2, 1895.

Pier at Tenth Street, E. R.

Secretary's Order No. 13771.—Repairs to by T. & A. Walsh, contractors, for lessee, by order of the Board. Begun April 10, 1895; in progress.

Pier at Eleventh Street, E. R.

Secretary's Order No. 13770.—About 22 fender-piles on the southerly side of pier and 5 spring-piles on the southeast corner of same were renewed and the backing-log and surface of pier repaired where necessary by Doyle & O'Brien, contractors, for lessees, by order of the Board. Begun June 11 and finished June 19, 1894.

Secretary's Order No. 14237.—3 fender-piles were replaced at the outer end of pier by H. Dubois' Sons, contractors, for the New York Mutual Gas-light Company, under permit of the Board. Begun September 20 and finished September 21, 1894.

Secretary's Order No. 14764.—About 10 fender and spring piles were driven thereon by B. S. Cronin, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun March 26 and finished April 6, 1895.

Pier at Twelfth Street, E. R.

Secretary's Order No. 14764.—About 10 fender and spring piles were driven thereon by B. S. Cronin, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun March 26 and finished April 6, 1895.

Bulkhead between Twelfth and Thirteenth Streets, E. R.

Secretary's Order No. 14764.—About 20 fender-piles were driven thereon by B. S. Cronin, contractor for the New York Mutual Gas-light Company, under permit of the Board. Begun March 26 and finished April 6, 1895.

Pier at Thirteenth Street, E. R.

Secretary's Order No. 13816.—Spring and fender piles and mooring-posts, etc., were renewed and refastened, where necessary, by B. S. Cronin, contractor, for owners and occupants, by order of the Board. Begun June 1 and finished June 26, 1894.

Seventeenth to Eighteenth Street, E. R.

Secretary's Order No. 14654.—The canal boat "Peerless," which was sunk in the slip between these streets, was raised by the owner, William Servis, under order of the Board. Begun February 18 and finished February 21, 1895.

Pier foot of East Eighteenth Street.

Secretary's Order No. 14372.—A small watchman's house was erected on the inner end of the pier by the Carroll Box and Lumber Company, under permit of the Board. Begun November 21 and finished November 28, 1894.

Secretary's Order No. 14653.—A temporary ice platform, 100 feet long and 8 feet wide, on the south side of the pier, near the bulkhead, was constructed by the Carroll Box and Lumber Company, under permit of the Board. Begun April 17 and finished April 26, 1895.

Pier at Nineteenth Street, E. R.

Secretary's Order No. 13783.—A spring-pile at outer end thereof was renewed by H. Dubois' Sons, contractors, for John W. Brookman, under permit of the Board. Begun and finished April 28, 1894.

Pier at Twenty-first Street, E. R.

Secretary's Order No. 13823.—Several white oak fender and spring piles on Pier 4, bearing-piles on sides of pier and the sheathing and surface thereof were renewed where necessary by Doyle & O'Brien, contractors, for Brown Brothers, under permit of the Board. Begun May 2 and finished May 7, 1894.

Pier at Twenty-third Street, E. R.

Secretary's Order No. 13769.—1 spring-pile was refastened at outer end of pier, the sheathing on deck thereof repaired where necessary, and the premises cleaned by employees of lessees, by order of the Board. Begun April 21 and finished May 5, 1894.

Secretary's Order No. 14037.—The sheathing on approach thereto was repaired where necessary by employees of the Brooklyn and New York Ferry Company, under permit of the Board. Begun June 25 and finished October 13, 1894.

Twenty-third Street Ferry, E. R.

Secretary's Order No. 13659.—The ferry-racks, surface of ferry-bridges thereat and approach, etc., thereto were repaired where necessary by employees of the Brooklyn and New York Ferry Company under permit of the Board. Begun June 1 and finished June 23, 1894.

Secretary's Order No. 14306.—Repairs were made to the ferry-racks by the Brooklyn and New York Ferry Company, under permit of the Board. Begun October 15, 1894; in progress.

Pier at East Twenty-fourth Street.

Secretary's Order No. 13440.—Oak fenders and cluster-piles were driven on the south side of the pier, near the outer end, by the Tenth and Twenty-third Street Ferry Company, under permit of the Board. Begun December 3, 1893, and finished May 1, 1894.

Bulkhead foot of East Twenty-sixth Street.

Secretary's Order No. 13921.—An opening 8 inches square was left in the bulkhead-wall, when built, across the south side of East Twenty-sixth street, East river, that Carl H. Schultz might run a salt-water condensing pipe through the wall, in accordance with permit of the Board. Begun May 1 and finished August 10, 1894.

Between East Twenty-sixth and East Twenty-eighth Streets, E. R.—Belleuve Hospital.

Secretary's Order No. 12645.—Under permit of the Board, the Department of Charities and Correction have built a brick-and-stone wall, with foundation piling, along the north line of East Twenty-sixth and south line of East Twenty-eighth streets, extending to the river, and are now building an iron fence along the face of the bulkhead-wall between said streets. Begun April 3, 1893, and is now nearly finished.

Pier foot of East Twenty-eighth Street.

Secretary's Order No. 14568.—Under this order, directing the removal of lumber owned by Jacob Doll (piano maker, Thirtieth street and First avenue), he was notified and removed same as directed. Begun and finished January 16, 1895.

Pier foot of East Twenty-ninth Street.

Secretary's Order No. 14349.—The bridge to the floating dump at south side of the pier was repaired by the owners, as directed. Begun October 27 and finished October 29, 1894.

Pier at Thirty-first Street, E. R.

Secretary's Order No. 13768.—Two 8 by 12 fenders, and 4 chocks between fenders, were renewed by Doyle & O'Brien, contractors, for lessees, by order of the Board. Begun May 1 and finished May 5, 1894.

Secretary's Order No. 14828.—Under this order the lessee of the premises is making the necessary repairs to the sheathing of the pier, as directed. Begun April 23; now temporarily suspended.

Pier at Thirty-second Street, E. R.

Secretary's Order No. 13767.—Repairs to, by employees of J. H. Starin, lessee, by order of the Board. Begun May 24, 1894; at present suspended.

Bulkhead between Thirty-second and Thirty-third Streets, E. R.

Secretary's Order No. 14046.—In relation to this order to direct and superintend the erection of a dumping-board thereon, under permit granted the Ciancimino and Lane Company. Begun August 6, 1894, by employees of said company, but permit was revoked by the Board.

Pier at Thirty-third Street, E. R.

Secretary's Order No. 14064.—An ice-bridge, 68 by 8 feet, was placed on the southerly side of pier, by employees of the Knickerbocker Ice Company, under permit of the Board. Begun December 3 and finished December 15, 1894.

Bulkhead between Thirty-fifth and Thirty-sixth Streets, E. R.

Secretary's Order No. 13318.—About 100 linear feet thereof was renewed from about low-water mark up, by M. Engel & Morgan, contractors, for William P. Young & Brother, under permit of the Board. Begun November 3, 1893, and finished May 7, 1894.

Foot of Thirty-sixth Street, E. R.

Secretary's Order No. 14555.—The canal boat "Naomi," recently sunk thereat, was raised by the Baxter Wrecking Company, and towed to Hoboken, N. J., by order of the Board. Begun January 13 and finished January 14, 1895.

Pier at Thirty-seventh Street, E. R.

Secretary's Order No. 13863.—5 white oak piles were renewed at outer end of pier by C. McLean, contractor, for lessee, by order of the Board. Begun and finished July 26, 1894.

Bulkhead between Thirty-seventh and Thirty-eighth Streets, E. R.

Secretary's Order No. 13256.—The backing-log and surface thereof was repaired where necessary by employees of the Kips Bay Brewing Company, under permit of the Board. Begun October 17, 1893, and finished May 7, 1894.

Foot of Thirty-eighth Street, E. R.

Secretary's Order No. 14555.—The canal boat "Hawk," recently sunk thereat, was raised by the Chapman Wrecking Company, and was towed to Amboy, N. J., by order of the Board. Begun January 3 and finished January 14, 1895.

Bulkhead Platform between Thirty-eighth and Thirty-ninth Streets, E. R.

Secretary's Order No. 13710.—3 stables were removed from the northerly end thereof by employees of owners, by order of the Board. Begun April 23 and finished May 2, 1894.

