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DEPARTMENT OF DOCKS.

Nineteenth Annual Report, for the Year ending April 30, 1889.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER, BATTERY PLACE,
NEW YORK, October 12, 1889.

Hon. HUGH J. GRANT, Mayor, City of New York:

SIR—I transmit herewith the annual report of this Department for the fiscal year ending April 30, 1889.

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

Yours, very respectfully,

EDWIN A. POST, President.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, APRIL 30, 1889.

To the Honorable HUGH J. GRANT, 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, 1888, and ending April 30, 1889, containing: 1. The name, occupation and compensation of all persons appointed and employed by said Department. 2. 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. 3. 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,

EDWIN A. POST,

JAMES MATTHEWS,

CHARLES A. SILLIMAN,

Commissioners.

[SEAL.]

G. KEMBLE, 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. | OCCUPATION. | COMPENSATION. |
|----------------------------|----------------------------------|-----------------|
| Gouverneur Kemble..... | Secretary..... | \$3,000 00 |
| Francis E. Moon..... | Chief Clerk..... | Per mo., 183 33 |
| James Weir..... | Apportionment Clerk..... | 2,000 00 |
| John H. Matthews..... | Clerk to the Treasurer..... | 2,000 00 |
| Charles Miller, Jr..... | Recording Clerk..... | Per mo., 150 00 |
| Louis S. Kellogg..... | Clerk..... | 125 00 |
| Charles J. Farley..... | Clerk to the Commissioners..... | 100 00 |
| Webster H. Gilon..... | Stenographer and Typewriter..... | 90 00 |
| Patrick J. Brady..... | Dock Master..... | 1,800 00 |
| Patrick Curley..... | "..... | 1,800 00 |
| Charles B. Husted..... | "..... | 1,800 00 |
| Charles H. Thompson..... | "..... | 1,800 00 |
| Edward Abeel..... | "..... | 1,800 00 |
| John J. Ryan..... | "..... | Per mo., 150 00 |
| Charles H. Pendergast..... | "..... | 150 00 |
| Joseph B. Erwin..... | "..... | 1,800 00 |
| David W. Bogert..... | "..... | Per mo., 150 00 |
| Charles Hutchinson..... | "..... | 150 00 |
| George A. Dearborn..... | "..... | 150 00 |
| Max Drucker..... | Messenger..... | 1,200 00 |
| Mary Dowling..... | Cleaner..... | Per day, 1 30 |
| Catharine Lyons..... | "..... | 1 30 |

Engineer-in-Chief's Office.

| | | |
|--------------------------------|-------------------------------------|-----------------|
| George S. Greene, Jr..... | Engineer-in-Chief..... | \$6,000 00 |
| Willard A. Nichols..... | First Assistant Engineer..... | 3,000 00 |
| Andrew McC. Parker..... | Assistant Engineer..... | Per mo., 160 00 |
| Godfrey P. Farley..... | "..... | 100 00 |
| Edward C. Reynolds..... | Assistant to Engineer-in-Chief..... | 2,000 00 |
| Henry C. Freeman..... | Clerk, Engineer-in-Chief..... | 1,800 00 |
| Edward Gottschall..... | Searcher of Water-Grants..... | Per mo., 150 00 |
| Frederick Lange..... | Stationery Clerk and Messenger..... | 1,200 00 |
| Robert M. Kid..... | Draughtsman..... | Per mo., 125 00 |
| John A. Duntze..... | "..... | 125 00 |
| William S. White..... | "..... | 100 00 |
| Alexander M. Goge..... | "..... | 1,000 00 |
| Nicholas J. Van der Weyde..... | "..... | 1,000 00 |
| William G. Johnson..... | "..... | Per mo., 83 33 |

On Permanent Work, North River.

| | | |
|--------------------------|-------------------------------------|-------------------|
| William W. Maclay..... | Superintendent of Section..... | Per mo., \$225 00 |
| Winfield S. Lasher..... | Assistant Engineer..... | 2,000 00 |
| Patrick White..... | Foreman of Piling and Woodwork..... | 1,200 00 |
| Mortimore W. Casper..... | Inspector of Pier Building..... | Per hour, 50 |
| John E. Land..... | "..... | 50 |
| Frank E. Doughty..... | "..... | 40 |
| E. E. McCamey..... | "..... | 40 |

| NAME. | OCCUPATION. | COMPENSATION. |
|--------------------------|---|------------------|
| Daniel Darby..... | Foreman of Dock Builders..... | Per hour, \$0 40 |
| Thomas Hanly..... | "..... | 35 |
| Patrick Geoghegan..... | "..... | 35 |
| Martin Miller..... | "..... | 40 |
| Edwin A. Gregory..... | Foreman of Laborers..... | 35 |
| Simeon S. Dunning..... | "..... | 35 |
| John Jackson..... | "..... | 35 |
| Adoniram Fairchild..... | Diver..... | Per day, 7 00 |
| Frank Paul..... | Assistant Diver..... | 5 00 |
| John Bundick..... | "..... | 5 00 |
| Robert W. Russell..... | "..... | 5 00 |
| Peter Gilligan..... | "..... | 5 00 |
| Edward Hickman..... | "..... | 5 00 |
| Patrick Griffin..... | Diver's Tender..... | Per hour, 35 |
| John R. Leary..... | Diver's Tender and Boatman..... | 35 |
| Charles G. Beck..... | Inspector of Dumping of Dredged Material..... | Per week, 15 00 |
| George W. Carpenter..... | Inspector of Dredging..... | Per hour, 25 |
| John McDonough..... | "..... | 25 |
| Effingham V. Smith..... | Timekeeper..... | Per mo., 83 33 |

On Floating Property.

| | | |
|----------------------------|---|-------------------|
| John H. Corley..... | Superintendent of Machinery..... | Per ann., \$1,500 |
| David H. Lane..... | Clerk..... | Per mo., 83 33 |
| Samuel Fitzpatrick..... | Officekeeper and Messenger..... | Per week, 15 00 |
| Thomas Stuyvesant..... | Captain Derrick "City of New York"..... | 25 00 |
| Richard Munster..... | Rigger and Captain 10-Ton Derrick..... | 18 00 |
| Charles A. Martin..... | Captain tug "Manhattan"..... | Per mo., 125 00 |
| John C. Wood..... | Engineer tug "Manhattan"..... | 100 00 |
| Henry Head..... | Fireman tug "Manhattan"..... | 60 00 |
| George H. Coffin..... | Deck-hand tug "Manhattan"..... | 50 00 |
| Bernhard Myhre..... | "..... | 50 00 |
| Luther C. Sheldon..... | "..... | 75 00 |
| William Love..... | Captain Pile Driver..... | Per hour, 35 |
| William H. Rose..... | Engineer 10-Ton Derrick..... | Per week, 21 00 |
| Dennis F. Eagan..... | Pile Driver..... | Per hour, 35 |
| William H. Burnham..... | "..... | 35 |
| Robert Kyles..... | "..... | 35 |
| Frank D. Smith..... | "..... | 35 |
| Edward F. Gutierrez..... | "..... | 35 |
| William J. Brennan..... | "..... | 35 |
| Montraville M. Smith..... | Steam Engineer..... | 30 |
| Zephaniah C. Smith..... | "..... | 35 |
| Isaac B. Maslen..... | "..... | 35 |
| James Vandegrift..... | Fireman..... | Per week, 15 00 |
| Patrick H. McCullough..... | Roundsman..... | Per mo., 100 00 |

Surveying Force.

| | | |
|-----------------------------|-------------------------|-------------------|
| Frederick P. Thompson..... | Surveyor..... | Per mo., \$200 00 |
| C. W. Staniford..... | Assistant Surveyor..... | 125 00 |
| J. Frank Johnson..... | Leveler..... | 1,200 00 |
| Berthold Sommer..... | Clerk..... | Per mo., 83 33 |
| Frank P. Rush..... | "..... | 1,000 00 |
| Hiram C. Calkins..... | Hydrographer..... | 100 00 |
| Irving K. Taylor..... | "..... | 100 00 |
| Allen N. Spooner..... | "..... | 100 00 |
| Patrick Crowley..... | Rodman..... | Per week, 15 00 |
| John F. Williams..... | "..... | 15 00 |
| John Post..... | Boatman..... | 15 00 |
| Charles Thompson..... | "..... | 15 00 |
| John Moran..... | "..... | 15 00 |
| John S. Markham..... | Scowman..... | 15 00 |
| Ole Olssen..... | "..... | 15 00 |
| Iver Peterson..... | "..... | 15 00 |
| John C. Darby..... | Sounder..... | 15 00 |
| William H. Reilly..... | "..... | 15 00 |
| William J. F. Sullivan..... | "..... | 15 00 |
| James J. White..... | Chainman..... | 15 00 |
| James W. Dikeman, Jr..... | "..... | 15 00 |
| William McCarthy..... | "..... | 12 00 |
| Gerald S. Griffin..... | "..... | 12 00 |
| William G. Fitzgerald..... | "..... | 12 00 |
| Luke Hazard..... | "..... | 12 00 |
| Peter C. Spence..... | "..... | 12 00 |
| Randolph Gardiere..... | Messenger..... | Per mo., 75 00 |

General Repairs Force.

| | | |
|-------------------------|--------------------------------|-------------------|
| David F. McCarthy..... | Superintendent of Repairs..... | Per mo., \$200 00 |
| John W. Ingalls..... | Clerk..... | 1,000 00 |
| William J. Trimble..... | "..... | Per mo., 83 33 |

On the Works.

| | | |
|--------------------------|---------------------------------------|--------------|
| Robert M. Sterritt..... | Foreman West 57th Street Yord..... | \$1,200 00 |
| Theodore F. Alling..... | Blacksmith..... | Per hour, 35 |
| Charles McLean..... | "..... | 35 |
| Henry Wenzel..... | Saw Filer..... | 55 |
| William H. Cunliffe..... | Painter..... | 35 |
| William C. Rogers..... | "..... | 35 |
| John Bruton..... | Mason and Stone-cutter..... | 40 |
| Matthew Coghlan..... | "..... | 40 |
| John J. Curley..... | "..... | 40 |
| Michael Caldwell..... | Foreman Masons and Stone-cutters..... | 50 |
| Patrick Barrett..... | Foreman Carpenters..... | 40 |
| John J. Boyle..... | Carpenter..... | 35 |
| Edward Cavanagh..... | "..... | 35 |
| Charles Carney..... | "..... | 35 |
| Thomas Flood..... | "..... | 35 |
| James Connelly..... | "..... | 35 |
| Matthew Drum..... | "..... | 35 |
| Hugh Daly..... | "..... | 35 |
| Charles Eagle..... | "..... | 35 |
| John R. Grant..... | "..... | 35 |
| Peter Lang..... | "..... | 35 |
| John Kyles..... | "..... | 35 |
| Daniel McLaughlin..... | "..... | 35 |
| John McNamara..... | "..... | 35 |

| NAME. | OCCUPATION. | COMPENSATION. |
|---------------------|---------------------|------------------|
| John McCausland | Carpenter | Per hour, \$0 35 |
| Michael McAndrews | " | " 35 |
| Gavin Rutherford | " | " 35 |
| George Sparks | " | " 35 |
| Joseph J. Whelan | " | " 35 |
| William Fisher | Rigger | Per week, 15 00 |
| Louis J. Quistwater | " | " 15 00 |
| Richard McCarthy | Blacksmith's Helper | Per hour, 20 |
| Thomas Conroy | " | " 35 |
| Thomas Higgins | " | " 35 |
| Benjamin Walker | " | " 35 |

Watchmen, Per Hour, 16 1/2 Cents.

| | | |
|------------------------|---------------------|------------------------|
| Lawrence F. Broderick. | Thomas J. Larkin. | William Strowbridge. |
| William Cringle. | John Murray. | Nicholas F. Kenneally. |
| Patrick Donnelly. | James O'Reilly. | Montford Clements. |
| John Gannon. | Edmund K. Stephens. | Henry Manheimer. |

Dock Builders, Per Hour, 30 Cents.

| | | |
|-----------------------|---------------------|----------------------|
| Frederick Ackerstrom. | Edward Fitzpatrick. | Patrick McManus. |
| Edward Anderson. | John Fitzpatrick. | Thomas Moran. |
| George Bloomer. | Robert Ferguson. | Patrick H. Murray. |
| William Barr. | William Fitzgerald. | John Moran. |
| Edward Brady. | John Gaffney. | Charles G. Mickle. |
| Patrick Brady. | William Gibbons. | James Mulgrave. |
| Fremont Beaver. | Edward Hogan. | Thomas Mitchell. |
| Dunning Brown. | James Harney. | Timothy Murphy. |
| Patrick Brennan. | Patrick Hance. | Thomas Molloy. |
| Bernard E. Bentson. | Luke Hanley. | John Manly. |
| James Braddin. | Peter Huyland. | Michael Monohan. |
| Joseph Byrnes. | Peter Johnson. | James E. Moloney. |
| Patrick Broderick. | William Jordan. | Patrick Monohan. |
| George T. Cash. | Thomas Johnson. | James Murray. |
| Michael Chrystal. | Gus Johnson. | Peter Nolan. |
| Edward Cummins. | Edward Kelly. | William O'Brien. |
| Terrence Cumiskey. | Morris Kennedy. | John Paul. |
| James Clark. | Dennis Kennedy. | Joseph Ryan. |
| Charles Clark. | Thomas Kenney. | Patrick Ryan. |
| Michael Connolly. | Thomas Kiernan. | John Reeves. |
| Richard Cunningham. | Andrew Knox. | James Ryan. |
| Stephen Chism. | Thomas Lynch. | Thomas Redman. |
| Henry Crum. | Thomas Lafferty. | James Smith (No. 1). |
| John Daniels. | Patrick Lafferty. | James Smith (No. 2). |
| John Duke. | John Love. | John Stokely. |
| William Dally. | Thomas Love. | Joseph Shivan. |
| Joseph Doyle. | James McNeary. | John Smith. |
| Thomas E. Davis. | Neil McLeod. | Charles Swanson. |
| Peter J. L. Temple. | James McDonald. | James Smith (No. 3). |
| Joseph De Temple. | Peter McArdle. | Timothy F. Shine. |
| James Denny. | Matthew McDonald. | James Torney. |
| Henry Doyle. | Ronald McDonald. | Ambrose C. Tanner. |
| George Deer. | John J. McEntee. | Louis Thompson. |
| John Duffy. | James E. McGuire. | Patrick Ward. |
| Michael Dolan. | Charles McIneniy. | Patrick Whalen. |
| Peter French. | James McEneaney. | James Woods. |
| Bernard Farley. | | |

Laborers, Per Hour, 23 Cents.

| | | |
|-----------------------|-----------------------|-----------------------|
| Thomas Ahearn. | Andrew Gallagher. | Patrick Maguire. |
| William J. Armstrong. | Edwin A. Gregory, Jr. | Benjamin R. Maclanen. |
| William Baillee. | John Gibbons. | Patrick Mahoney. |
| Patrick Butler. | Robert Gerrity. | James Mallon. |
| William Barrett. | Martin Griffin. | Nicholas Murphy. |
| John Barrett. | John Horrigan. | Eugene Murphy. |
| Edward Barry. | John Harty. | John Moroney. |
| Phillip Becker. | Lucius C. Higgins. | Bartholomew Murphy. |
| James Biansfield. | Adolph Harbert. | Thomas Murphy. |
| Michael Broderick. | Patrick Hickey. | Thomas Maher. |
| Thomas E. Brady. | Hugh Higgins. | John Miller, Jr. |
| Peter Brown. | William Hutchinson. | Michael Nolan. |
| John Barr. | William Hart. | James Nolan. |
| John Bartlett. | Daniel Haggerty. | Robert Nolan. |
| John Bowen. | Bernard Igoe. | James Nulty. |
| Henry H. Barkley. | Patrick Keegan. | James O'Brien. |
| Hugh Brady. | William Kiesler. | Michael O'Connell. |
| Edward Blake. | William Kehoe. | Timothy O'Connor. |
| Dennis Caniff. | Bernard Kelly. | Edward O'Halloran. |
| Edward Cassin. | James Kennedy. | Patrick J. O'Brien. |
| Thomas C. Carroll. | James Keane (No. 1). | William Poole. |
| Jeremiah Collins. | Peter King. | Nelson Parker. |
| Thomas Coady. | James Keane (No. 2). | Patrick Quinn. |
| Patrick Coyle. | Owen Kettle. | Thomas Quinlan. |
| Charles W. Crossen. | Edward Kilmurray. | John Rode. |
| John Cuff. | Patrick Kiernan. | James Reilly (No. 1). |
| John Choynet. | James King. | James Reilly (No. 2). |
| John P. Canavan. | Thomas King. | Bernard Rolf. |
| John Curry. | Patrick Kelly. | William B. Reilly. |
| Marcus Cane. | Thomas Kelly. | John Rode. |
| Michael Carney. | William Keelson. | George Rafferty. |
| Walter Cook. | Thomas Lynch. | John Reeves. |
| Joseph Chaney. | Thomas Lafferty. | Michael Ryan. |
| Patrick Cash. | Eugene Lynch. | George Romer. |
| James Cahill. | George F. Lange. | Stewart W. Russell. |
| John Conway. | Daniel Lenahan. | Edward Robinson. |
| James W. Carson. | Barney Leonard. | Charles Rose. |
| James E. Callan. | Max Levy. | Dennis Shea. |
| Michael Connolly. | Michael Lornery. | Patrick Smith. |
| Patrick Cunningham. | Thomas Lestrangle. | Philip Stark. |
| Michael Doyle. | Hugh McCann. | E. D. Stephens. |
| John T. L. Doughy. | Edward McDonald. | Franz Sackman. |
| John Dillon. | John McEvoy. | Eugene Sullivan. |
| John Devine. | James P. McCaffrey. | Thomas Sullivan. |
| Edward S. Doran. | Hugh McGuire. | Edmund Sheridan. |
| Joseph Devlin. | John McGrath. | Peter Snedden. |
| Thomas P. Doran. | John McSorley. | William Struve. |
| John Downing. | Michael McLaughlin. | Joseph Thompson. |
| James Durnin. | William McDonald. | Henry Thomas. |
| Cornelius Donovan. | James McKeever. | Charles S. Thompson. |
| James Dunning. | John McCarthy. | Joseph Treanor. |
| Dennis G. Deery. | James McGinley. | Archibald Thompson. |
| Patrick Devine. | James McGarry. | James Van Houten. |
| James Devine. | Thomas McGuire. | Charles A. Wolf. |
| James Devlin. | William McDermott. | Richard Williams. |
| John English. | Patrick McGovern. | James A. White. |
| Michael Farrell. | Michael Magee. | John Walsh. |
| Jeremiah Fitzpatrick. | Stephen Mullins. | William Woodbridge. |
| James Fox. | Thomas Mahan. | John Whearty. |
| Richard Fox. | Dennis Meehan. | Michael Zeigler. |
| John Gilmore. | Francis Moss. | |
| William J. Garvin. | Thomas Molloy. | |

Appointments from May 1, 1888, to April 30, 1889.

| | |
|----------|---|
| 1888. | |
| May 4. | John Moran, Peter J. De Temple, Joseph Driscoll, Dock Builders. |
| " 4. | Lucius C. Higgins, John O'Brien, James Johnson, William J. Fitzpatrick, Francis Moss, Valentine Messerschmidt, James O'Brien, John Rode, Laborers. |
| " 25. | John Sullivan, Ship Carpenter. |
| " 31. | Michael Caldwell, Foreman of Masons. |
| " 31. | James Pyper, Mason. |
| June 1. | Patrick Geoghegan, James Anderson, William Porter, Foremen of Dock Builders. |
| " 1. | John Bundick, Frank Newman, Assistant Divers. |
| " 1. | George T. Cash, John Reeves, James Smith, Edward F. Anderson, Patrick McAveny, Timothy Murphy, James Byrnes, James Harney, William O'Brien, Peter Hyland, Louis Thompson, Edward Hagan, Thomas Farrell, Frederick Ackerstrom, Dock Builders. |
| " 1. | Edward Cassin, Adolph Harbert, Laborers. |
| " 8. | William T. Coggeshall, Janitor, Fifty-seventh Street Yard. |
| " 2. | George Clusholm, John O'Hanlon, John Hay, John Denny, Thomas Gilluly, William Peter French, John W. Plass, David Power, Henry Doyle, Dock Builders. |
| " 2. | Robert Russell, Assistant Diver. |
| " 15. | James Mulgrave, James Walker, Charles G. Mickle, Timothy F. Shine, James Kenny, Dennis Kennedy, Dock Builders. |
| " 15. | John Downing, Dennis Shea, Patrick Maher, Peter Johnson, Michael McKenna, James Nolan, James Blew, Hugh Higgins, Patrick Carroll, John Howland, John Cuff, William Hutchinson, Patrick Rodgers, Robert Morrissey, Patrick Smith, John Choynet, Frank Carr, Patrick Devine, Patrick Keegan, Bernard Smith, William Morrow, Peter Lynn, William Keisler, James Devlin, Arthur Andrews, John McEvoy, Bernard Maguire, Thomas O'Keefe, Bartholomew Mitchell, William Hart, John P. Canavan, Laborers. |
| " 22. | Michael Chrystal, John Paul, Frank McCormick, Joseph De Temple, James Beagin, Dock Builders. |
| " 22. | Walter Cook, Michael Higgins, John Gilmore, John Moran, William Phalen, Hugh McGuire, Frank Kenney, Michael Nolan, John Newman, Daniel Conville, Laborers. |
| " 29. | Robert Leischman, William Conway, Dock Builders. |
| " 29. | Stephen Mullins, W. J. Armstrong, Laborers. |
| July 13. | Patrick Brennan, Bernard Farley, W. H. Ellis, Terence Macauley, Bernard E. Bernston, Thomas Mitchell, Edward Kelly, Thomas Johnson, Edward Cummins, James Torney, Terence Cumisky, Francis Monaghan, James E. McGuire, John O'Hanlon, James Ryan, Dock Builders. |
| " 13. | Frank Quinn, Benjamin R. Maclanen, Laborers. |
| " 13. | Peter Gilligan, Edward Hickman, Assistant Divers. |
| " 20. | John Moran, Boatman. |
| " 20. | Thomas Lynch, Eugene Sullivan, James Braden, John Duffy, Robert Ferguson, Michael Dolan, Thomas Lafferty, Joseph Byrnes, Gus. Johnson, William McKarron, Luke Hanly, Miles Forbes, Thomas Brown, Richard Gallagher, George Deer, Dock Builders. |
| " 27. | George E. Rodgers, Hydrographer. |
| " 27. | James Wilson, Morris Kennedy, Dennis Kennedy, Dock Builders. |
| " 27. | John Reardon, Laborer. |
| Aug. 3. | Gerald S. Griffin, Peter C. Spence, Chainman. |
| " 3. | Edward S. Gutierrez, Steam Engineer. |
| " 3. | Patrick Monaghan, Patrick Broderick, Richard Knott, James McNeary, Dock Builders. |
| " 10. | William J. Brennan, Steam Engineer. |
| " 10. | John McCausland, Ship Carpenter. |
| " 10. | George H. Coffin, Deckhand, tug "Manhattan." |
| " 24. | John Barr, Daniel Haggerty No. 2, Philip Stark, Edward Lynch, Andrew Finnigan, Patrick Brennan, O. G. Dickinson, Charles A. Wolf, William Reilly, James Reilly, Thomas Denna, Robert W. Hillis, Matthew Garrigan, Edward Blake, John Bartlett, Robert Gerrity, Thomas Ahearn, Patrick Burke, James Cahill, Michael McLaughlin, John B. Dunning, James A. White, Laborers. |
| " 24. | William H. Gallagher, Stone-cutter. |
| " 24. | William Smith, Assistant Diver. |
| " 31. | G. W. Evertsen, Patrick Mahoney, Labc.ers. |
| Sept. 7. | Henry Head, Fireman Tug "Manhattan." |
| " 7. | John Horrigan, John Conway, Laborers. |
| " 14. | George F. Lange, James Keane No. 2, Robert McGee William McDonald, Laborers. |
| " 21. | Owen McCarthy, Michael O'Connell, Edward Kilmurray, Edward A. Doran, Richard Williams, Laborers. |
| " 21. | Neil McLeod, Dock Builder. |
| Oct. 12. | C. W. Staniford, Assistant Surveyor. |
| " 18. | Iver Peterson, Scowman. |
| " 18. | James McDonald, Dock Builder. |
| " 18. | Timothy O'Connor, Daniel Lenahan, John Phelan, Thomas King, P. Maloney, Laborers. |
| " 26. | William Flight, James B. Gremmel, John J. Curley, Stone-cutters. |
| " 18. | John Hogan, Dock Builder. |
| " 18. | William Carroll, Laborer. |
| Nov. 2. | George W. Carson, Laborer. |
| " 9. | John O'Brien, William Cornell, Michael Brady, Stone-cutters. |
| " 16. | William T. Coggeshall, Laborer. |
| Dec. 4. | Henry H. Barclay, Laborer. |
| " 20. | Godfrey P. Farley, Assistant Engineer. |
| " 20. | George A. Button, Bernard Rolf, Levelers. |
| " 28. | Marcellus Grant, Carpenter and Caulker. |
| 1889. | |
| Jan. 11. | Patrick Kelly, E. D. Stephens, Laborers |
| " 18. | Henry D. Stanwood, Laborer. |
| " 28. | James Keating, Laborer. |
| " 31. | Patrick Barrett, Foreman of Ship Carpenters. |
| " 31. | H. P. Jennings, Laborer. |
| Feb. 6. | Joseph P. Ryan, John Harty, James A. White, David Maxwell, James Durnin, Abram S. Quckenbush, Laborers. |
| " 15. | James J. White, Chainman. |
| " 15. | James E. Callan, Barney Leonard, Michael J. Phelan, Christopher C. Brangan, Max Levy, Philip McCormick, Franz Sackman, Cornelius Donovan, Laborers. |
| Mar. 8. | William G. Fitzgerald, Luke Hazard, Chainmen. |
| " 29. | William Doyle, Daniel Foley, Edward Blake, John McCarthy, Joseph Trainer, James Reilly No. 2, William Keelson, Eugene Sullivan, Thomas McGuire, James Van Houten, John Walsh, Laborers. |
| " 29. | Benjamin Walker, Caulker. |
| Apr. 5. | William Connolly, John O'Shaughnessy, Eugene Murphy, Michael Lowery, Laborers. |
| " 12. | F. C. Gates, Blacksmith. |
| " 12. | John T. L. Doughy, Bernard Igoe, Archibald B. Thompson, Laborers. |
| " 12. | Joseph Kyle, Thomas Floyd, Ship Carpenters. |
| " 19. | Michael McKenna, Laborer. |
| " 26. | M. McAndrews, Ship Carpenter. |
| " 26. | Patrick Cunningham, Laborer. |
| 1888. | |
| May 4. | Philip Becker, Laborer, discharged. |
| " 10. | Henry McShane, Dock Builder, resigned. |
| " 21. | Andrew J. Lundhal, Ship Carpenter, resigned. |
| June 1. | Frederick Eckerstrom, Dock Builder, discharged. |
| " 8. | John McDougal, Watchman, resigned. |
| " 14. | Alexander Bird, Laborer, resigned. |
| " 22. | Michael Broderick, Patrick Butler, Bartholomew Carr, Christopher Dalton, Joseph Heeney, Timothy McMahon, Thomas J. McCloskey, Samuel J. Morrison, Bartholomew Mitchell, Robert Morrissey, Roger McGuire, Daniel Norton, Frank Quinn, Patrick Maher, Patrick Carroll, John Howland, Patrick Rodgers, Thomas O'Keefe, William Armitage, Martin Flanagan, Patrick Kelly, George McClancy, Michael J. Hogan, Patrick McGowan, Louis F. Merlino, Alexander McLean, Michael McLaughlin, Matthew J. Coggy, Patrick Connerty, John A. Anderson, John J. Cunnion, John Haughey, Edwin S. Phillips, Patrick Devlin, Thomas Dwyer, J. J. McCabe, Henry C. McCord, Alexander McVitty, Robert Mularkey, Jeremiah Quinn, John Geoghegan, John Mahoney, James Cahill, Edwin Burke, Peter Bagley, Michael G. Scally, John Brady, James Johnson, William J. Fitzpatrick, Alexander Aikman, Laborers, discharged. |
| " 22. | Thomas A. Eddy, Michael Brady, Henry Wilson, James Byrnes, John O'Hanlon, John Hay, John W. Plass, James McAveny, Dennis Kennedy, Dock Builders, discharged. |
| " 29. | Thomas Ahearn, Laborer, discharged. |