Bulkhead at Thirty-ninth Street, E. R.

Secretary's Order No. 13766.—Several fender-piles were renewed at outer southerly corner thereof, as were also the fenders on southerly side of same, where necessary, by Sanford & Stillman, contractors, for lessees, by order of the Board. Begun September 14 and finished September 20, 1894.

Bulkhead between Thirty-ninth and Fortieth Streets, E. R.

Secretary's Order No. 13764.—Several fender-piles were renewed and refastened in front thereof by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 2 and finished May 14, 1894.

Bulkhead at Fortieth Street, E. R.

Secretary's Order No. 13763.—The raising of backing-log, renewing of the fenders on face of bulkhead and the cleaning of premises were done by Fearon & Jenks, contractors, for lessees, by order of the Board. Begun May 2 and finished May 14, 1894.

Fortieth Street, E. R.

Secretary's Order No. 14202.—The dumping-board which sunk at above premises was raised and removed by Brown & Fleming, under order of the Board. Begun and finished August 26, 1894.

Bulkhead between Fortieth and Forty-first Streets, E. R.

Secretary's Order No. 13762.—The close piling in front thereof was renewed and refastened by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 7 and finished May 15, 1894.

Bulkhead at Forty-first Street, E. R.

Secretary's Order No. 13761.—The close piling in front thereof was renewed and refastened where necessary by Fearon & Jenks, contractors, for lessees, by order of the Board. Begun May 7 and finished May 15, 1894.

Bulkhead between Forty-first and Forty-second Streets, E. R.

Secretary's Order No. 13760.—The close piling in front thereof was renewed and refastened where necessary by Fearon & Jenks, contractors, for owners, by order of the Board. Begun May 7 and finished May 15, 1894.

Bulkhead between Forty-third and Forty-fourth Streets, E. R.

Secretary's Order No. 14442.—Repairs to, by employees of the Lehigh Valley Railroad Company, under permit of the Board. Begun January 7, 1895; in progress.

Bulkhead between Forty-fourth and Forty-fifth Streets, E. R.

Secretary's Order No. 14269.—6 fender and 6 bearing piles were driven and fastened thereat by R. P. & J. H. Staats, contractors, for the Schwarzschild & Sulzberger Company, under permit of the Board. Begun October 6 and finished October 8, 1894.

Bulkhead at Forty-seventh Street, E. R.

Secretary's Order No. 14467.—6 fender-piles were driven and fastened thereon by J. W. Flaherty, contractor, for owners and lessees, under permit of the Board. Begun December 8 and finished December 11, 1894.

Bulkhead between Forty-eighth and Forty-ninth Streets, E. R.

Secretary's Order No. 13815.—The 5 top courses of timber, fenders and mooring-posts thereon were renewed by Spearin & Preston, contractors, for owners, by order of the Board. Begun December 26, 1894, and finished March 2, 1895.

Bulkhead at Forty-ninth Street, E. R.

Secretary's Order No. 14119.—Sand and coal dust, etc., was removed therefrom by employees of J. L. Keating and P. DeWitt & Co., by order of the Board. Begun August 13 and finished September 1, 1894.

Bulkhead between Fifty-third and Fifty-fourth Streets, E. R.

Secretary's Order No. 14043.—The top courses of the face timber thereon and the fenders and fender-piles were renewed where necessary by E. Richardson, contractor, for the estate of R. S. Clark, under permit of the Board. Begun June 11 and finished July 3, 1894.

Bulkhead between Fifty-fourth and Fifty-fifth Streets, E. R.

Secretary's Order No. 13785.—A temporary shed was erected on the southerly half thereof, by employees of the Consumers Brewing Company, under permit of the Board. Begun April 10 and finished May 5, 1894.

Bulkhead foot of East Fifty-eighth Street.

Secretary's Order No. 14176.—A subsidiary pipe was placed on the slope of the embankment at the foot of East Fifty-eighth street, to connect with a cable from Blackwell's Island, and to protect same from the water's edge to the grade of the street. The work was done by the Metropolitan Telephone and Telegraph Company, under permit of the Board. Begun September 21 and finished October 5, 1894.

Between East Fifty-ninth and Sixtieth Streets.

Secretary's Order No. 14383.—The dumping-board between the above streets was moved about 80 feet south from its original position by the owners, Brown & Fleming, as directed by the Board. Begun November 7 and finished November 27, 1894.

Foot of East Sixtieth Street.

Secretary's Order No. 14367.—The approach to the dumping-board south of East Sixtieth street, was repaired by the owners, as directed by the Board. Begun November 7 and finished November 26, 1894.

Bulkhead foot of East Sixty-second Street.

Secretary's Order No. 14103.—The old bulkhead was pierced at about the centre of East Sixty-second street, and a new brick sewer opening built thereat by the Department of Public Works, under permit of the Board. Completed September 15, 1894.

Bulkhead at Sixty-third Street, E. R.

Secretary's Order No. 13841.—About 15 fender-piles were driven and the caps in front thereof renewed by Warren Roosevelt, contractor, for Ehrenreich Bros., under permit of the Board. Begun June 25 and finished July 2, 1894.

Bulkhead Platform between Sixty-third and Sixty-fourth Streets, E. R.

Secretary's Order No. 13933.—The fender-piles, deck, backing-log and mooring-posts were renewed where necessary by T. & A. Walsh, contractors, for Neidlinger & Sons, under permit of the Board. Begun June 1 and finished June 11, 1894.

East Sixty-fourth Street, E. R.

Secretary's Order No. 14158.—Bridge foundations are being placed at the foot of this street for the proposed Long Island Bridge, by the New York and Long Island Bridge Company, under permit of the Board. Begun August 21, 1894, and temporarily suspended.

Pier at Sixty-fourth Street, E. R.

Secretary's Order No. 14284.—A small temporary waiting-room, about 10 by 15 feet, was built on the bulkhead at foot of East Sixty-fourth street by the Department of Charities and Correction, under permit of the Board. Begun October 18 and finished October 20, 1894.

Bulkhead Platform between Seventy-eighth and Seventy-ninth Streets, E. R.

Secretary's Order No. 14195.—The fenders in front of platform were refastened where necessary by employees of lessee, by order of the Board. Begun October 22 and finished October 24, 1894.

Bulkhead Platform between Seventy-ninth and Eightieth Streets, E. R.

Secretary's Order No. 13814.—Several fender and bearing piles and 2 mooring-posts were renewed and the sheathing on surface of bulkhead repaired where necessary by T. & A. Walsh, contractors, for owners, by order of the Board. Begun December 18, 1894, and finished January 3, 1895.

Northerly Pier at Eighty-sixth Street, E. R.

Secretary's Order No. 14763.—An ice-bridge was erected on the north side thereof by employees of Sebastian Brown, under permit of the Board. Begun March 22 and finished April 3, 1895.

Pier at East Ninety-first Street, E. R.

Secretary's Order No. 14616.—A salt-water pipe was run out to and over the bulkhead by the George Ringler Brewing Company, under permit of the Board, the same to be used for condensing purposes. Begun January 30 and finished February 25, 1895.

Ferry at Ninety-second Street, E. R.

Secretary's Order No. 13813.—2 bearing and 3 spring piles were renewed near outer northerly corner of the platform at the north side of ferry by T. & A. Walsh, contractors, for lessees, by order of the Board. Begun May 1 and finished May 5, 1894.

Bulkhead between Ninety-seventh and Ninety-eighth Streets, E. R.

Secretary's Order No. 13812.—The half-round fenders in front thereof were renewed, where necessary, by employees of owners, by order of the Board. Begun May 26 and finished May 30, 1894.

Ferry at East Ninety-ninth Street, E. R.

Secretary's Order No. 14830.—10 piles in the ferry-rack at foot of Ninety-ninth street, East river, were replaced by the New York and College Point Ferry Company, under permit of the Board. Begun April 17 and satisfactorily completed April 19, 1895.

Blackwell's Island, E. R.

Secretary's Order No. 14170.—Piers are being erected on the Island, for the proposed Long Island Bridge, by New York and Long Island Bridge Company, under permit of the Board. Begun October 1, 1894; in progress.

HARLEM RIVER.

East One Hundred and First Street.

Secretary's Order No. 14115.—A board fence was erected along the south line of East One Hundred and First street, extending from the river westerly about 200 feet, by William H. Simonson, under permit of the Board. Begun July 23 and finished August 29, 1894.