1888.
July 13. Thomas McCarthy, Dock Builder, dropped from roll.
" 13. John J. Dawson, Laborer, discharged.
" 13. John Connors, Laborer, resigned.
Aug. 3. James Monaghan, Miles Forbes, William McKarron, Dock Builders, discharged.
" 10. John Lysaght, Ship Carpenter, resigned.
" 10. Alfred D. Tyrrell, Deck-hand, tug "Manhattan," resigned.
" 24. William Keefe, Laborer, resigned.
" 24. James Anderson, Foreman of Dock Builders, discharged.
" 24. J. DeWitt Foshay, Bernard Garvey, Doormen and Watchmen, discharged.
" 24. Stewart W. Russel, Walter Russell, Patrick Sheahan, Laborers, discharged.
" 24. John Conroy, Caulker, appointment revoked.
" 24. Matthew Keefe, Laborer, dropped from roll.
" 30. George H. Laughlin, Jr., Engrossing Clerk, resigned.
" 31. Robert Leischman, William Conway, George Christolm, Dock Builders, discharged.
Sept. 6. William G. Fenwick, Fireman, tug "Manhattan," resigned.
" 7. John Newman, Laborer, appointment rescinded.
" 14. G. W. Everts, Laborer, resigned.
" 21. James Wilson, Dock Builder, resigned.
" 21. John Cullen, Laborer, discharged.
" 21. James Beagen, Dock Builder, discharged.
" 21. William Phalen, Daniel Conville, Laborers, discharged.
" 21. Matthew Garrigan, Laborer, dropped from roll.
" 28. Charles Williams, Scowman, resigned.
" 28. Patrick Gibbons, Dock Builder, discharged.
Oct. 25. James Walker, W. H. Ellis, Dock Builders, resigned.
" 26. Charles Sollen, Deck-hand, tug "Manhattan," discharged.
Nov. 1. John O'Hanlon, Dock Builder, resigned.
" 15. Lawrence Kelly, Laborer, resigned.
" 16. William H. Gallagher, William Flight, James B. Gremmel, Stone-cutters, discharged.
" 16. John Sullivan, Ship Carpenter, discharged.
" 16. Richard Knott, Thomas Brown, Terence Macauley, Dock Builders, discharged.
" 16. Patrick Burke, O. G. Dickinson, Robert McGee, John Phelan, William Carroll, Laborers, discharged.
" 16. William T. Coggeshall, Janitor, appointment revoked.
" 28. Charles Hennessey, Joseph Driscoll, Dock Builders, resigned.
" 28. Alfred U. Jacobs, Clerk, died.
Dec. 6. Arthur Andrews, Laborer, dropped from roll.
" 13. Edgar B. Gosling, Assistant Engineer, resigned.
" 13. Thomas Farrell, Dock Builder, resigned.
" 20. Alonzo Davis, Dock Carpenter, died.
" 28. Marcellus Grant, Foreman of Carpenters, resigned.
1889.
Jan. 11. Patrick Lestrangle, Laborer, discharged.
" 11. Patrick McNary, Watchman, discharged.
" 18. Frank Newman, William Smith, Assistant Divers, discharged.
" 18. William Porter, Foreman of Dock Builders, discharged.
" 18. Thomas Thomas, Christopher Welsh, Richard Gallagher, Dock Builders, discharged.
" 18. Edward J. Kenny, Steam Engineer, discharged.
" 18. Michael Brady, Laughlin Harty, John O'Brien, William Harrison, William Connell, Joseph Jacques, James Pyper, Masons and Stone-cutters, discharged.
" 18. Edward Blake, James Blew, Patrick Coate, Frank Carr, William Doyle, Thomas Denna, Robert W. Hillis, James Harty, Andrew Finnegan, Michael Higgins, Owen McCarthy, Michael McKenna, Valentine Messerschmidt, William Morrow, James A. White, Laborers, discharged.
Feb. 15. John Callan, Dock Master, died.
" 15. Francis Quinn, Laborer, discharged.
" 21. Hugh Byrne, Watchman, resigned.
" 28. Michael Carney, Thomas Winters, Thomas Kearney, Frank Wheeler, Laborers, discharged.
Mar. 7. John B. Dunning, Laborer, resigned.

1889.
Mar. 7. H. B. Jennings, Laborer, died.
" 8. William Mitchell, Bernard Smith, Peter Johnson, John Reardon, Michael Phelan, Joseph McDonald, Bernard Igoe, Patrick H. Maloney, John Jones, Christopher Brangan, Patrick Brennan, John O'Brien, Laborers, discharged.
" 14. Marcellus Grant, Carpenter and Caulker, died.
" 29. Frank Kenny, Bernard McGuire, David Maxwell, John Newman, Daniel Haggerty, Not No. 2, Frank Quinn, Laborers, discharged.
Apr. 26. Hugh J. Daly, Inspector of Pier Building, resigned.

1888. Compensation Fixed as Follows:
June 20. Bernard Rolf, Chairman, \$15 per week.
Oct. 26. William J. Trimble, Clerk, \$83.33 per month.
Dec. 17. Charles Miller, Jr., Recording Clerk, \$150 per month.
" 20. Edward Gottschall, Searcher of Water Grants, \$150 per month.
1889.
Jan. 11. W. W. Maclay, Superintendent of Section, \$225 per month.
" 11. David F. McCarthy, Superintendent of Repairs, \$200 per month.
" 11. Frederick P. Thompson, Surveyor, \$200 per month.
" 11. A. McC. Parker, Assistant Engineer, \$160 per month.
" 11. Robert M. Kid, Draughtsman, \$125 per month.
" 11. John A. Duntze, Draughtsman, \$125 per month.
" 11. Louis S. Kellogg, Clerk, \$125 per month.
Mar. 29. Webster H. Glen, Stenographer and Type-writer, \$90 per month.

1888. Official Designation.
June 1. Patrick Geoghagen, James Anderson, William Porter, Dock Builders, promoted to Foremen of Dock Builders.
" 1. George T. Cash, John Reeves, Laborers, promoted to Dock Builders.
July 20. John Moran, Laborer, promoted to Boatman.
1889.
Feb. 15. James J. White, Boatman, promoted to Chairman.

SECOND.—GENERAL DUTIES.

The duties which are imposed under existing statutes upon this Department, and which the Board is empowered to perform are numerous and varied, being partly legislative and partly executive, and relate to the general management and supervision of the entire water-front of the city, both that portion which is owned by the City and that which is owned or claimed to be owned by private individuals, in accordance with the provisions of section 711 of the New York City Consolidation Act of 1882, which provides that the Department of Docks shall have exclusive charge and control of all the wharf property belonging to the Corporation of the City of New York, and the exclusive government and regulation of all wharves, piers, bulkheads, etc., in said city, not owned by the corporation, subject in certain particulars to the control of the Commissioners of the Sinking Fund of the City of New York. The Board of this Department is also authorized by the statute to adopt rules and regulations necessary for the exercise of its powers and duties, including the setting aside of certain portions of the water-front for the use of the special kinds of commerce as it may deem proper for the promotion of business interests. To the Board also are referred all plans relating to sheds, structures and erections of every kind along the water-front, and its approval must be obtained before such structures can be erected and maintained. It is also authorized by law to carry out what is known as the "New Plan" of improvement, subject to adoption by the Commissioners of the Sinking Fund, in whom authority is vested to make such changes and modifications as may be necessary from time to time.

THIRD.

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

I.—ORDERS AND RULES ADOPTED BY THE BOARD.

No changes have been made in the rules or regulations during the year.

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

| No. | DESCRIPTION OF CONTRACT. | CONTRACTOR. | CONTRACT PRICE. | DATE OF AWARD. | DATE OF CONTRACT. | DATE OF EXPIRATION. |
|-----|--|--|---|----------------|-------------------|--|
| 273 | Building Pier, new 36, and approach on site of Pier 45, E. R., and for repairing the crib-bulkhead. | Joseph B. Sanford. | Class 1: Repairing crib-bulkhead, \$1,185; Class 2: \$26,600. | May 10, 1888 | May 17, 1888 | September 17, 1888, or within specified time thereafter. |
| 274 | Repairing the crib-bulkhead and pier at West Eleventh street, and repairing crib-bulkhead alongside south side West Eleventh street, N. R. | John Gillies. | Class 1: Repairs to bulkhead, \$9,184; Class 2: Repairs to pier, \$8,216. | May 17, 1888 | May 22, 1888 | August 31, 1888. |
| 275 | Dredging at Pier, new 43, N. R., and at pier foot of West Fifty-fifth street, N. R. | Union Dredging Co. | 20 cents per cubic yard. | May 31, 1888 | June 5, 1888 | July 2, 1888. |
| 276 | Building crib-bulkhead from Seventy-fifth to Seventy-seventh street, N. R. | John W. Flaherty. | Class 1: Dredging 25 cents per cubic yard; Class 2: Building crib-bulkhead, \$37,247. | June 20, 1888 | June 26, 1888 | November 7, 1888. |
| 277 | Building crib-bulkhead at East One Hundred and Nineteenth street, H. R. | John W. Flaherty. | Class 1: Bulkhead complete, \$2,595; Class 2: Rip-rap 75 cents per cubic yard. | June 20, 1888 | June 26, 1888 | September 3, 1888, or within specified time thereafter. |
| 278 | Dredging at Pier 61, E. R. | Bids rejected. | No award. | | | |
| 279 | Building pier at foot of West Twelfth street, N. R. | Moses Engle. | Class 1: Dredging, 20 cents per cubic yard; Class 2: Pier, etc., \$9,990. | Sept. 6, 1888 | Sept. 6, 1888 | September 17, 1888. |
| 280 | Building pier at the foot of East One Hundred and Nineteenth street, H. R. | William H. Jenks. | \$6,891 00 | Sept. 20, 1888 | Sept. 28, 1888 | January 15, 1889. |
| 281 | Building pier and crib-bulkhead at the foot of East Thirty-eighth street, E. R. | Joseph Walsh. | Class 1: Dredging around cribs, 40 cents per cubic yard; Class 2: Crib-dredging, \$1.28 per cubic yard; Class 3: Excavation for new crib-work, \$3,000; Class 4: Pier, \$17,437; Class 5: Rip-rap 137, 70 cents per cubic yard. | Oct. 15, 1888 | Oct. 22, 1888 | February 28, 1889. |
| 282 | Dredging at Pier 18, E. R. | Union Dredging Co. | 20 cents per cubic yard. | Oct. 1, 1888 | Oct. 8, 1888 | October 25, 1888. |
| 283 | Repairing outer end of pier at West Forty-sixth street, N. R. | Richard Cronin. | \$1,640 00 | Oct. 8, 1888 | Oct. 16, 1888 | December 21, 1888. |
| 284 | Dredging between Perry and West Eleventh streets, N. R. | Not yet advertised. | | | | |
| 285 | Building Pier, new 63, N. R. | Ranald Gillies. | \$42,850 00 | Oct. 24, 1888 | Oct. 27, 1888 | April 5, 1889, or within specified time thereafter. |
| 286 | Building dumping-board on pier at foot of West Forty-seventh street, N. R. | Richard Cronin. | 4,885 00 | Dec. 4, 1888 | Dec. 11, 1888 | February 13, 1889, or within specified time thereafter. |
| 287 | Repairing Pier 2, E. R. | O'Connell & Coffey. | 9,900 00 | Jan. 18, 1889 | Jan. 23, 1889 | April 15, 1889. |
| 288 | Dredging at sundry places on East river. | Union Dredging Co. | Class 1: 70 cents per cubic yard; Class 2: 20 cents per cubic yard. | Dec. 27, 1888 | | |
| 289 | Building dumping-board foot of East Seventieth street, E. R. | Barth. S. Cronin. | \$3,700 00 | Dec. 27, 1888 | Jan. 7, 1889 | April 15, 1889. |
| 290 | Repairing crib-bulkhead and pier, and dredging at foot of West Eighteenth street, N. R. | Barth. S. Cronin. | Class 1: Dredging, 20 cents per cubic yard; Class 2: Repairing pier, etc., \$17,890. | Jan. 4, 1889 | Jan. 8, 1889 | April 30, 1889. |
| 291 | Building crib-bulkheads and appurtenances at the foot of Lincoln avenue. | John W. Flaherty. | Class 1: Dredging, 20 cents per cubic yard; Class 2: Bulkhead complete, \$9,690; Class 3: Rip-rap, 60 cents per cubic yard. | Jan. 10, 1889 | Jan. 18, 1889 | April 30, 1889, or within specified time thereafter. |
| 292 | Repairing the outer end of Pier, new 43, N. R. | Thomas Hayden, assigned to W. H. Morton. | \$5,443 00 | Jan. 22, 1889 | Jan. 26, 1889 | March 6, 1889. |
| 293 | Building Pier, new 6, E. R. | John W. Flaherty. | Class 1: For pier and approach, complete, \$23,477; Class 2: Dredging, 58 cents per cubic yard. | Feb. 1, 1889 | Feb. 7, 1889 | June 17, 1889. |