Secretary's Order No. 14612.—Sand which had been deposited at the foot of East One Hundred and First street, Harlem river, by the Department of Public Works, was removed at the request of this Department, to make way for the temporary paving at that point. Begun and finished March 19, 1895.

Between East One Hundred and Second and East One Hundred and Third Streets.

Secretary's Order No. 13206.—Filling is being dumped from time to time between the above streets, by the Harlem Market Company, under permit of the Board. Begun September 26, 1893, and in progress.

Bulkhead foot of East One Hundred and Fourth Street.

Secretary's Order No. 14204.—A drain pipe was placed in the newly-made land at the foot of the above street, by the Department of Public Works, under permit of the Board; same to connect the old sewer with the river. Begun September 4 and finished September 15, 1894.

Bulkhead between One Hundred and Fourth and One Hundred and Fifth Streets, H. R.

Secretary's Order No. 13887.—Fenders were refastened and the backing-log renewed where necessary by employees of occupants, by order of the Board. Begun July 24 and finished July 26, 1894.

Foot of One Hundred and Fifth Street, H. R.

Secretary's Order No. 14673.—A scow-load of manure sunk at the foot of the above street was removed by the owners, as directed by the Board. Begun and finished February 28, 1895.

Bulkhead between One Hundred and Sixth and One Hundred and Seventh Streets, H. R.

Secretary's Order No. 13810.—4 white oak fender-piles were renewed and chocked on the upper half of bulkhead, by Walls & Van Riper, contractors, for owners, by order of the Board. Begun and finished May 17, 1894.

Secretary's Order No. 13811.—13 white oak fender-piles were renewed and chocked on the lower half of bulkhead, by Walls & Van Riper, contractors, for owners, by order of the Board. Begun May 12 and finished May 16, 1894.

East One Hundred and Seventh Street.

Secretary's Order No. 14859.—An ice-bridge, scales and office will be erected on 130 feet of the bulkhead north of East One Hundred and Seventh street, East river, by Alexander R. Baker, under permit of the Board.

Bulkhead between One Hundred and Tenth and One Hundred and Eleventh Streets, H. R.

Secretary's Order No. 13804.—The 5 top courses of timber thereon were renewed by John Monks and Son, contractors, for the Consolidated Gas Company, owners, by order of the Board. Begun May 1 and finished May 15, 1894.

Bulkhead between One Hundred and Twelfth and One Hundred and Thirteenth Streets, H. R.

Secretary's Order No. 13808.—About 20 half-round white-oak fenders were renewed in front thereof by employees of owners, by order of the Board. Begun May 12 and finished May 15, 1894.

Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth Streets, H. R.

Secretary's Order No. 13807.—The backing-log and fenders were renewed where necessary by Walls & Van Riper, contractors, for the National Ice Company, occupants, by order of the Board. Begun June 9 and finished June 12, 1894.

Bulkhead South of One Hundred and Sixteenth Street, H. R.

Secretary's Order No. 13806.—A fender-pile was refastened thereon by employees of occupants, by order of the Board. Begun and finished April 17, 1894.

Pier at One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 13805.—The sheathing on deck of pier was repaired where necessary with new 3-inch spruce, and the premises properly cleaned, by employees of lessees, by order of the Board. Begun April 30 and finished May 5, 1894.

Bulkhead Platform between One Hundred and Nineteenth and One Hundred and Twentieth Streets, H. R.

Secretary's Order No. 13819.—About 20 fender piles were renewed, several others refastened, and the surface and backing-log repaired where necessary by Engel & Morgan, contractors, for owners, by order of the Board. Begun May 2 and finished May 5, 1894.

Piers North of One Hundred and Twenty-sixth Street and between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh Streets, H. R.

Secretary's Order No. 13803.—Bearing and fender piles were driven and fastened and the backing-log and surface of piers repaired where necessary by Warren Roosevelt, contractor, for owners, by order of the Board. Begun June 1 and finished July 9, 1894.

Pier South of One Hundred and Twenty-seventh Street, H. R.

Secretary's Order No. 13802.—Several bearing and fender piles were driven and fastened, and the backing-log, caps and surface of pier repaired where necessary by employees of the Yellow Pine Company, occupants, by order of the Board. Begun July 2 and finished August 2, 1894.

Bulkhead between One Hundred and Twenty-seventh and One Hundred and Twenty-eighth Streets, H. R.

Secretary's Order No. 13801.—The 3 and 4 top courses and fenders on same were renewed where necessary by employees of the Yellow Pine Company, occupants, by order of the Board. Begun July 2 and finished August 2, 1894.

Bulkhead at Lincoln Avenue, H. R.

Secretary's Order No. 14071.—The bulkhead was cleaned and sand removed therefrom by employees of the Department of Street Cleaning and John Donnegan, owner of the sand, by order of the Board. Begun July 7 and finished July 18, 1894.

Pier at One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 13996.—A gangway was cut thereon by employees of the Harlem and Morrisiana Transportation Company, under permit of the Board. Begun and finished June 11, 1894.

One Hundred and Thirty-fourth Street, E. R.

Secretary's Order No. 14358.—A boat-house is being placed at the foot of above street by Henry Cook, under permit of the Board. Begun December 17, 1894, and temporarily suspended.

One Hundred and Thirty-fifth to One Hundred and Thirty-seventh Street, E. R.

Secretary's Order No. 14533.—A crib-bulkhead is being erected on the westerly side of East river, between the southerly side of One Hundred and Thirty-fifth street and the centre of One Hundred and Thirty-seventh street, by Port Morris Land and Improvement Company, under permit of the Board. Begun January 15, 1895; in progress.

Pier at One Hundred and Fortieth Street, H. R.

Secretary's Order No. 13740.—A temporary tool-house about 12 feet by 20 feet was placed thereon by employees of Arthur McMullen & Co., under permit of the Board. Begun April 16 and finished May 5, 1894.

Secretary's Order No. 13878.—A 3/4-inch water-pipe was laid from the water-main at One Hundred and Thirty-eighth street and Madison avenue to the above pier by employees of Arthur McMullen & Co., under permit of the Board. Begun May 12 and finished May 14, 1894.

Bulkhead at One Hundred and Fortieth Street, H. R.

Secretary's Order No. 14491.—2 temporary buildings, 12 feet by 15 feet and 12 feet by 25 feet, 8 feet high, were erected thereon by employees of Arthur McMullen & Co., under permit of the Board. Begun December 13 and finished December 18, 1894.

One Hundred and Forty-fourth to One Hundred and Forty-sixth Street, H. R.

Secretary's Order No. 14087.—46 piles were driven in front of the bulkhead at above premises on easterly side of Harlem river by Mott Haven Company, under permit of the Board. Begun October 15 and finished October 31, 1894.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 14370.—2 docks were rebuilt south of above premises, and a frame house was erected on the northerly one thereof, by Daniel L. Sturgis, under permit of the Board. Begun October 10 and finished December 15, 1894.

One Hundred and Fifty-third Street, H. R.

Secretary's Order No. 14536.—A platform is being erected at the foot of Seventh avenue by Jones & Brosnan, under permit of the Board. Begun January 2, 1895; in progress.

Secretary's Order No. 14105.—15 piles were replaced around the boat-house at the foot of above premises by Lone Star Boat Club, under permit of the Board. Begun and finished August 1, 1894.

McComb's Dam Bridge, H. R.

Secretary's Order No. 11895.—Piles were driven and alterations were made to the bulkhead at above premises by Passaic Mills Company, under permit of the Board. Begun May 9, 1892, and finished April 30, 1895.

Willis Avenue, H. R.

Secretary's Order No. 13748.—A slip and transfer bridge was erected north of and adjoining the present transfer bridge at above premises by New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun April 5, 1894, and finished June 10, 1894.

Willis to Brook Avenues, H. R.

Secretary's Order No. 14453.—Filling is being placed on the property on the northerly side of Harlem river, between Willis and Brook Avenues, by New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun March 11, 1895; in progress.

Mott Haven Canal.

Secretary's Order No. 14509.—Dock east side of Mott Haven Canal, south of One Hundred and Thirty-eighth street, 8 spruce fender-piles were driven in front thereof by Walls & Van Riper, contractors, for Clara Poillon, owner, under permit of the Board. Begun and finished December 15, 1894.

One Hundred and Thirty-eighth Street and Mott Haven Canal.

Secretary's Order No. 14418.—A dock, 60 feet in length and 16 feet in width, was erected south of above premises on the westerly side of Mott Haven Canal by Charles J. Stevens, agent for Samuel T. Knapp, under permit of the Board. Begun November 23, 1894; finished December 22, 1894.

Walnut to Willow Avenue, Bronx Kills.

Secretary's Order No. 14831.—A platform on piles is being erected between above premises by W. J. Murray, under permit of the Board. Begun April 17, 1895; in progress.

Oak Point, Bronx River.

Secretary's Order No. 10938.—The water-front in this vicinity is being improved by the placing of filling, etc., by East Bay Land and Improvement Company, under permit of the Board. Begun September 15, 1891; in progress from time to time.

Cleaning Spaces Under Ice-bridges.

Secretary's Order No. 12743.—The space under ice-bridges on the East river piers and bulkheads have been kept clean by the owners, as required by the Board, during the year.

REMOVAL OF OBSTRUCTIONS.

Removing Wreck of Old Canal Boat from Slip, South Side of Pier, new 36, N. R.

Secretary's Order No. 14689.—This work consisted in removing a portion of an old canal boat from the slip, on the south side of Pier, new 36, to the bulkhead between West Forty-third and Forty-fourth streets, where the wreck was broken up and thrown on the filling in the rear of the bulkhead wall. Begun March 5 and finished March 8, 1895.

Removing Sunken Canal Boat from Bulkhead Foot West Eleventh Street, N. R.

Secretary's Order No. 14386.—This work consisted in removing the canal boat that was obstructing the use of the bulkhead north of the Pier foot of West Eleventh street, and towing same to bulkhead south of Pier foot of West Fifty-fourth street, where it was broken up, and placed on the new-made land in the rear of the bulkhead. Begun November 9 and finished December 8, 1894.

Removing Old Canal Boat from Bank Street, N. R.

Secretary's Order No. 14329.—This work, done by Department labor, consisted in removing the remains of an old canal boat, consisting of three pieces, found in the vicinity of the Bethune and Jane street piers, to the bulkhead between Forty-third and Forty-fourth streets, where the canal boat was broken up, and thrown on the newly-made land. Begun October 13 and finished October 18, 1894.

Removing Sunken Canal Boat between Twenty-first and Twenty-second Streets, N. R.

Secretary's Order No. 14385.—This work consisted in removing an old abandoned lighter or canal boat, from the slip between the piers foot of West Twenty-first and Twenty-second streets, and towing same to the bulkhead between West Forty-third and Forty-fourth streets, where it was broken up and thrown on the new-made land in rear of the bulkhead wall. Begun November 6 and finished November 9, 1894.

Removing Sand on New-made Land, Bulkhead between Fifty-fourth and Fifty-fifth Streets, N. R.

Secretary's Order No. 14679.—This work consisted in removing all the sand, dirt, etc., formerly lying between the bulkhead line and a line drawn 60 feet easterly of and parallel to the above line, between the line of the piers at the foot of Fifty-fourth and Fifty-fifth streets, North river. Begun February 27, and finished March 2, 1895.

Removing Old Wreck in Rear of Wall, South Side West Fifty-fourth Street Pier.

Secretary's Order No. 13477.—This work consisted in breaking up an old abandoned canal boat or lighter that was fast, located about midway between the foot of West Fifty-third and West Fifty-fourth streets. The sides and the top of this boat were removed, and as much of the bottom as was practicable, after which earth filling was placed over the remainder. Begun September 8, finished November 7, 1894, and cost reported for collection.

Cleaning Pavements, Piers, Bulkheads, Approaches, etc., and Sprinkling Pavements—Under Unanimous Resolution of the Board, May 12, 1892.

CLEANING PAVEMENT.

May 1, 1894, to April 30, 1895.—Pavement was cleaned of snow, ice and refuse sweepings between the following points: Between Pier "A" and Pier, new 1; between Dey and Vesey streets; between Warren and Vestry streets; between Canal and West Tenth streets; between Piers, new 54 and 55.

CLEANING BULKHEADS.

May 1, 1894, to April 30, 1895.—The following bulkheads were cleaned as required: Bulkheads around oyster basin and between Piers, new 55, 56, 57, 58 and 60.

Secretary's Order No. 13535.—Also between Perry and West Eleventh streets.

CLEANING PIERS.

The decks of the following piers were cleaned as required: Piers, new 15, 42, near foot of Canal street; old 57 and 58, Perry, Thirtieth, Nineteenth, Twentieth, Twenty-fourth, Thirtieth, Thirty-fourth, Forty-fourth, Forty-ninth, Fiftieth, Fifty-second, Fifty-fifth and Fifty-sixth streets.

CLEANING OF APPROACHES.

May 1, 1894, to April 30, 1895.—The following approaches were cleaned of snow, ice and refuse sweepings: Approaches to Piers, new 45, 46, 47, 54, 56, 57, 58 and 60.

CLEANING NEW-MADE LAND, MAKING SIGNS FOR CARTS FOR REMOVING REFUSE MATERIAL TO STREET CLEANING DEPARTMENT DUMPS.

March 14 to 16 and April 15 to 18, 1895.—Signs were made and painted to place on carts removing refuse material to Street Cleaning Department dumps.

SPRINKLING PAVEMENTS.

May 1 to November 12, 1894.—Pavements were sprinkled on new-made land between the following points as required: Between Dey and Vesey streets; between Warren and Vestry streets; between Canal and West Tenth streets.

CLEANING WHARVES, PIERS AND BULKHEADS.

May 1, 1894, to April 30, 1895.—Piers foot of East Eighteenth, East Twenty-fourth, East Twenty-eighth, East Twenty-ninth, East Ninety-first, East Ninety-fourth, East Ninety-fifth, East Ninety-sixth, East One Hundredth and East One Hundred and Tenth streets, and the bulkheads between East Ninety-fourth and East Ninety-fifth streets, north of East Ninety-sixth street, south of East One Hundredth street; the bulkhead from East One Hundred and First to East One Hundred and Fourth street, from East One Hundred and Seventh to East One Hundred and Tenth street and at the foot of East One Hundred and Twenty-fifth street were kept clean during the year. 113 loads of sweepings from Pier foot of East Eighteenth street, 226 from Pier foot of East Twenty-eighth street, 32 from Pier foot of East Twenty-ninth street and 78 from bulkhead foot of East Twenty-ninth street were removed by Edward McKeever, under Treasurer's Orders Nos. 17594, 17810 and 17969, and deposited on scows of the Department of Street Cleaning foot of East Seventeenth and East Thirty-eighth streets.

Table showing Loads of Sweepings removed from Wharves, Piers and Bulkheads to the Dumping-boards of the Department of Street Cleaning during the Year ending April 30, 1895—Under Unanimous Resolution of the Board May 12, 1892.

Canal street, North river.....	4,428
Little West Twelfth street, North river.....	308
Nineteenth street, North river.....	246
Thirtieth street, North river.....	462
Forty-seventh street, North river.....	284

Total on North river.....	5,728
Pier 44, East river.....	795
Pier 61, East river.....	340
East Seventeenth street.....	113
East Thirty-eighth street.....	523
East Forty-sixth street.....	258
East Seventy-third street.....	320
East Eightieth street.....	229
East One Hundred and Tenth street.....	38
Lincoln avenue, Harlem river.....	31

Total on East river..... 2,647

Total sweepings removed..... 8,375

NEW WHARFAGE ROOM.

NEW WHARFAGE ROOM MADE DURING THE YEAR ENDING APRIL 30, 1895.
CONSTRUCTION UNDER NEW "PLAN."

North River—	Linear Feet
New wall at West Washington Market Section.....	7.40
New wall at Warren Street Section.....	219.00
New wall at West Fifty-second Street Section (north end).....	300.60
East River—	
New wall at Stanton Street Section.....	212.67
New wall at East Twenty-fifth Street Section.....	158.96

Total new wall.....	898.63
North River—	
Pier, new 19, side and outer end.....	745.00
Pier, new 53, side and outer end.....	542.00
East River—	
Pier foot of East Sixty-first street, sides and outer end.....	391.00
Pier foot of East Sixty-first street, sides and outer end.....	533.76
Pier foot of East Ninety-first street, sides and outer end.....	838.00
Harlem River—	
Pier foot of East One Hundredth street, sides and outer end.....	407.00

Total..... 3,456.76

Total wall and pier line, under new plan..... 4,355.39

TEMPORARY CONSTRUCTION UNDER "NEW PLAN."