| No. | DESCRIPTION OF CONTRACT. | CONTRACTOR. | CONTRACT PRICE. | DATE OF AWARD. | DATE OF CONTRACT. | DATE OF EXPIRATION. |
|-----|---|----------------------|--|----------------|-------------------|---|
| 294 | Dredging at Pier 48, E. R..... | Union Dredging Co.. | 20 cents per cubic yard.. | Feb. 1, 1889 | Feb. 7, 1889 | March 1, 1889. |
| 295 | Dredging at Pier, new 57, N. R..... | Union Dredging Co.. | 20 cents per cubic yard.. | Feb. 19, 1889 | Feb. 21, 1889 | April 15, 1889. |
| 296 | Repairing crib-bulkhead at the foot of East Fifty-third street, E. R..... | Barth S. Cronin..... | \$2,440 00 | Feb. 21, 1889 | Mar. 6, 1889 | May 15, 1889, or within specified time thereafter. |
| 297 | Furnishing sawed yellow pine..... | Joseph W. Duryee.... | \$23.75 per M..... | Mar. 13, 1889 | Mar. 16, 1889 | September 2, 1889. |
| 298 | Furnishing granite for bulkhead wall..... | John Pierce..... | Class 1: Headers and stretchers, 99 cents per cubic yard; Class 2: coping stones, \$1.24 per cubic yard..... | Mar. 26, 1889 | Apr. 1, 1889 | November 1, 1889. |
| 299 | Building dumping-board at East Thirty-eighth street, E. R..... | R. P. Staats..... | \$2,545 00 | Apr. 25, 1889 | May 2, 1889 | July 1, 1889, or within specified time thereafter. |
| 300 | Dredging from West Seventy-seventh street to West Eightieth street, N. R..... | No bids received.... | | | | |
| 301 | Building Pier 61, E. R..... | John Gillies..... | \$7,448 00 | Apr. 19, 1889 | Apr. 25, 1889 | September 2, 1889, or within specified time thereafter. |

III.—REVENUE.

The total revenues of the Department which have accrued within the year amount to \$1,418,440.62, not including \$309,579.75 collected by the Finance Department for rent of ferries, etc., which properly constitutes a part of the revenue of the water-front.

IV.—LEASES MADE BY THE BOARD.

All leases made during the year by the Board of wharf property owned by the Corporation, including land under water, are contained in the rent-roll accompanying this report; the amount of rental; to whom and for what property each of said leases was respectively made and the time when the same will expire, including an enumeration of the leases in force on the 30th of April, 1889, and also those in force on the 1st of May, 1889.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1889.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1889.

| DOCK AND SLIP RENT. | |
|--|----------------|
| I.—REVENUE: | |
| Amount of rents accrued and wharfage collected during the year ending April 30, 1889, to wit: | |
| 1. To lessees of corporation wharf property..... | \$1,202,632 56 |
| 2. To occupants of land under water, the property of the corporation, covered by wharf improvements erected by permission of the Department.... | 130,028 63 |
| 3. Amount of wharfages collected within the year from unleased corporation wharf property..... | 85,779 43 |
| | \$1,418,440 62 |
| II.—DISTRIBUTION: | |
| Cash— | |
| Amount of moneys deposited with the Chamberlain prior to May 1, 1888, being in payment, in advance, of rents accruing therefor..... | |
| 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..... | \$21,793 75 |
| | 1,403,902 58 |
| | \$1,425,696 33 |
| Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit: | |
| Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1889, or subsequently, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or in default to become forfeited..... | |
| Proceeds of sales of old material..... | \$4,662 50 |
| Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1888..... | 3,123 54 |
| | 221 75 |
| | 8,007 79 |
| 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)..... | |
| Claims for unpaid rents during the year, placed in the hands of the Counsel to the Corporation for collection..... | \$1,417,688 54 |
| | 752 08 |
| | \$1,418,440 62 |

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, 1889.....

DOCK FUND.

| | |
|---|----------------|
| I.—RECEIPTS: | |
| 1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1888, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1889..... | |
| 2. Amount of proceeds of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund, July 5, 1885, under requisition of this Department, by resolution, June 25, 1885, upon the Commissioners of the Sinking Fund for Dock Bonds to the amount of \$2,000,000, confirmed and ratified by them September 17, 1886, and under requisition of this Department, by resolution, July 26, 1888, upon the Commissioners of the Sinking Fund for Dock Bonds to the amount of \$2,000,000, confirmed and ratified by them, August 8, 1888, upon the Comptroller to issue said amount of bonds, which latter issued..... | \$209,077 20 |
| Premium on \$1,000,000 Bonds sold by Comptroller..... | 1,100,000 00 |
| | 78,800 00 |
| 3. Amount of moneys received in and during the year, and deposited with the Chamberlain for the uses and purposes of the Department; being reimbursements for the costs of repairs to wharf properties not owned by the Corporation, and for the use of the Department appliances and dumping-grounds, furnishing maps and tracings, etc..... | 25,664 79 |
| | \$1,413,541 99 |
| II.—EXPENDITURE: | |
| Amount of bills and claims audited in and during the year ending April 30, 1888, 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..... | \$743,080 07 |
| As per Schedule C: | |
| Salaries of the Commissioners..... | 8,614 52 |
| Salaries of the Construction force..... | 58,758 73 |
| Pay-rolls of Surveyor's force—Captains engineers crews and watchmen on floating property, dock builders, laborers, blacksmiths, carpenters and masons, etc., on Construction force..... | 198,797 94 |
| | \$1,009,251 26 |
| 2. For General Repairs— | |
| For bills and claims audited as per Schedule D..... | \$93,420 50 |
| As per Schedule E: | |
| Pay-rolls of dock-builders, watchmen, carpenters, inspectors and engineers on General Repairs force..... | 62,159 80 |
| | 155,620 30 |
| 3. For Annual Expense— | |
| For bills and claims audited as per Schedule F..... | \$39,247 76 |
| As per Schedule G: | |
| Salaries of officers and appointees..... | 8,064 44 |
| | 47,312 20 |
| 4. For Acquired Property— | |
| For bills and claims audited as per Schedule H..... | 6,300 00 |
| | 1,218,483 76 |

III.—BALANCE:

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1889, for use of this Department.....

NEW YORK, April 30, 1889.

Respectfully submitted to the Board,
FRANCIS E. MOON, 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, 1889.

| DR. | CR. |
|---|---|
| To deposits of money with the Chamberlain..... | By balance, April 30, 1888, as per report for the year ending that date..... |
| To bills and claims audited for materials and supplies furnished and for services rendered, to wit: | By Dock and Slip rent..... |
| On Construction account..... | By requisition for Dock Bonds..... |
| On General Repairs account..... | By premium on \$1,000,000 Dock Bonds... |
| On Annual Expense account..... | By rent advances..... |
| To wharfage charged off on Dry Dock... | By reimbursement for repairs to private wharves, and for use of Department plant..... |
| To depreciation in Floating Plant..... | By sales of maps, etc..... |
| To compromise rent of bulkhead foot of East Forty-fifth street, East river.... | By sale of dump tickets..... |
| To compromise rent of bulkhead between Piers, new 35 and new 36, North river..... | By moneys credited to Dock Fund..... |
| Balance carried forward..... | By sale of old material..... |
| | Fines and penalties..... |
| | |

NEW YORK, April 30, 1889.

By balance, April 30, 1889.....

EDWIN A. POST,
JAMES MATTHEWS,
CHARLES A. SILLIMAN, } Commissioners,
composing the
Board of Docks.

| DR. | CR. |
|--|---|
| Contingent Fund..... | The Mayor, Aldermen and Commonalty of the City of New York..... |
| Judgments (as per Schedule J)..... | Rents paid in advance of May 1, 1889.... |
| Sundry Debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule I)..... | |
| Dock Fund..... | |
| Floating plant (as per Schedule L)..... | |
| Acquired real property..... | |
| | |

SCHEDULE A.

LEDGER BALANCES APRIL 30, 1889.

| DR. | FOL. | CR. |
|----------------|------|---|
| | 90 | Sales of maps..... |
| \$155,620 30 | 60 | General repairs..... |
| 47,312 20 | 2 | Annual expenses..... |
| 1,000 00 | 18 | Contingent fund..... |
| 94,576 54 | 440 | Unpaid rents in hands of Counsel to the Corporation..... |
| 169,393 44 | 34 | Dock fund..... |
| | 30 | Dock and Slip rent..... |
| | 84 | The Mayor, Aldermen and Commonalty of the City of New York..... |
| | 76 | Repairs for private owners, etc..... |
| 613,627 85 | 1 | Acquired property..... |
| | 38 | Dump tickets..... |
| | 70 | Judgments recovered..... |
| | 50 | Floating plant..... |
| 1,429,567 37 | 80 | William M. Ivins, Chamberlain..... |
| 1,009,251 26 | 14 | Construction account..... |
| | 92 | Sales of old material..... |
| | 19 | Rent advances..... |
| | 48 | Fines and penalties..... |
| \$3,812,401 42 | | |

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Contracts for Building Piers and Furnishing Granite.

| | |
|--|------------|
| Patrick Keenan & Peter Neery, assignees..... | \$4,331 95 |
| Joseph B. Sanford..... | 28,100 46 |
| O'Connell & Coffey..... | 17,839 20 |
| Ranald Gillies..... | 67,659 91 |
| P. Sanford Ross..... | 21,285 73 |
| John Gillies..... | 29,567 02 |

| | |
|---------------------------|-------------|
| Joseph H. Colfrade..... | \$30,700 00 |
| Duncan A. Gillies..... | 29,909 00 |
| Moses Engle..... | 11,745 60 |
| J. Goss, Jr..... | 17,722 78 |
| Richard Cronin..... | 76,135 00 |
| Barth. S. Cronin..... | 3,700 00 |
| Joseph Walsh..... | 19,011 58 |
| John W. Flaherty..... | 67,761 78 |
| William H. Jenks..... | 6,891 00 |
| R. P. & J. H. Staats..... | 1,950 00 |

Dredging.

| | |
|--------------------------------------|--------------|
| Union Dredging Co..... | \$117,151 60 |
| Chapman Derrick and Wrecking Co..... | 4,595 00 |
| John F. Baxter..... | 595 00 |

Cement.

| | |
|------------------------|------------|
| Howard Fleming..... | \$2,201 92 |
| James Brand..... | 10,352 50 |
| E. Thiele..... | 2,275 44 |
| Marcial & Co..... | 1,124 97 |
| E. W. Fisher & Co..... | 2,400 63 |

Lumber and Piles.

| | |
|----------------------------------|------------|
| Bell Bros..... | \$2,800 26 |
| A. T. Decker & Co..... | 1,095 23 |
| Dexter Hunter..... | 33,754 85 |
| Alfred J. Murray..... | 23,120 09 |
| John Gillies..... | 9,081 00 |
| Dunbar Lumber Co..... | 172 48 |
| John J. Goodrich..... | 6,945 00 |
| Hilton Timber and Lumber Co..... | 463 98 |
| Charles L. Bucki & Co..... | 272 56 |
| Joseph W. Duryee..... | 3,815 00 |
| Cooney, Eckstein & Co..... | 1,814 93 |

Broken Stone, Cobble, Rip-rap and Sand.

| | |
|--|-------------|
| Brown & Fleming..... | \$23,893 16 |
| John A. Bouker..... | 19,406 28 |
| Hudson River Broken Stone and Supply Co..... | 840 00 |

Coal for Tug, Pile-drivers, etc.