North River—	
Pier foot of West Nineteenth street (extension) sides.....	306.00
East River—	
Platform at south end of Stanton Street Section.....	17.00

Total pier line—Temporary work under "New Plan"..... 323.00

Total for the year..... 4,678.39

Deduct for bulkhead-line which comes under new piers, etc., as follows:

New wall at Pier, new 19, North river.....	60.00
New wall at Pier, new 53, North river.....	60.00
New wall at Pier, old 61, East river.....	60.00
New wall at East Twenty-sixth Street Pier, East river.....	63.35
New wall at East One Hundredth Street Pier, Harlem river.....	66.58

Total..... 309.93

Total new wharfage room for the year..... 4,368.46

The net increase during the year in the length of wharfage room is 4,346.38 linear feet, and the superficial area of piers has been increased by 134,763 square feet.

NEW WHARFAGE ROOM IN LINEAR FEET TO BE MADE BY WORK BEGUN BUT NOT FINISHED DURING THE YEAR ENDING APRIL 30, 1895.

WORK UNDER "NEW PLAN."

East River—	Linear Feet.
Pier foot of East Sixty-second street, sides and outer end.....	571.75
Total pier line.....	571.75

WORK NOT UNDER "NEW PLAN."

Harlem River—	
Pier on westerly side of Ward's Island, outer end.....	125.00
Total.....	125.00

Total work begun but not finished during the year..... 696.75

New Wharfage Room, in linear feet, made during the Year ending April 30, 1895, by Private Parties, under Permit of the Board of Docks.

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
North River.			
New wall at Dey Street Section.....	60.00		
Pier, new 13, sides and outer end.....		1,545.00	
East River.			
Platform between Piers, old 38 and 39.....	61.50		
Platform between Piers, old 39 and 40.....	115.00		
Platform between Piers, old 52 and 53.....	245.00		
Harlem River.			
Transfer bridge at foot of Willis avenue.....	42.00		
Platform south of One Hundred and Thirty-eighth street (Mott Haven Canal).....	60.00		
Total new wharfage room completed during the year.....			2,128.50

New Wharfage Room, in linear feet, to be made by Work carried on during the Year, by Private Parties, under Permit of the Board of Docks, but not yet finished.

LOCATION.	LINEAR FEET.	
	Bulkhead Line.	Total.
North River.		
New wall at Dey Street Section.....	93.90	
New wall between Barclay and Vesey streets.....	146.00	
New wall between Vestry and Watts streets.....	420.00	
East River.		
New crib-bulkhead between East One Hundred and Thirty-fifth and East One Hundred and Thirty-seventh streets.....		659.90
Harlem River.		
New crib-bulkhead between East One Hundred and Sixteenth and East One Hundred and Seventeenth streets.....	200.00	
Platform between West One Hundred and Fifty-third and West One Hundred and Fifty-fourth streets.....	91.50	
Platform between Willow and Walnut avenues (Harlem Kills).....	80.50	
Total new wharfage room in progress.....		1,557.52

METEOROLOGICAL OBSERVATORY

OF THE

DEPARTMENT OF PUBLIC PARKS,
CENTRAL PARK, NEW YORK.

Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS
For the Week Ending October 12, 1895.

Barometer.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN FOR THE DAY	MAXIMUM.		MINIMUM.	
OCTOBER.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Time.	Reduced to Freezing.	Time.
Sunday, 6	29.726	29.656	29.666	29.683	29.736	0 A.M.	29.636	4 P.M.
Monday, 7	29.632	29.572	29.576	29.593	29.650	0 A.M.	29.550	12 P.M.
Tuesday, 8	29.512	29.590	29.800	29.634	29.842	12 P.M.	29.500	4 A.M.
Wednesday, 9	29.950	29.960	30.088	29.999	30.100	12 P.M.	29.842	0 A.M.
Thursday, 10	30.222	30.218	30.246	30.229	30.270	9 A.M.	30.100	0 A.M.
Friday, 11	30.260	30.108	30.040	30.136	30.260	7 A.M.	30.000	12 P.M.
Saturday, 12	29.860	29.686	29.510	29.085	30.000	0 A.M.	29.438	12 P.M.

Mean for the week..... 29.851 inches.

Maximum " at 9 A.M., Oct. 10..... 30.270 "

Minimum " at 12 P.M., Oct. 12..... 29.438 "

Range "..... .832 "

Thermometers.

DATE.	7 A.M.	2 P.M.	9 P.M.	MEAN.	MAXIMUM.		MINIMUM.		MAXIMUM.
OCTOBER.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday, 6	52	48	65	53	58	54	58	30	68
Monday, 7	52	48	63	50	59	55	67	4 P.M.	57
Tuesday, 8	60	56	54	46	47	40	53	6 P.M.	62
Wednesday, 9	41	36	45	37	40	34	42	0 A.M.	57
Thursday, 10	37	32	50	43	40	34	42	10 A.M.	40
Friday, 11	44	40	61	53	59	55	54	4 P.M.	47
Saturday, 12	61	58	61	58	61	58	61	10 A.M.	61

Mean for the week..... 53.5 degrees..... 47.9 degrees.

Maximum for the week, at 4 P.M., 6th..... 68 " at 4 P.M., 7th..... 62 "

Minimum " at 6 A.M., 10th..... 37 " at 6 A.M., 10th..... 32 "

Range "..... 31 "..... 30 "

Wind.

DATE.	DIRECTION.			VELOCITY IN MILES.			FORCE IN POUNDS PER SQUARE FOOT		
OCTOBER.	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.
Sunday, 6	N	N	NW	25	54	10	89	1/2	0
Monday, 7	NW	SE	SSW	2	17	26	45	0	0
Tuesday, 8	NW	NW	NW	18	57	75	150	0	1 1/2
Wednesday, 9	WNW	NW	NW	53	50	70	179	1/2	3/4
Thursday, 10	NW	NW	SSW	39	22	31	92	0	1 1/2
Friday, 11	WSW	S	S	42	66	98	206	0	2 1/2
Saturday, 12	SE	NE	NNE	48	41	43	132	0	2 1/2

Distance traveled during the week..... 893 miles.

Maximum force..... 7 pounds.

DATE.	MYGROMETER.			CLOUDS.			RAIN AND SNOW. OZONE.		
OCTOBER.	FORCE OF VAPOR.	RELATIVE HUMIDITY.		CLEAR, O.	OVERCAST, IO.		DEPTH OF RAIN AND SNOW IN INCHES.		
	7 A.M.	2 P.M.	9 P.M.	7 A.M.	2 P.M.	9 P.M.	Time of Beginning.	Time of Ending.	Duration.
Sunday, 6	.282	.244	.282	.269	72	39	58	56	
Monday, 7	.282	.478	.433	.397	72	83	73	57	
Tuesday, 8	.396	.206	.156	.259	76	49	48	57	
Wednesday, 9	.147	.116	.118	.127	59	38	47	47	
Thursday, 10	.116	.186	.199	.167	52	51	57	53	
Friday, 11	.195	.297	.380	.290	67	55	76	66	
Saturday, 12	.443	.443	.443	.443	82	82	82		

Total amount of water for the week..... 1.83 inch.

Duration for the week..... 16 hours 30 minutes.

DATE.	7 A.M.	2 P.M.
Sunday, Oct. 6	Cool, pleasant.....	Mild, pleasant.....
Monday, " 7	Mild, hazy, dew.....	Mild, overcast.....
Tuesday, " 8	Mild, raining.....	Cool, overcast.....
Wednesday, " 9	Cool, pleasant.....	Raw, overcast.....
Thursday, " 10	Cool, pleasant, white frost.....	Mild, pleasant.....
Friday, " 11	Cool, pleasant, white frost.....	Mild, pleasant.....
Saturday, " 12	Mild, overcast, slight shower 9 A.M.....	Mild, raining.....

DANIEL DRAPER, PH. D., Director.

DEPARTMENT OF DOCKS.

At a special meeting of the Board of Docks, called in accordance with Article I., section 3 of the By-laws, held Tuesday, August 27, 1895, at 12 o'clock noon.

Present—President O'Brien.

Commissioner Monks.

Absent—Einstein.

The Board proceeded to open estimates for repairing the crib bulkhead at the foot of East Seventeenth street, East river, Contract No. 510; for dredging on the North river, between the Battery and West Thirty-fourth street, Contract No. 511; for dredging north of West Thirty-fourth street, on the North river, Contract No. 512; for dredging on the East and Harlem rivers, Contract No. 513; for repairing the pier and approach at the foot of West Twentieth street, North river, Contract No. 514; for preparing for and paving the newly-made land in the vicinity of Pier, new 19, North river, with granite or Staten Island Syenite blocks, laying crosswalks and building the necessary drains or sewers and appurtenances, Contract No. 515; and for furnishing sawed yellow pine timber, Contract No. 517; a representative of the Comptroller being present.

cate or other evidence that it is of even fabric, and a product of the first quality, and from the mines herein after designated.

6th. A statement of the location and the capacity (in square yards per day) of the works or factory where the paving material is prepared.

Specimens must be furnished to the Department of Public Parks as often as may be required during the progress of the work.

No bid will be received or considered unless the deposits of materials and statements referred to above are made with the Commissioners of the Department of Public Parks within the time prescribed, nor unless they conform to the requirements of the specifications and are satisfactory to the Commissioners of Public Parks. Any bid accompanied by a sample of asphaltum which does not come up to the standard required by these specifications will be regarded as informal.

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

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

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

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

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 Department, Arsenal, Sixty-fourth street and Fifth avenue, Central Park.

DAVID H. KING, JR., GEO. G. HAVEN, JAMES A. ROOSEVELT, A. D. JULLIARD, Commissioners of Public Parks.

STREET CLEANING DEPT.

NOTICE.

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

GEORGE E. WARING, JR.

Commissioner of Street Cleaning.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 4935, No. 1. Regulating, grading, curbing and flagging One Hundred and Forty-ninth street, from Seventh avenue to Harlem river.

List 4968, No. 2. Regulating, grading, curbing and flagging One Hundred and Thirty-first street, from Park to Lexington avenue.

List 4922, No. 3. Reregulating, regrading, curbing and flagging Ninety-eighth street, from Third to Park avenue, together with a list of awards for damages caused by a change of grade.

List 5027, No. 4. Flagging and reflagging, curbing and recurring southeast corner of Seventy-fourth street and Third avenue, extending about 135 feet on the street and about 100 feet on the avenue.

List 5080, No. 5. Flagging and reflagging south side of One Hundred and Forty-fifth street, between Amsterdam avenue and the Boulevard.

List 5030, No. 6. Flagging and reflagging south side of Eighty-seventh street, between the Boulevard and West End avenue.

List 5037, No. 7. Paving One Hundred and Twelfth street, between Seventh and Eighth avenues, with asphalt.

List 5041, No. 8. Sewer in One Hundred and Sixty-second street, between Eleventh avenue and Kingsbridge road, and in Kingsbridge road, west side, between Amsterdam avenue and One Hundred and Sixty-second street.

List 5049, No. 9. Sewer and appurtenances in Vanderbilt avenue, East, from Wendover avenue to One Hundred and Seventy-third street, and in One Hundred and Seventy-second street, between Vanderbilt avenue, East, and Third avenue, and in Third avenue, between Wendover avenue and One Hundred and Seventy-third street.

List 5050, No. 10. Sewer and appurtenances in One Hundred and Seventy-fourth street, between Third avenue and Vanderbilt avenue, East, with branches in Washington avenue, between One Hundred and Seventy-third and One Hundred and Seventy-fourth streets; in Bathgate avenue, between One Hundred and Seventy-third street and summit north of One Hundred and Seventy-fourth street, and in Third avenue, between One Hundred and Seventy-third and One Hundred and Seventy-fourth streets.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Forty-ninth street, from Seventh avenue to a point distant about 126 feet easterly therefrom.

No. 2. Both sides of One Hundred and Thirty-first street, from Park to Lexington avenue.

No. 3. Both sides of Ninety-eighth street, from Third to Park avenue.

No. 4. Southeast corner of Seventy-fourth street and Third avenue, on Block 1428, Lots Nos. 44 to 48, inclusive.

No. 5. South side of One Hundred and Forty-fifth street, between the Boulevard and Amsterdam avenue, on Block 1286, Wards Nos. 45 to 61, inclusive.

No. 6. South side of Eighty-seventh street, between the Boulevard and West End avenue, on Block 1228, Ward No. 55.

No. 7. Both sides of One Hundred and Twelfth street, from Seventh to Eighth avenue, and to the extent of half the block at the intersecting avenue.

No. 8. Both sides of One Hundred and Sixty-second street, from Eleventh avenue to Kingsbridge road, and west side of Amsterdam avenue and Kingsbridge road, from One Hundred and Sixty-first to One Hundred and Sixty-second street.

No. 9. Both sides of Vanderbilt avenue, East, from Wendover avenue to One Hundred and Seventy-third street; both sides of Washington avenue, Bathgate avenue and Third avenue, from Wendover avenue to One Hundred and Seventy-third street; both sides of One Hundred and Seventy-second street, from Third avenue to Vanderbilt avenue, East, and both sides of One Hundred and Seventy-third street, from Third avenue to Crotona Park.

No. 10. Both sides of One Hundred and Seventy-fourth street, from Third avenue to Vanderbilt avenue, East; both sides of Washington avenue, from One Hundred and Seventy-third to One Hundred and Seventy-fourth streets; both sides of Bathgate avenue, from One Hundred and Seventy-third street to a point distant about 260 feet south of One Hundred and Seventy-fifth street, and both sides of Third avenue, from One Hundred and Seventy-third to One Hundred and Seventy-fourth street.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments, for confirmation on the 14th day of November, 1895.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERLY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, October 14, 1895.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 5025, No. 1. Flagging and reflagging, curbing and recurring south side of Ninety-second street, from Madison to Fifth avenue.

List 5026, No. 2. Flagging and reflagging west side of Seventh avenue, from One Hundred and Forty-first street to One Hundred and Forty-third street.

List 5029, No. 3. Flagging and reflagging south side of Ninety-eighth street, between Boulevard and West End avenue.

List 5031, No. 4. Flagging and reflagging north side of One Hundred and Thirtieth street, commencing at Lenox avenue and extending east about 130 feet.

List 5032, No. 5. Flagging and reflagging and curbing northwest corner of Greenwich and Perry street, extending about 25 feet on Greenwich street and about 70 feet on Perry street.

List 5033, No. 6. Flagging and reflagging, curbing and recurring west side of Fifth avenue, between One Hundred and Twenty-eighth and One Hundred and Thirtieth streets, and on One Hundred and Twenty-ninth street, between Fifth and Lenox avenues.

List 5040, No. 7. Sewer in One Hundred and Twenty-first street, between Amsterdam avenue and Morningside avenue, West.

List 5045, No. 8. Fencing the vacant lots west side of Lexington avenue, from Ninety-seventh to Ninety-eighth street; north side of Ninety-seventh street, running west 105 feet, and south side of Ninety-eighth street, running west, from Lexington avenue, about 105 feet.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. South side of Ninety-second street, between Madison and First avenues, on Block 1503, Lots Nos. 50 and 59.

No. 2. West side of Seventh avenue, between One Hundred and Forty-first and One Hundred and Forty-third streets, on Block 842, Ward Nos. 31 to 33, inclusive, and Block 843, Ward Nos. 29 to 30, inclusive.

No. 3. South side of Ninety-eighth street, extending westerly from the Boulevard about 225 feet.

No. 4. North side of One Hundred and Thirtieth street, extending about 134 feet 6 inches east of Lenox avenue.

No. 5. Northwest corner of Greenwich and Perry streets, on Ward Nos. 684 and 685.

No. 6. South side of One Hundred and Twenty-ninth street, between Fifth and Lenox avenues, and west side of Fifth avenue, extending about 100 feet south of One Hundred and Twenty-ninth street, on Block 1726, Ward Nos. 37, 58, 60, 61, 62, 63, 68 and 69.

No. 7. Both sides of One Hundred and Twenty-first street, from Amsterdam avenue to Morningside avenue, West.