| | |
|-------------------------|------------|
| Ward & Olyphant..... | \$3,782 20 |
| David Duncan & Son..... | 1,432 93 |

General Expenses, including Stationery, Insurance, Paving, Plumbing, Towing, Spikes, Iron, Boilers, Tools and Maintenance of Floating Plant and Department Yards, etc.

| | |
|--|------------|
| Martin B. Brown..... | \$1,930 60 |
| Hodgman Rubber Co..... | 869 28 |
| Patterson Bros..... | 1,568 06 |
| Abendroth and Root Manufacturing Co..... | 110 32 |
| Metropolitan Telephone and Telegraph Co..... | 416 81 |
| Thomas C. Townsend..... | 21 42 |
| Clark & Wilkins..... | 9 00 |
| Gaskell, Greenlie & Co..... | 2,150 75 |
| R. J. Dean & Co..... | 37 50 |
| Garrett E. Green..... | 145 56 |
| Composite Iron Works..... | 10 20 |
| Theo. Smith & Bro..... | 576 28 |
| Buffalo Door and Sash Co..... | 45 13 |
| C. B. Hewitt & Bro..... | 110 21 |
| R. D. Alliger..... | 99 00 |
| Neuchatel Asphalt Co..... | 549 00 |
| James F. Dolan..... | 622 00 |
| Hastings Card Co..... | 18 54 |
| George P. Van Emburg..... | 51 70 |
| Allen & Stevens..... | 251 60 |
| Schafer & Bredenberg..... | 3 00 |
| Louis A. Hornum..... | 75 00 |
| J. W. Mason & Co..... | 81 58 |
| C. & R. Poillon..... | 256 57 |
| Clark & Low Machine Co..... | 16 00 |
| Michael Murray..... | 22 75 |
| Samuel A. Suydam..... | 74 95 |
| R. Hoe & Co..... | 101 72 |
| John M. Rice..... | 375 00 |
| Peter Timmes Son..... | 1,197 55 |
| Victor Vierow..... | 662 50 |
| Stern Bros..... | 10 20 |
| George F. Doak..... | 730 80 |
| John Robinson..... | 5 90 |
| Home Insurance Co..... | 212 50 |
| Lidgerwood Manufacturing Co..... | 1,385 00 |
| H. A. Rogers..... | 2,176 45 |
| Pioneer Iron Works..... | 560 54 |
| A. T. Sewell & Son..... | 10 00 |
| Jordan L. Mott Iron Works..... | 384 63 |
| Hugh Nesbitt..... | 207 90 |
| Gas Engine and Power Co..... | 800 00 |
| Brooklyn Saw Mill Co..... | 770 92 |
| John Spence..... | 4 00 |
| Fairbanks & Co..... | 570 60 |
| G. W. Rader & Co..... | 11 00 |
| George Karr & Co..... | 569 57 |
| J. F. Rogers..... | 10 00 |
| John S. Urquhart..... | 5 00 |
| Central Ice Co..... | 9 36 |
| J. H. Havens & Son..... | 20 71 |
| William Walls Sons..... | 239 79 |
| Pierson & Co..... | 111 55 |
| Ruhle Bros. (William R. Cock, agent)..... | 150 00 |
| John F. Walsh..... | 118 50 |
| Consolidated Gas Co..... | 178 74 |
| McLoughlin & Loyd..... | 16 90 |
| George Walker & Co..... | 33 98 |
| W. B. Ferguson & Son..... | 674 75 |
| The U. S. Illuminating Co..... | 365 25 |
| The Ashcroft Manufacturing Co..... | 5 00 |
| Stephen Roberts..... | 70 00 |
| R. Dudgeon..... | 40 40 |
| John Merry & Co..... | 29 07 |
| Popham & Co..... | 60 00 |
| Stackpole & Bro..... | 521 00 |
| Commonwealth Ice Co..... | 88 25 |
| Ross & Sanford..... | 225 00 |
| Adolph Starke..... | 482 00 |
| William H. Wells & Co..... | 63 00 |
| Hoyt Paper Tube Co..... | 19 00 |
| H. & H. Murray..... | 10 50 |
| Home of Industry..... | 46 00 |
| N. W. Godfrey..... | 218 00 |
| James T. Wright..... | 3 30 |
| Robert M. Gilmour..... | 5 00 |
| Frederick W. Beatty..... | 151 80 |
| The General Copying Apparatus Co..... | 15 00 |
| A. B. Johnson & Co..... | 125 37 |
| Wyckoff, Seamen & Benedict..... | 112 50 |

| | |
|--|----------|
| William Brown..... | \$116 80 |
| A. Schrader..... | 139 29 |
| Beneke Bros..... | 36 00 |
| William M. Tebo..... | 950 00 |
| New York Coal Tar and Chemical Co..... | 358 08 |
| J. S. Barron & Co..... | 673 82 |
| F. W. Devoe & Co..... | 530 67 |
| New York Roofing Co..... | 28 70 |
| Fernoline Chemical Co..... | 60 60 |
| William H. Clark..... | 684 61 |
| H. Norman Barbour..... | 106 65 |
| E. B. Walters..... | 860 25 |
| Corn Exchange Bag Co..... | 996 00 |
| McNab & Harlin Manufacturing Co..... | 56 63 |
| Alexander Pollock..... | 3,033 04 |
| James Matthews..... | 1,615 75 |
| Pratt Manufacturing Co..... | 40 25 |

\$35,381 45

\$743,080 07

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.

| | |
|--------------------------|------------|
| Edwin A. Post..... | \$2,830 65 |
| Lucius J. N. Stark..... | 1,550 00 |
| James Matthews..... | 3,000 00 |
| Charles H. Marshall..... | 169 35 |
| Charles A. Silliman..... | 1,664 52 |

8,614 52

Construction Force.

| | |
|-------------------------------|------------|
| G. S. Greene, Jr..... | \$6,000 00 |
| Willard A. Nichols..... | 3,000 00 |
| William W. Maclay..... | 2,549 97 |
| Winfield S. Lasher..... | 2,000 00 |
| Edward C. Reynolds..... | 2,000 00 |
| David F. McCarthy..... | 2,099 94 |
| John H. Corley..... | 1,500 00 |
| John A. Duntze..... | 1,275 00 |
| Robert M. Kidd..... | 1,365 00 |
| Alexander M. Goge..... | 994 44 |
| Nicholas J. Vander Weyde..... | 1,000 00 |
| William S. White..... | 1,200 00 |
| Edgar B. Gosling..... | 732 26 |
| Andrew Mc. C. Parker..... | 1,605 00 |
| Frederick P. Thompson..... | 2,099 94 |
| J. Frank Johnson..... | 1,200 00 |
| Hiram C. Calkins..... | 1,200 00 |
| Irving K. Taylor..... | 1,116 13 |
| Allen N. Spooner..... | 1,196 67 |
| Randolph Gardinere..... | 900 00 |
| Edward Gottschall..... | 1,600 00 |
| Robert M. Sterritt..... | 1,200 00 |
| Patrick White..... | 1,200 00 |
| Henry C. Freeman..... | 1,800 00 |
| Frederick Lange..... | 1,500 00 |
| Alfred U. Jacobs..... | 803 40 |
| Patrick H. McCullough..... | 1,190 10 |
| George E. Rogers..... | 900 00 |
| Reinhardt Myhre..... | 330 65 |
| Godfrey P. Farley..... | 400 00 |
| George A. Button..... | 320 00 |
| Bernhard Rolf..... | 320 00 |
| Luther C. Sheldon..... | 508 06 |
| Henry Head..... | 440 00 |
| C. W. Staniford..... | 814 52 |
| Frank P. Rush..... | 967 12 |
| Berthold Sommer..... | 999 96 |
| Effingham V. Smith..... | 999 96 |
| David H. Lane..... | 999 96 |
| John W. Ingalls..... | 1,000 00 |
| William J. Trimble..... | 947 98 |
| Marcus Cane..... | 405 55 |
| Charles A. Martin..... | 1,500 00 |
| John C. Wood..... | 1,200 00 |
| George H. Coffin..... | 430 65 |
| William C. Fenwick..... | 242 00 |
| Charles Sollen..... | 254 83 |
| William G. Johnson..... | 999 96 |
| Matthew S. Gregory..... | 198 05 |
| Alfred D. Tyrell..... | 153 23 |

58,758 73

Surveying Force, Captains, Engineers, Crews and Watchmen on Floating Property, Dock Builders, Laborers, Blacksmiths, Carpenters and Masons on the Construction Force.

24 half-monthly rolls, from May 1, 1888, to April 30, 1889.....

198,797 94

\$1,009,251 26

SCHEDULE D.

BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS ACCOUNT.

Contracts for Repairing Piers and Dredging.

| | |
|-----------------------------|-------------|
| Union Dredging Co..... | \$28,698 85 |
| Richard Cronin..... | 2,760 00 |
| Barth. S. Cronin..... | 6,518 35 |
| Joseph Walsh..... | 3,000 00 |
| Joseph B. Sanford..... | 1,070 89 |
| O'Connell & Coffey..... | 3,404 66 |
| Robert L. Darragh & Co..... | 7,600 00 |
| Duncan A. Gillies..... | 1,950 00 |
| John Gillies..... | 17,400 00 |

\$72,402 75

Dredging.

| | |
|------------------------|-----------|
| Union Dredging Co..... | 10,667 50 |
|------------------------|-----------|

Lumber and Piles.

| | |
|-----------------------|------------|
| Bell Brothers..... | \$4,078 66 |
| Dexter Hunter..... | 930 13 |
| Alfred J. Murray..... | 939 57 |
| Joseph W. Duryee..... | 190 73 |
| John Gillies..... | 225 00 |

6,364 09

General Expenses, including Printing, Advertising, Testing Iron, Paints, Oils, Iron, Spikes and Petty Expenses.

| | |
|---------------------------|----------|
| Composite Iron Works..... | \$172 25 |
| Patterson Brothers..... | 35 85 |
| Thomas C. Townsend..... | 40 00 |
| R. D. Alliger..... | 742 50 |
| Allen & Stevens..... | 8 71 |
| John F. Baxter..... | 380 00 |
| Clark & Wilkins..... | 18 00 |
| Samuel A. Suydam..... | 79 00 |
| George F. Doak..... | 234 04 |
| H. & H. Murray..... | 10 50 |
| O'Brien & Clark..... | 180 00 |

| | |
|-------------------------------|-------------|
| N. Y. Coal Tar & Chemical Co. | \$134 40 |
| Isaac Hall's Sons. | 98 46 |
| Martin B. Brown. | 1,086 75 |
| H. A. Rogers. | 17 60 |
| Jordan L. Mott Iron Works. | 24 30 |
| Hugh Nesbitt. | 474 00 |
| Fairbanks & Co. | 45 25 |
| James Buckley. | 30 00 |
| George Kaar & Co. | 24 00 |
| F. H. Evans. | 6 60 |
| Tobias New. | 62 17 |
| John Merry & Co. | 81 78 |
| | \$3,986 16 |
| | \$93,420 50 |

SCHEDULE E.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

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

| | |
|---|--------------|
| 24 half-monthly rolls, from May 1, 1888, to April 30, 1889. | 62,199 80 |
| | \$155,620 30 |

SCHEDULE F.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Stationery, Printing, Fire Insurance and Contingent Expenses.

| | |
|---|------------|
| John O'Hara. | \$50 00 |
| Consolidated Gas Co. | 85 12 |
| J. S. Barron & Co. | 44 30 |
| Rand, McNally & Co. | 19 80 |
| Martin B. Brown. | 6,065 29 |
| Nathan Lane's Sons. | 106 43 |
| Miss E. D. Beniger and Miss A. M. Hanson. | 300 00 |
| David Duncan & Son. | 180 60 |
| Ward & Olyphant. | 295 63 |
| New York "Herald". | 108 00 |
| James Matthews. | 809 27 |
| | \$8,064 44 |

SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

| | |
|--|------------|
| Claims for wharf property purchased during the year. | \$6,300 00 |
|--|------------|

SCHEDULE H.

Salaries Audited on Annual Expense Account.

| | |
|-------------------------|-------------|
| Gouverneur Kemble. | \$3,000 00 |
| Francis E. Moon. | 2,199 96 |
| James Weir. | 2,000 00 |
| John H. Matthews. | 1,833 33 |
| Charles Miller, Jr. | 1,666 64 |
| George H. Laughlin, Jr. | 500 00 |
| Louis S. Kellogg. | 1,424 94 |
| Patrick J. Brady. | 1,800 00 |
| Patrick Curley. | 1,800 00 |
| Charles B. Husted. | 1,800 00 |
| Joseph B. Erwin. | 1,800 00 |
| Charles H. Thompson. | 1,800 00 |
| John J. Ryan. | 1,800 00 |
| Edward Abeel. | 1,800 00 |
| Charles Hutchinson. | 1,800 00 |
| Charles H. Pendergast. | 1,800 00 |
| John Callan. | 1,408 93 |
| David W. Bogert. | 1,800 00 |
| Max Drucker. | 1,200 00 |
| Mary Dowling. | 474 50 |
| Catharine Lyons. | 474 50 |
| J. de Witt Foshay. | 246 00 |
| Bernard Garvey. | 246 00 |
| Michael Magee. | 708 00 |
| George A. Dearborn. | 1,800 00 |
| Charles J. Farley. | 1,200 00 |
| Webster H. Gilon. | 864 96 |
| | \$39,247 76 |
| | \$47,312 20 |

SCHEDULE I.

WHARFAGE FROM UNLEASED WHARVES FOR THE YEAR ENDING APRIL 30, 1889.

| On North River. | | Received this Year. |
|---|--|---------------------|
| Bulkhead between Piers, old 20 and 21. | | \$48 00 |
| Bulkhead between Piers, new 21 and old 33. | | 20 00 |
| New-made ground between Piers, new 20 and new 21. | | 495 00 |
| Pier, old 35. | | 48 23 |
| Bulkhead between Piers, old 34 and old 35. | | 2 64 |
| " " 41 " 42. | | 662 90 |
| Pier, old 42. | | 5,803 29 |
| Bulkhead between Piers, new 35 and new 36. | | 458 93 |
| " " 36 " 37. | | 899 00 |
| " " 37 " 38. | | 306 77 |
| " " 38 " 39. | | 625 14 |
| " " 39 " 40. | | 583 93 |
| " " 41 " 42. | | 238 44 |
| " " 42 " 43. | | 488 50 |
| Pier, new 43. | | 1,972 52 |
| Bulkhead south of Pier, old 54. | | 48 00 |
| Pier, old 54. | | 12 39 |
| Bulkhead south side of West Eleventh street. | | 1,681 10 |
| Bulkhead at Bank street. | | 2 00 |
| Bulkhead at Bloomfield street. | | 278 69 |
| Bulkhead at Bogart street. | | 81 50 |
| Bulkhead between Gansevoort street and Bogart street. | | 168 34 |
| Pier north of Bogart street. | | 354 08 |
| Pier north of Bloomfield street. | | 317 85 |
| Pier at Jane street. | | 42 03 |
| Pier at West Twelfth street. | | 43 30 |
| " Little West Twelfth street. | | 384 13 |
| " West Thirtieth street. | | 2,200 05 |
| " West Fifteenth street. | | 31 01 |
| " West Sixteenth street. | | 413 82 |
| " West Seventeenth street. | | 131 46 |
| " West Eighteenth street. | | 1,195 62 |
| " West Nineteenth street. | | 1,471 78 |
| Bulkhead platform at West Twenty-fourth street. | | 145 15 |
| Bulkhead between Piers, new 54 and new 55. | | 364 54 |
| Pier, new 57. | | 3,077 51 |
| Pier, new 59. | | 2,208 95 |

| Received this Year. | |
|---|-------------|
| Pier at West Thirty-fourth street. | \$1,654 94 |
| " West Thirty-seventh street. | 1,548 36 |
| " West Thirty-eighth street. | 382 31 |
| " West Forty-sixth street. | 2,584 54 |
| " West Forty-seventh street. | 631 07 |
| " West Fifty-first street. | 916 68 |
| Bulkhead at West Fifty-second street. | 36 60 |
| Pier at West Fifty-fifth street. | 3,726 02 |
| Crib-bulkhead at West Seventy-seventh street. | 126 81 |
| " between West Seventy-seventh and Seventy-eighth streets. | 475 04 |
| " at West Seventy-eighth street. | 191 02 |
| Bulkhead between Seventy-eighth and Seventy-ninth streets. | 655 59 |
| " West Seventy-ninth and Eightieth streets. | 903 93 |
| Pier at West Seventy-ninth street. | 770 03 |
| Bulkhead at West Eightieth street. | 286 76 |
| Land under water at West Eighty-first street. | 260 00 |
| Pier at West Ninety-sixth street. | 472 19 |
| Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth streets. | 639 00 |
| Pier at West One Hundred and Thirty-first street. | 261 76 |
| Bulkhead between West One Hundred and Thirty-first and One Hundred and Thirty-second streets. | 154 38 |
| Bulkhead at West One Hundred and Thirty-second street and Pier. | 49 15 |
| Pier at West One Hundred and Thirty-eighth street. | 45 85 |
| " West One Hundred and Thirtieth street. | 164 06 |
| " West One Hundred and Fifty-second street. | 367 08 |
| Crib-bulkhead at West One Hundred and Fifty-eighth street. | 32 60 |
| | \$44,642 06 |

On East River.

| | |
|--|------------|
| Bulkhead at Battery. | \$1,080 00 |
| Pier 7. | 3,717 99 |
| Bulkhead between Piers 7 and 8. | 6 00 |
| Bulkhead between Piers 11 and 12. | 1 86 |
| West half Pier 12. | 2,198 06 |
| Bulkhead between Piers 18 and 19. | 158 51 |
| East 1/2 Pier 18. | 3,621 30 |
| West 1/2 Pier 19. | 5,962 64 |
| Bulkhead between Piers 20 and 21. | 22 21 |
| Pier 29. | 3,585 07 |
| Pier, new 32. | 6,153 47 |
| Bulkhead between Piers 43 and 44. | 75 |
| Pier 44. | 1,168 62 |
| Pier, new 36. | 178 41 |
| Pier 46. | 778 84 |
| Pier 48. | 1,229 89 |
| Bulkhead at Corlears street. | 1 75 |
| Upper half of Pier 58. | 19 50 |
| Pier 60 and bulkhead north side. | 412 14 |
| Bulkhead between Piers 60 and 61. | 378 63 |
| Pier 61 and bulkhead north side. | 1,081 70 |
| Bulkhead at East Fourteenth street. | 320 06 |
| " East Sixteenth street. | 101 03 |
| " East Seventeenth street. | 5 25 |
| " East Eighteenth street. | 302 30 |
| " East Twentieth street. | 341 50 |
| Pier at East Twenty-fourth street. | 302 64 |
| Bulkhead north side Pier at East Twenty-fourth street. | 2 00 |
| Bulkhead at East Twenty-sixth street. | 182 40 |
| Pier at East Twenty-eighth street. | 965 41 |
| Bulkhead at East Twenty-ninth street. | 47 75 |
| " East Thirtieth street. | 288 75 |
| Pier at East Thirty-seventh street. | 52 46 |
| " East Thirty-eighth street. | 181 22 |
| " East Thirty-ninth street. | 8 57 |
| Bulkhead at East Forty-second street. | 250 13 |
| " East Forty-third street. | 172 93 |
| " East Forty-fifth street. | 105 55 |
| Pier at East Forty-sixth street. | 660 00 |
| Bulkhead at East Forty-eighth street. | 119 52 |
| " East Fifty-third street. | 677 07 |
| " East Fifty-fourth street. | 284 87 |
| " East Sixtieth street. | 366 43 |
| Land under water for platform in front of south one-half of bulkhead between East Sixty-second and East Sixty-third streets. | 255 00 |
| Bulkhead on East Seventy-first street. | 99 08 |
| Bulkhead at East Seventy-third street. | 450 22 |
| " platform at East Seventy-fifth street. | 19 92 |
| Dumping-board at East Eightieth street. | 12 50 |
| Pier at East Eighty-sixth street. | 1,186 51 |
| Bulkhead at East Ninety-third street. | 4 50 |

On Harlem River.

| | |
|--|-----------|
| Pier at East One Hundred and Second street. | 22 25 |
| Bulkhead at East One Hundred and Fourth street. | 50 |
| " East One Hundred and Seventh street. | 146 46 |
| Pier at East One Hundred and Ninth street. | 51 55 |
| Float at East One Hundred and Twelfth street. | 94 05 |
| Bulkhead at East One Hundred and Fifteenth street. | 52 90 |
| Pier at East One Hundred and Seventeenth street. | 386 13 |
| Bulkhead at East One Hundred and Nineteenth street. | 72 85 |
| " and platform at East One Hundred and Twentieth street. | 21 56 |
| Pier at East One Hundred and Twenty-ninth street. | 272 00 |
| Bulkhead at East One Hundred and Thirty-fifth street. | 1 50 |
| " East One Hundred and Thirty-sixth street. | 1 50 |
| " East One Hundred and Thirty-seventh street. | 11 00 |
| " East One Hundred and Fifty-fifth street. | 249 00 |
| " East One Hundred and Fifty-sixth street. | 37 36 |
| " East One Hundred and Fifty-seventh street. | 176 44 |
| | 41,120 92 |

\$85,762 98

| | |
|--|-------|
| Collected on District No. 5, short payment in year 1888. | 16 45 |
|--|-------|

Total wharfage collected for the year. \$85,779 43

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1888.

| | | |
|---|----------------|------------|
| Against John Darrow. | Nov. 1, 1870. | \$1,200 00 |
| William Bradley. | July 1, 1874. | 8,750 00 |
| Oyster Bay and Huntington Steamboat Co. | Dec. 17, 1874. | 125 00 |
| Jonas Sonneborn. | Feb. 1, 1875. | 1,500 00 |
| Henry Smith. | Feb. 1, 1875. | 9,750 00 |
| Benjamin Terwilliger. | May 1, 1875. | 900 00 |
| Daniel Darrow. | May 1, 1875. | 2,500 00 |
| David Tracy. | May 1, 1878. | 2,017 50 |
| Alexander Mason and Robert Foster. | May 1, 1878. | 4,227 50 |
| Morrisania Steamboat Co. | May 1, 1879. | 250 00 |

| WHOM AGAINST. | DATE FILED. | INTEREST INCLUDED. | AMOUNT. |
|--|----------------|--------------------|--------------|
| David Tracy..... | Mar. 15, 1881 | \$377 18 | \$1,839 68 |
| "..... | Apr. 26, 1881 | 637 85 | 3,105 56 |
| "..... | July 29, 1881 | 1,366 67 | 6,240 53 |
| James H. Graham..... | June 4, 1880 | 99 60 | 540 35 |
| H. A. Tiedemann..... | Mar. 30, 1881 | 871 53 | 4,721 53 |
| "..... | Oct. 6, 1881 | 611 10 | 2,604 43 |
| Thomas Gaynor..... | Apr. 9, 1881 | 439 22 | 2,531 72 |
| Thomas C. Burke..... | Jan. 15, 1881 | 2,389 60 | 13,139 60 |
| "..... | Oct. 20, 1881 | 739 05 | 6,114 05 |
| James Savage..... | Mar. 16, 1881 | 16 70 | 141 70 |
| Herman Hastorf..... | May 17, 1880 | 439 63 | 2,214 63 |
| "..... | Apr. 30, 1881 | 1,806 36 | 7,426 36 |
| John E. Hoagland..... | Nov. 26, 1881 | 292 13 | 942 13 |
| Jesse Ryder..... | Nov. 26, 1881 | 193 86 | 658 86 |
| Empire City Ice Co..... | Jan. 27, 1882 | 43 15 | 193 15 |
| William H. Brown..... | Feb. 16, 1882 | 636 31 | 2,011 31 |
| John Burns..... | Apr. 29, 1882 | 7 35 | 57 35 |
| John Brennan and others, composing West India Fruit Dealers' Association..... | July 6, 1882 | 2,405 55 | 11,780 55 |
| Daniel Dailey..... | Sept. 14, 1882 | 3 05 | 140 55 |
| "..... | Oct. 13, 1882 | 1 45 | 138 95 |
| Frederick Schecker..... | Oct. 12, 1882 | 46 47 | 883 97 |
| Collateral Judgment against estate of Thomas Tone, surety for David Tracy..... | Oct. 23, 1882 | | 231 67 |
| John D. Tracy..... | | | 991 19 |
| Dillon Ransom..... | | | 1,300 00 |
| Patrick Grace..... | | | 251 25 |
| Adolph L. Kerker..... | Oct. 9, 1882 | | 2,100 00 |
| | | | \$123,252 46 |

| | | | |
|--|---|-------------|--|
| Against 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 50 | |
| Steam Yacht "Yosemite"..... | June 1, 1882..... | 935 93 | |
| Joseph Cooper..... | Feb. 1, 1883..... | 1,375 00 | |
| John H. Baxter..... | Feb. 1, 1883..... | 175 00 | |
| Joseph Cooper..... | May 1, 1883 to May 1, 1884..... | 2,750 00 | |
| William H. Wood..... | May 1, 1883 to May 15, 1884..... | 1,562 50 | |
| Peter H. Walsh..... | Aug. 1, 1883, to May 1, 1886..... | 3,843 75 | |
| Collis P. Huntington..... | Sept. 19, 1883..... | 17,500 00 | |
| Booth & Edgar..... | Dec. 5, 1883..... | 250 00 | |
| Alexander Mason..... | Mar. 5, 1884..... | 1,750 00 | |
| Morris Wasel..... | Aug. 1, 1884, to May 1, 1885..... | 900 00 | |
| Patrick Murray..... | Nov. 1, 1884, to Feb. 11, 1885..... | 28 01 | |
| Dennis Devine..... | For wharfage, May 1, 1885..... | 58 90 | |
| Thomas Dore..... | For wharfage, May 1, 1885..... | 235 50 | |
| James L. Miller..... | 21 mos. and 16 days' rent to May 1, 1887..... | 538 15 | |
| Fort Lee Ferry Co..... | 6 mos. rent to May 1, 1888..... | 750 00 | |
| Daniel T. Robinson..... | | 177 08 | |
| Murphy & Nesbitt..... | | 75 00 | |
| | | \$94,576 54 | |

SCHEDULE K.