No. 8. West side of Lexington avenue, from Ninety-seventh to Ninety-eighth street, and north side of Ninety-seventh street and south side of Ninety-eighth street, extending about 105 feet west of Lexington avenue.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 14th day of November, 1895.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERLY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, October 10, 1895.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 4900, No. 1. Regulating, grading, setting curbs and flagging One Hundred and Thirtieth street, from Convent avenue to St. Nicholas terrace, together

with a list of awards for damages caused by a change of grade.

List 4940, No. 2. Sewer and appurtenances in Melrose avenue, between One Hundred and Sixtieth and One Hundred and Fifty-sixth streets, with branches in One Hundred and Fifty-seventh, One Hundred and Fifty-eighth and One Hundred and Fifty-ninth streets, between Elton and Courtlandt avenues.

List 5044, No. 3. Receiving-basin on the west side of Eighth avenue, about 734½ feet north of One Hundred and Fifty-fifth street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of One Hundred and Thirtieth street, from Convent avenue to St. Nicholas terrace.

No. 2. Both sides of Melrose avenue, from One Hundred and Fifty-sixth to One Hundred and Sixtieth street; both sides of One Hundred and Fifty-seventh, One Hundred and Fifty-eighth and One Hundred and Fifty-ninth streets, from Elton to Courtlandt avenue.

No. 3. West side of Eighth avenue, extending about 734 feet 6 inches north of One Hundred and Fifty-fifth street.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 9th day of November, 1895.

CHARLES E. WENDT, Chairman, PATRICK M. HAVERLY, EDWARD CAHILL, HENRY A. GUMBLETON, Board of Assessors.

NEW YORK, October 9, 1895.

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NEW YORK, October 16, 1895.

PUBLIC NOTICE IS HEREBY GIVEN THAT a Horse, the property of this Department, will be sold at public auction on Tuesday, October 29, 1895, at 1 o'clock A.M., by Van Tassel & Kearney, Auctioneers, at their stables, Nos. 130 and 132 East Thirtieth street.

By order of the Board.

WM. H. KIPP, Chief Clerk.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, ROOM No. 9, No. 300 MULBERRY STREET, NEW YORK, October 1, 1895.

PUBLIC NOTICE IS HEREBY GIVEN THAT the 32d auction sale of unclaimed property and condemned Police property of this Department will be sold at Public Auction, at Police Headquarters, on Wednesday, October 23, 1895, at 11 o'clock A.M., by Van Tassel & Kearney, Auctioneers, of the following property, viz.:

Revolvers, Pistols, Knives, Razors, Tools, Pocket-books, Horse-blankets, Robes, Mats, Male and Female Clothing, Hats, Valises, Shoes, Picture-frames, Pipes, Overcoats, Sewing-machine, Jelly, Herring, Peaches, Yeast, Liquor, Tobacco, Cigars, Cigarettes, Matting, Sample Cases, coils Cotton Rope, 100 dozen Handkerchiefs, Signs, Cases Mustard, Prunes, Corn, Sponges and Toilet Articles, Furniture, Paper, and a lot of miscellaneous articles. For particulars see catalogues on day of sale.

JOHN F. HARRIOT, Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, 1895.

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

JOHN F. HARRIOT, Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, 1895.

OPEN COMPETITIVE EXAMINATIONS FOR THE positions below mentioned will be held on the dates specified:

October 18. KEEPER OF CORPORATION YARD.

October 19. CASHIER, Fire Department.

October 23. TOPOGRAPHICAL DRAUGHTSMAN.

LEE PHILLIPS, Secretary and Executive Officer.

NEW CRIMINAL COURT BUILDING, NEW YORK, October 12, 1895.

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

October 18. KEEPER OF CORPORATION YARD.

October 19. CASHIER, Fire Department.

October 23. TOPOGRAPHICAL DRAUGHTSMAN.

LEE PHILLIPS, Secretary and Executive Officer.

DEPARTMENT OF PUBLIC WORKS

COMMISSIONER'S OFFICE, NEW YORK, October 16, 1895.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M., on Monday, October 28, 1895, at which place and hour they will be publicly opened by the head of the Department:

No. 1. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, WITH CONCRETE FOUNDATION, THE CARRIAGEWAY OF TWENTY-EIGHTH STREET, from Thirteenth to Eleventh avenue, so far as the same is within the limits of grants of land under water.

No. 2. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, WITH CONCRETE FOUNDATION, THE CARRIAGEWAY OF TWENTY-NINTH STREET, from Thirteenth to Eleventh avenue, so far as the same is within the limits of grants of land under water.

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

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

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

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

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

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

CHARLES H. T. COLLIS, Deputy Commissioner of Public Works.

COMMISSIONER'S OFFICE, NEW YORK, October 12, 1895.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M., on Thursday, October 24, 1895, at which place and hour they will be publicly opened by the head of the Department:

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF FIFTH AVENUE, from Twenty-sixth to Twenty-eighth street, and TWENTY-EIGHTH STREET, from First avenue to Avenue A.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF WEST FOURTH STREET, from Macdougall street to Broadway; Waverley Place, from Fifth Avenue to Broadway; MERCER STREET, from West Fourth to Eighth street; UNIVERSITY PLACE, from Waverley place to West Fourth street, and WASHINGTON PLACE, from Broadway to University place.

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF THIRTY-SECOND STREET, from First to Madison avenue.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF THIRTY-SECOND STREET, from First to Madison avenue.

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

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

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

WILLIAM BROOKFIELD, Commissioner of Public Works.

COMMISSIONER'S OFFICE, NEW YORK, October 12, 1895.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M., on Thursday, October 24, 1895, at which place and hour they will be publicly opened by the head of the Department:

No. 1. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF SIXTEENTH STREET, from Broadway to Fifth avenue.

No. 2. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF SIXTEENTH STREET, from Third to Fourth avenue.

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON THE PRESENT STONE-BLOCK PAVEMENT, THE CARRIAGEWAY OF TWENTY-THIRD STREET, from First to Third avenue.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE CARRIAGEWAY OF ONE HUNDRED AND TWENTY-THIRD STREET, from Amsterdam avenue to the Boulevard.

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

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

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

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

All those certain lots, pieces or parcels of land, situate, lying and being in the Seventeenth Ward of the City of New York, which taken together are bounded and described as follows: Beginning at a point in the northerly line of East Fourth street, distant westerly 150 feet from the intersection of the northerly line of East Fourth street with the westerly line of First avenue, which point is also the intersection of the northerly line of East Fourth street with the westerly line of the present site of the annex to Grammar School No. 25; running thence northerly and parallel with First avenue and along the said westerly side of the annex to Grammar School No. 25, 66 feet 2½ inches to the centre line of the block between Fourth and Fifth streets, which point is also the southerly side of site of Grammar School No. 25; thence westerly parallel with East Fourth street and along the present site of Grammar

School No. 25, 50 feet; thence southerly parallel with First avenue 96 feet 2 1/2 inches to the northerly line of East Fourth street; thence easterly along said northerly line of East Fourth street 50 feet to the point or place of beginning.

Dated New York, October 14, 1895.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to ONE HUNDRED AND SEVENTY-EIGHTH STREET (although not yet named by proper authority), between Kingsbridge road and Amsterdam avenue, in the Twelfth Ward of the City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Monday, the 28th day of October, 1895, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as One Hundred and Seventy-eighth street, between Kingsbridge road and Amsterdam avenue, in the Twelfth Ward of the City of New York, being the following described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of Amsterdam avenue distant 709.50 feet northerly from the northerly line of One Hundred and Seventy-fifth street; thence westerly and parallel with said street, distance 800 feet, to the easterly line of Eleventh avenue; thence northerly along said line, distance 80 feet; thence easterly, distance 800 feet, to the westerly line of Amsterdam avenue; thence southerly along said line, distance 80 feet, to the point or place of beginning.

Also, beginning at a point in the westerly line of Eleventh avenue distant 700.50 feet northerly from the northerly line of One Hundred and Seventy-fifth street; thence westerly and parallel with said street, distance 300 feet, to the easterly line of Wadsworth avenue; thence northerly along said line, distance 80 feet; thence easterly, distance 300 feet, to the westerly line of Eleventh avenue; thence southerly along said line, distance 80 feet, to the point or place of beginning.