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

| WHOM AGAINST. | DATE FILED. | INTEREST INCLUDED. | AMOUNT. |
|--------------------|----------------|--------------------|-------------|
| John D. Tracy..... | April 14, 1880 | \$504 75 | \$3,479 75 |
| David Tracy..... | Dec. 14, 1880 | 1,319 80 | 5,919 80 |
| "..... | Dec. 29, 1880 | 3,133 56 | 14,213 96 |
| "..... | Mar. 9, 1881 | 4,063 67 | \$17,687 42 |
| Less received..... | Apr. 25, 1883 | | 780 00 |
| "..... | Mar. 10, 1881 | 2,436 34 | 16,907 42 |
| | | | 10,430 46 |

SCHEDULE L.

Statement of Valuation of Floating Plant, April 30, 1888.

| | |
|---|--------------|
| The 100-ton derrick "City of New York"..... | \$85,000 00 |
| " 10-ton derrick..... | 4,000 00 |
| " tug "Manhattan"..... | 20,000 00 |
| " ten pile-drivers, Nos. "1," "2," "3," "5," "6," "7," "8," "9," "10" and "11"..... | 25,000 00 |
| " eleven deck scows..... | 30,000 00 |
| " boring machine "Woodcock"..... | 1,500 00 |
| " three diver's scows..... | 500 00 |
| " yawl boats, skiffs, bateaus and sounding-boats..... | 1,300 00 |
| " Naphtha launch..... | 800 00 |
| " land ways..... | 700 00 |
| | \$168,800 00 |

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1889.

| 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. | OFFICE RENT, 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..... | \$315,324 54 | \$486,449 12 | \$50,000 00 | \$48,182 56 | \$34,258 68 | \$40,015 20 | \$313,992 68 | | |
| 1872..... | 412,859 93 | 1,075,605 61 | 48,252 65 | 59,544 40 | 20,702 69 | 69,473 94 | 877,631 93 | | |
| 1873..... | 447,328 01 | 622,878 03 | 50,000 00 | 54,787 41 | 28,754 09 | 60,791 45 | 428,545 08 | | |
| 1874..... | 479,361 51 | 932,710 32 | 14,574 73 | 48,738 55 | 20,913 32 | 32,383 62 | 816,100 10 | Construction and General Repairs combined. | |
| 1875..... | 589,361 06 | 1,536,204 33 | 12,413 52 | 52,788 12 | 24,029 20 | 37,674 30 | 1,409,269 19 | | |
| 1876..... | 650 781 88 | 692,603 96 | 12,500 00 | 31,973 61 | 15,844 34 | 28,560 33 | 603,725 68 | | |
| 1877..... | 706,607 78 | 433,089 90 | 12,500 00 | 24,664 53 | 10,999 82 | 29,965 95 | 354,959 60 | | |
| 1878..... | 853,816 92 | 486,934 69 | 11,850 81 | 21,817 40 | 9,957 41 | 31,505 72 | 388,234 93 | \$23,568 42 | |
| 1879..... | 762,122 37 | 373,425 68 | 11,281 18 | 20,859 62 | 13,021 17 | 28,449 84 | 249,068 36 | 50,745 51 | |
| 1880..... | 810,465 41 | 599,768 63 | 6,000 00 | 19,706 94 | 12,785 96 | 28,450 00 | 284,808 89 | 44,485 84 | \$203,530 00 |
| 1881..... | 855,071 89 | 640,481 57 | 7,169 35 | 20,263 22 | 9,776 22 | 30,735 50 | 515,044 45 | 57,492 83 | |
| 1882..... | 1,062,162 54 | 1,180,097 44 | 9,000 00 | 22,503 41 | 12,391 48 | 32,869 91 | 829,050 27 | 274,282 37 | |
| 1883..... | 1,162,893 96 | 953,007 85 | 9,000 00 | 25,999 07 | 13,756 80 | 33,084 00 | 715,641 01 | 155,526 97 | |
| 1884..... | 1,246,858 19 | 760,106 80 | 9,000 00 | 30,225 31 | 13,213 81 | 37,860 85 | 575,080 87 | 94,725 96 | |
| 1885..... | 1,187,217 14 | 1,020,207 51 | 9,000 00 | 31,416 67 | 11,379 73 | 45,703 41 | 416,151 29 | 178,493 66 | 328,052 75 |
| 1886..... | 1,228,151 80 | 376,789 72 | 9,000 00 | 43,192 19 | 13,140 00 | 41,159 25 | 199,258 44 | 70,918 19 | 121 65 |
| 1887..... | 1,260,036 58 | 389,169 82 | 9,000 00 | 46,693 71 | 6,472 12 | 44,960 89 | 162,621 52 | 119,421 58 | |
| 1888..... | 1,320,684 81 | 1,069,538 62 | 9,000 00 | 41,459 87 | 6,315 92 | 53,070 07 | 653,434 14 | 230,635 17 | 75,613 45 |
| 1889..... | 1,418,410 62 | 1,218,483 76 | 8,614 52 | 39,247 76 | 8,064 44 | 58,758 73 | 941,878 01 | 155,620 30 | 6,300 00 |
| | \$16,779,746 94 | \$14,847,553 36 | \$308,186 76 | \$684,074 35 | \$285,778 20 | \$765,472 96 | \$10,734,496 44 | \$1,455,916 80 | \$613,627 85 |

Statement of the Revenues and Expenditures of the Department of Docks since its Organization in May, 1870, to April 30, 1889.

| | |
|---|-----------------|
| Total gross revenue..... | \$16,779,746 94 |
| Total gross expenditures (of which \$613,627.85 was for the acquisition of wharf property, and the value of floating plant on hand, \$168,800)..... | 14,847,553 36 |
| Excess of revenue over expenditures..... | \$1,932,193 58 |

Rent-Roll, Showing the Occupancy on May 1, 1889, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, including all Leases sold within the Year by Public Sale, and of all Leases and Permits terminated during the year then ended.

| PROPERTY. | LESSEE OR OCCUPANT. | TERM OF TENANCY. | RENT. | RIGHT OF TENANCY. | RECEIVED PRIOR TO MAY 1, 1888. | RECEIVED DURING YEAR. |
|--|--|-----------------------------|-------------------|-------------------------------------|--------------------------------|-----------------------|
| North River. | | | | | | |
| Pier, new 1..... | Iron Steamboat Co..... | May 1, 1881, to May 1, 1891 | \$30,100 per ann. | By public sale, March 22, 1881..... | | \$30,100 00 |
| Bulkhead, between Pier new 1 and Pier, old 1..... | Cavanagh & Collins..... | May 1, 1888, to May 1, 1891 | 1,000 " | By public sale, April 11, 1888..... | \$250 00 | 750 00 |
| Reclaimed land south of Pier, old 1..... | Pennsylvania R. R. Co..... | At pleasure of the Board... | 1,000 " | By resolution, August 16, 1882..... | | 1,000 00 |
| Land under water for platform between Piers 2 and 3, 2,210 square feet..... | Lehigh Valley Railroad Co..... | Pleasure of the Board..... | 550 " | By resolution, August 18, 1886..... | | 550 00 |
| Land under water for extension to bulkhead, between Piers 3 and 6 and widening Piers 4 and 5..... | Pennsylvania R. R. Co..... | May 1, 1883, to May 1, 1893 | 18,000 " | By resolution, August 8, 1883..... | | 18,000 00 |
| Land under water for platforms at bulkheads, between Piers 6 and 8..... | N. Y. & Baltimore Transportation Line..... | At pleasure of the Board... | 400 " | By resolution, April 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, January 5, 1881..... | | 1,500 00 |
| Land under water for platform, between Piers 8 and 9..... | Clark & Seaman..... | At pleasure of the Board... | 1,500 " | By resolution, April 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, April 30, 1884..... | | 800 00 |
| Land under water for platform at bulkhead, north side Pier 10, and widening north side of pier, about 4,700 square feet..... | Metropolitan Steamship Co..... | At pleasure of the Board... | 750 " | By resolution, July 26, 1882..... | | 750 00 |