Also, beginning at a point in the westerly line of Wadsworth avenue distant 709.50 feet northerly from the northerly line of One Hundred and Seventy-fifth street; thence westerly and parallel with said street, distance 303.7 feet, to the easterly line of Kingsbridge road; thence northerly along said line, distance 40.59 feet; thence still along said easterly line of Kingsbridge road and in a northeasterly direction, distance 40.83 feet; thence easterly, distance 301.79 feet, to the westerly line of Wadsworth avenue; thence southerly along said line, distance 80 feet, to the point or place of beginning, said street to be eighty feet wide between Amsterdam avenue and the Kingsbridge road, as shown and delineated on a certain map entitled "Map or Survey showing streets, etc., that have been laid out by the Commissioners of the Central Park within that part of the City of New York to the northward of the southerly line of One Hundred and Fifty-fifth street, in pursuance of an act entitled 'An act to provide for the laying out and improving of certain portions of the City and County of New York,' passed April 24, 1865," filed by said Commissioners in the office of the Department of Public Parks and the office of the Secretary of State of the State of New York on or about the 25th day of May, 1869, and in the office of the Register of the City and County of New York on or about the 27th day of May, 1869.

Dated New York, October 12, 1895.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to CROMWELL AVENUE (although not yet named by proper authority), from Jerome avenue to Inwood avenue, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, in the City of New York, on the 21st day of October, 1895, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the City and County of New York, there to remain for and during the space of ten days.

Dated New York, October 7, 1895.
RIGGALL D. WOODWARD, JESSE S. NELSON,
JOSEPH A. CARBERRY, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to WOLF PLACE (although not yet named by proper authority), extending from Jerome avenue to Inwood avenue, in the Twenty-fourth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 51 Chambers street (second floor), in said city, on or before the 9th day of November, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 9th day of November, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 12 o'clock M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of the City of New York, No. 51 Chambers street, in said city, there to remain until the 11th day of November, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by the southerly line of Featherbed lane; on the east by a line drawn parallel to Jerome avenue and distant 100 feet easterly from the easterly side thereof; on the west by the easterly line of Macomb's Dam road and Featherbed lane; on the south by a line drawn parallel to Wolf place and distant 566.60 feet southerly from the southerly side thereof; excepting from said area all streets, avenues, roads or portions thereof heretofore legally opened or laid out, as such area is shown on our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a

Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of December, 1895, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, October 3, 1895.
ANDREW S. HAMERSLEY, Jr., Chairman,
EDWARD L. PARRIS, JAMES A. DONEGAN,
Commissioners.
JOHN P. DUNN, Clerk.

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

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 21st day of October, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 21st day of October, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at its office, No. 31 Chambers street, in the said city, there to remain until the 21st day of October, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by the centre line of the blocks between One Hundred and Thirty-ninth and One Hundred and Fortieth streets; on the south by the centre line of the blocks between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth streets; on the east by the United States bulkhead-line, and on the west by the easterly side of Edgecombe avenue; excepting from said area all streets, avenues, roads or portions thereof heretofore legally opened or laid out as such area is shown on our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of November, 1895, 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, September 6, 1895.
WILLIAM B. ELLISON, Chairman, WM. H. KLINKER, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening WEBSTER AVENUE (although not yet named by proper authority), from Moshulu Parkway to Bronx River road, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 26th day of August, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 28th day of August, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, second floor, No. 51 Chambers street, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 25th day of October, 1895, at 12 o'clock noon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, October 2, 1895.
JOHN DE WITT WARNER, WILLIAM H. MCCARTHY, ROBERT KELLY PRENTICE, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening and extending EAST ONE HUNDRED AND FORTY-NINTH STREET (although not yet named by proper authority), from the Southern Boulevard to the easterly bulkhead-line of the Harlem river, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court bearing date the 10th day of August, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the

benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 19th day of September, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, Room No. 1 (second floor), No. 51 Chambers street, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 23rd day of October, 1895, at 4 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, September 30, 1895.
CHARLES V. GABRIEL, EDWARD MCCUE,
PATRICK A. M. MANUS, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

In the matter of the application of the Board of Education, by the Counsel to the Corporation of the City of New York, relative to acquiring title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands on the southerly side of SEVENTEENTH STREET, between Eighth and Ninth avenues, in the Sixteenth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

PURSUANT TO THE PROVISIONS OF CHAPTER 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, at the County Court-house, in the City of New York, on the 9th day of November, 1895, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands and premises, with the buildings thereon and the appurtenances thereto belonging, on the southerly side of Seventeenth street, between Eighth and Ninth avenues, in the Sixteenth Ward of said city, in fee simple absolute, the same to be converted, appropriated and used to and for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, said property having been duly selected and approved by the Board of Education as a site for school purposes, under and in pursuance of the provisions of said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, being the following described lot, piece or parcel of land, namely:

All that certain lot, piece or parcel of land situate, lying and being in the Sixteenth Ward of the City of New York, and bounded and described as follows: Beginning at a point in the southerly line of Seventeenth street distant 200 feet from the intersection of the westerly line of Eighth avenue with the southerly line of Seventeenth street, which point is also the intersection of the westerly side of the present site of Grammar School No. 11 with the southerly line of Seventeenth street; running thence southerly and parallel with Eighth avenue and along the said westerly line of the present site of Grammar School No. 11, 115 feet 8 inches; thence westerly 23 feet 1 inch to a point distant southerly 117 feet 9 3/4 inches from the southerly line of Seventeenth street, measured at right angles to said Seventeenth street; thence northerly and parallel with Eighth avenue 117 feet 9 3/4 inches to the southerly line of Seventeenth street; thence easterly along said southerly line of Seventeenth street 23 feet to the point or place of beginning.

Dated New York, October 14, 1895.
FRANCIS M. SCOTT, Counsel to the Corporation,
No. 2 Tryon Row, New York City.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening FULTON AVENUE (although not yet named by proper authority), from Spring place to the Twenty-third Ward boundary-line, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court bearing date the 23rd day of August, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 27th day of August, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said

street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, second floor, No. 51 Chambers street, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 1st day of November, 1895, at 12 o'clock noon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, October 9, 1895.
JAMES W. HAWES, DANIEL O'CONNELL,
HUGH R. GARDEN, Commissioners.
JOHN P. DUNN, Clerk.

In the matter of the application of The Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the purpose of opening FARRAGUT STREET (although not yet named by proper authority), from the East river to the Hunts Point Road, as the same has been heretofore laid out and designated as a first-class street or road in the Twenty-third Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 16th day of August, 1895, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The Mayor, Aldermen and Commonalty of the City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the City and County of New York on the 16th day of September, 1895, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue so to be opened or laid out and formed, to the respective owners, lessees, parties and persons respectively entitled unto or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trust and duties required of us by chapter 16, title 5, of the act entitled "An act to consolidate into one act and to declare the special and local laws affecting public interests in the City of New York," passed July 1, 1882, and the acts or parts of acts in addition thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening the said street or avenue, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office, second floor, No. 51 Chambers street, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 30th day of October, 1895, at 11 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The Mayor, Aldermen and Commonalty of the City of New York.

Dated New York, October 4, 1895.
DAVID MITCHELL, Chairman; EDWARD FERREO, SAMUEL H. ORDWAY, Commissioners.
HENRY DE FOREST BALDWIN, Clerk.

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

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

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us, at our office, No. 2 Tryon Row, Room 1 (fourth floor), in said city, on or before the 21st day of October, 1895, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 21st day of October, 1895, and for that purpose will be in attendance at our said office on each of said ten days at 10 o'clock A. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 21st day of October, 1895.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: On the north by the centre line of the blocks between One Hundred and Fortieth and One Hundred and Forty-first streets; on the south by the centre line of the blocks between One Hundred and Thirty-ninth and One Hundred and Fortieth streets, on the east by the United States bulkhead-line and on the west by the easterly side of Edgecombe avenue, excepting from said area all streets, avenues, roads or portions thereof heretofore legally opened or laid out as such area, is shown upon our benefit maps deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the 11th day of November, 1895, 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, September 7, 1895.
G. M. SPIER, Chairman, JAMES F. C. BLACKHURST, PAUL C. GRENING, Commissioners.
JOHN P. DUNN, Clerk.

THE CITY RECORD.

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JOHN A. SLEICHER,
Supervisor.