| PROPERTY. | LESSEE OR OCCUPANT. | TERM OF TENANCY. | RENT. | RIGHT OF TENANCY. | RECEIVED PRIOR TO MAY 1, 1888. | RECEIVED DURING YEAR. |
|---|---|--|------------------|---|--------------------------------|-----------------------|
| North half Pier 12 and half bulkhead northerly | Central R. R. Co. of New Jersey | May 1, 1885, to May 1, 1890 | \$7,600 per ann. | By public sale, March 30, 1885 | | \$7,600 00 |
| Pier 13 and half bulkhead southerly | Central R. R. Co. of New Jersey | May 1, 1885, to May 1, 1890 | 15,000 " | By public sale, March 30, 1885 | | 15,000 00 |
| Land under water for platforms between Piers 12 and 13, and 13 and 14, about 10,672 square feet | Central R. R. Co. of New Jersey | At pleasure of the Board | 1,600 " | By resolution, August 5, 1879 | | 1,600 00 |
| South half Pier 14 and bulkhead adjoining | Francis S. Lathrop | Nov. 1, 1881, to May 1, 1892 | 17,250 " | By public sale, Oct. 31, 1881 | | 17,250 00 |
| Land under water for platform, south of Pier 16, and extension west, 5,625 square feet | Pennsylvania R. R. Co. | At pleasure of the Board | 1,000 " | By resolution April 30, 1884 | | 1,000 00 |
| South half Pier 18 and 23 feet bulkhead southerly | Associates of the Jersey Co | May 1, 1886, to May 1, 1891 | 8,000 " | By public sale, April 15, 1885 | | 8,000 00 |
| Land under water for platform, between Piers 18 and 19, etc., 9,741 square feet | Delaware, Lackawanna and Western R. R. Co | 3 mos. notice | 1,500 " | By resolution, April 30, 1884 | | 1,500 00 |
| Land under water for platforms, between Piers 18 and old 20, 7,406 square feet | John H. Starin | At pleasure of the Board | 1,200 " | By resolutions, May 15, 1873, and December 15, 1875 | | 1,200 00 |
| Pier, old 20, an 1 bulkhead on southerly side, the bulkhead between Pier, old 20, and Pier, old 20, and Pier, old 21 | Baltimore & Ohio R. R. Co | May 1, 1887, to May 1, 1892 | 36,000 " | By public sale, April 9, 1887 | | 36,000 00 |
| Bulkhead between Pier, old 21, and Pier, old 23 | New York Steam Co | May 1, 1888, to May 1, 1891 | 1,500 " | By public sale, April 11, 1888 | \$375 00 | 750 00 |
| South half Pier, old 23 | New York Steam Co | May 1, 1888, to May 1, 1891 | 2,000 " | By public sale, April 11, 1888 | 500 00 | 1,500 00 |
| Land under water for platforms, between Piers, old 25 and 26, and 26 and 27 | N. Y. Central & Hudson R. R. Co. | Aug. 1, 1876, at pleasure of the Board | 3,150 " | By resolution, May 10, 1876 | | 39,375 00 |
| Land under water for ferry structure south of Barclay street, 34,417 square feet | Hoboken Land & Improvement Co | Feb. 1, 1888, at pleasure of the Board | 8,604.25 " | By resolution, May 14, 1887 | | 8,604.25 |
| 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 resolutions, January 5, 1887, and February 17, 1888 | | 2,149.50 |
| Land under water for platform on southerly side of Pier, old 28, 504 square feet | Old Colony Steamboat Co | Oct. 27, 1887, at pleasure of the Board | 126 " | By resolution, Feb. 17, 1888 | | 126 00 |
| Land under water for platform north of Pier, old 28, 10,835 square feet | Old Colony Steamboat Co | At pleasure of the Board | 2,709 " | By resolution, Oct. 27, 1887 | | 2,709 00 |
| Pier 29 (except use of water on north side) | Providence & Stonington S. S. Co. | May 1, 1886, to May 1, 1891 | 25,000 " | By public sale, April 15, 1886 | | 25,000 00 |
| Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier 29 | N. Y., Lake Erie & Western R. R. Co | Aug. 1, 1881, to Aug. 1, 1891 | 95,000 " | By resolutions, July 14, 1875, and August 12, 1881 | | 95,000 00 |
| Land under water for platform on southerly side of Pier 29 | Providence & Stonington S. S. Co. | Mar. 21, 1887, to termination of lease of Pier 29, North river | 160 " | By resolution, Feb. 25, 1887 | | 160 00 |
| Land under water for platform on north side of Pier, old 33 | N. Y. Central & Hudson R. R. Co., lessee | At pleasure of the Board | 1,000 " | By resolution, April 29, 1885 | | 1,000 00 |
| South half Pier old 33, and bulkhead adjoining | Catskill & New York Steamboat Co., Limited | May 1, 1888, to May 1, 1891 | 10,000 " | By public sale, April 11, 1888 | 2,500 00 | 7,500 00 |
| North half Pier, old 34 | S. D. Coykendall & Jacob H. Tremper and James E. Morris | May 1, 1888, to May 1, 1889 | 7,000 " | By public sale, April 11, 1888 | 1,750 00 | 5,250 00 |
| North half Pier, old 34 | J. H. Tremper and James E. Morris | May 1, 1889, to May 1, 1890 | 7,000 " | By public sale, April 18, 1889 | | |
| One hundred feet bulkhead southerly from Franklin street, Pier, old 35 | Hunt & Donaldson | May 1, 1887, at pleasure of the Board | 150 per mo. | By resolution, April 20, 1887 | | 1,800 00 |
| Inner end Pier, old 35 | Homer Ramsdell | May 1, 1879, to removal for new pier | 15,000 per ann. | By resolution, Nov. 27, 1878 | | 9,120 00 |
| Pier, new 24 | Saugerties & New York Steamboat Co. | Mar. 15, 1889, at pleasure of the Board | 166.66 per mo. | By resolution, March 1, 1889 | | 166.66 |
| Pier, new 25 | Homer Ramsdell | Feb. 1, 1889, to Feb. 1, 1899 | 26,685 per ann. | By resolutions, Nov. 27, 1878, and Feb. 6, 1889 | | 6,671.25 |
| Pier, old 36 | Morgan's Louisiana & Texas R. R. & S. S. Co. | Feb. 1, 1889, to Feb. 1, 1899 | 30,000 " | By resolutions, Nov. 27, 1888, and Jan. 11, 1889 | | 7,500 00 |
| Pier, new 26 | Bogert & Morgan, agents, assignees | Feb. 1, 1880, to removal for new Pier | 15,000 " | By resolutions Nov. 27, 1878, and April 30, 1879; June 22, 1881, and April 28, 1888 | | 1,875 00 |
| 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, 1881, to May 1, 1891 | 30,000 " | By resolutions, Aug. 14, 1878, April 27, May 11, and May 25, 1881 | | 30,000 00 |
| Piers, new 27 and new 28, and bulkhead between | Old Dominion S. S. Co | Nov. 1, 1888, for 3 mos. | 500 per mo. | By resolution, Nov. 2, 1888 | | 4,000 00 |
| Pier, old 39 | Pennsylvania R. R. Co. | Feb. 1, 1889, to termination of lease of Pier, new 26 | 10,000 per ann. | By resolution, May 25, 1882 | | 55,000 00 |
| Land under water for extension to outer end south half Pier, old 39 | Associates of the Jersey Co., and A. Van Santvoord and H. P. Farrington | Sept. 1, 1884, to Sept. 1, 1894 | 55,000 " | By resolution, Nov. 2, 1888 | | |
| Land under water for platform north side of Desbrosses street | Associates of the Jersey Co., and A. Van Santvoord and H. P. Farrington | May 1, 1879, to removal for new pier | 15,000 " | By resolution, Nov. 27, 1878 | | 15,000 00 |
| Pier, old 40, and bulkhead northerly | A. Van Santvoord and H. P. Farrington | April 29, 1887, pleasure of the Board | 141.75 " | By resolution, April 2, 1887 | | 141.75 |
| Pier, new 34, and 75 feet bulkhead each side | New Jersey R. R. & Transportation Co | At pleasure of the Board | 1,000 " | By resolution, Nov. 2, 1871 | | 1,000 00 |
| Pier, new 35 | Harvey P. Farrington | May 1, 1883, to May 1, 1893 | 20,000 " | By resolution, April 25, 1883 | | 20,000 00 |
| Pier, new 36 | Pacific Mail Steamship Co | Sept. 1, 1884, to Sept. 1, 1889 | 45,500 " | By resolutions, July 23 and 31, and Aug. 3, 1874 | | 45,500 00 |
| Pier, new 37 | Ocean Steamship Co. of Savannah, Ga. | May 1, 1883, to May 1, 1893 | 35,000 " | By resolution, June 6, 1883 | | 35,000 00 |
| Half bulkhead southerly and half bulkhead northerly of Pier, new 37 | Providence and Stonington Steamship Co., assignee | June 1, 1881, to June 1, 1891 | 30,000 " | By resolutions, Nov. 23, 1879, and April 27 and June 22, 1881, and July 3, 1885 | | 30,000 00 |
| Pier, new 38 | C. P. Huntington | May 1, 1883, to May 1, 1893 | 70,000 " | By public sale, April 27, 1883 | | 70,000 00 |
| Pier, new 39 | C. P. Huntington (with covenant for 10 years' renewal) | To May 1, 1893 | 3,500 " | By resolution, June 24, 1886 | | 3,500 00 |
| Pier, new 40 (except use of water on north side) | A. M. Underhill & Co., agents | May 1, 1888, to May 1, 1898 | 31,500 " | By resolution, April 21, 1888 | | 31,500 00 |
| Water, north side of Pier, new 40 | Francis W. J. Hurst (National S. S. Co., Limited) | Feb. 1, 1888, to Feb. 1, 1898 | 30,500 " | By resolutions, April 26, 1876, and Jan. 30 and July 17, 1878 | | 30,500 00 |
| Pier, new 41 | Cunard Steamship Co. (Limited) | May 1, 1879, to May 1, 1889 | 22,500 " | By resolutions, April 26, 1876, and April 29, 1878 | | 22,500 00 |
| Bulkhead 94 feet each side of Pier, new 41 | Cunard Steamship Co. (Limited)—Substituted | Nov. 1, 1880, to May 1, 1889 | 7,500 " | By resolutions, April 26, 1876, and Nov. 10, 1880 | | 7,500 00 |
| Reclaimed land south of Pier, new 42 | Delaware, Lackawanna & Western R. R. Co. (assignee) | Sept. 1, 1881, to Sept. 1, 1891 | 30,000 " | By resolutions, April 29, Sept. 1, 1881, and Dec. 21, 1881 | | 30,000 00 |
| Pier, new 42 | Delaware, Lackawanna & Western R. R. Co. | Sept. 1, 1886, to Sept. 1, 1891 | 5,000 " | By resolutions, Aug. 20, 1886, Feb. 9 and July 14, 1887 | | 5,000 00 |
| Pier, new 43 | Hudson Tunnel Railway Co. | Nov. 1, 1887, at pleasure of the Board | 2,000 " | By resolution, Dec. 8, 1887 | | 2,000 00 |
| Piers, new 44 and new 45, bulkhead between, and one-half bulkhead north of Pier, new 45 | Compagnie Générale Transatlantique | Nov. 1, 1876, to Nov. 1, 1885 | 30,000 " | By resolution, Feb. 18, 1875 | | 30,500 00 |
| Pier, new 46 | International Navigation Co. | Nov. 1, 1886, to Nov. 1, 1891 | 3,500 " | By resolutions, June 1 and 21, 1888, and Oct. 5, 1888 | | 21,000 00 |
| Pier, new 47 | Oceanic Steam Navigation Co. | July 1, 1884, to July 1, 1889 | 45,500 " | By resolution, Dec. 4, 1873 | | 45,500 00 |
| Pier, new 48 | C. P. Huntington | March 7, 1887, to completion of rebuilding Pier, new 37, North river | 2,500 per mo. | By resolution, April 4, 1887 | | 30,000 00 |
| Pier, new 49 | The Citizens' Steamboat Co. of Troy | May 1, 1887, to May 1, 1899 | 33,500 per ann. | By resolution, Jan. 11, 1889 | | |
| Pier, new 50 | Quebec Steamship Co. | May 1, 1886, to May 1, 1891 | 17,000 " | By public sale, April 15, 1886 | | 17,000 00 |
| Bulkhead south of Pier, old 54, commencing about 107 feet south of the south side of the pier, and extending southerly about 300 feet to the approach to Pier, new 47 | Jacob I. Houseman | May 1, 1887, to May 1, 1890 | 5,500 " | By public sale, April 9, 1887 | | 5,500 00 |
| Pier, old 54 | I. P. Mersereau | May 1, 1888, to May 1, 1891 | 3,000 " | By public sale, April 11, 1888 | 750 00 | 2,250 00 |
| 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 | Emory M. Van Tassel | Nov. 1, 1888, to Nov. 1, 1898 | 1,850 " | By public sale, Oct. 23, 1888 | | 925 00 |
| On the southerly side of pier at foot of West Eleventh street, and on a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending westerly along said bulkhead and the southerly side of said pier 225 feet, etc. | Joseph Cornell | Nov. 1, 1888, to Nov. 1, 1898 | 1,900 " | By public sale, Oct. 23, 1888 | | 950 00 |
| Bulkhead at Bank street | Knickerbocker Ice Co. | May 1, 1888, to May 1, 1891 | 500 " | By public sale, April 11, 1888 | 125 00 | 375 00 |
| Pier at Bethune street | A. T. Decker & Co. | May 1, 1887, to May 1, 1890 | 1,200 " | By public sale, April 9, 1887 | | 1,200 00 |
| Pier at Jane street | A. T. Decker & Co. | May 1, 1888, to May 1, 1891 | 1,400 " | By public sale, April 11, 1888 | 350 00 | 1,050 00 |
| Pier at Horatio street, except reservation, etc. | Consumers' Ice Co. | July 1, 1887, to May 1, 1888 | 100 per mo. | By resolution, August 30, 1887 | | 100 00 |
| Pier at Horatio street, except reservation, etc. | Consumers' Ice Co. | May 1, 1888, to May 1, 1891 | 1,500 per ann. | By public sale, April 11, 1888 | 375 00 | 1,125 00 |
| Pier, old 56 with reservation to cancel, if required for new public market) | Daniel Shea | May 1, 1888, to May 1, 1891 | 3,500 " | By public sale, April 11, 1888 | 875 00 | 2,625.00 |
| Bulkhead between Gansevoort street and Bogart street (with reservation to cancel, if required for new public market) | N. Y. City Ice Co. | May 1, 1888, to May 1, 1889 | 1,300 " | By public sale, April 11, 1888 | 325 00 | 650 00 |
| Bulkhead between Pier, old 57, and Pier, old 58 (with reservation to cancel, if required for new public market) | John A. Bouker | May 1, 1888, to May 1, 1889 | 1,300 " | By public sale, April 11, 1888 | 325 00 | 650 00 |
| Bulkhead between Pier, old 58, and Pier, old 59 (with reservation to cancel, if required for new public market) | Mutual Benefit Ice Co. | May 1, 1888, to May 1, 1889 | 1,300 " | By public sale, April 11, 1888 | 325 00 | 650 00 |
| Land under water for platform at bulkhead south of West Thirteenth street, 5,453 square feet | Drew & Bucki | At pleasure of the Board | 500 " | By resolution, Nov. 1, 1876 | | 500 00 |
| Pier at West Fifteenth street | George W. Winant | May 1, 1888, to May 1, 1889 | 1,000 " | By public sale, April 11, 1888 | 250 00 | 750 00 |

| PROPERTY. | LESSEE OR OCCUPANT. | TERM OF TENANCY. | RENT. | RIGHT OF TENANCY. | RECEIVED PRIOR TO MAY 1, 1888. | RECEIVED DURING YEAR. |
|---|--|---|------------------|---|--------------------------------|-----------------------|
| Pier at West Seventeenth street..... | Robert S. Briggs..... | May 1, 1888, to May 1, 1891 | \$3,000 per ann. | By public sale, April 11, 1888..... | \$750 00 | \$2,250 00 |
| Pier at West Twentieth street..... | Knickerbocker Ice Co..... | May 1, 1886, to May 1, 1891 | 3,000 " | By public sale, April 15, 1886..... | | 3,000 00 |
| Pier at West Twenty-first street..... | C. T. Van Santvoord..... | May 1, 1886, to May 1, 1891 | 3,500 " | By public sale, April 15, 1886..... | | 3,500 00 |
| Pier at West Twenty-second street..... | C. T. Van Santvoord..... | May 1, 1886, to May 1, 1891 | 2,500 " | By public sale, April 15, 1886..... | | 2,500 00 |
| Land under water for platform and ferry racks, between West Twenty-second and West Twenty-third streets, 6,846 square feet..... | N. Y., Lake Erie & Western R. R. Co..... | March 18, 1887, at pleasure of the Board..... | 1,711 50 " | { By resolutions, Oct. 20, 1886, and Jan. 7, 1887..... | | 1,711 50 |
| Land under water for platform north of ferry at West Twenty-third street, 45,000 square feet..... | Twenty-third Street Railway Co..... | At pleasure of the Board..... | 100 per mo. | By resolution, June 5, 1882..... | | 1,200 00 |
| Pier, new 54..... | Sanderson & Son, assignees..... | Jan. 1, 1882, to Jan. 1, 1892 | 20,000 per ann. | By resolutions, June 30, 1880, Nov. 16, 1881, and April 19, 1886..... | | 20,000 00 |
| Pier, new 55..... | Pim, Forwood & Co., agents..... | May 1, 1882, to May 1, 1892 | 20,000 " | By resolutions, July 7, 1880, Dec. 14 and 28, 1881, and April 12, 1882..... | | 20,000 00 |
| Pier, new 56..... | Simpson & Spence, agents..... | July 1, 1882, to July 1, 1892 | 25,000 " | By resolutions, Dec. 8, 1880, and July 19, 1882..... | | 25,000 00 |
| Pier, new 60..... | James McClenahan..... | May 1, 1887, to May 1, 1892 | 2,000 " | By public sale, April 9, 1887..... | | 2,000 00 |
| Pier, new 61..... | N. Y. Central & Hudson R. R. Co..... | Nov. 1, 1887, to date of lease | 20,000 " | By resolution, Jan. 28, 1887..... | | 20,000 00 |
| Pier, new 62..... | N. Y. Central & Hudson R. R. Co..... | Nov. 1, 1888, to date of lease | 20,000 " | By resolution, Jan. 28, 1887..... | | 10,000 00 |
| Site for Pier at West Thirty-third street..... | N. Y. Central & Hudson R. R. Co..... | Nov. 1, 1873, to Nov. 1, 1883 (holding over)..... | 5,000 " | { By resolutions, Sept. 13, 1873, and Feb. 6, 1884..... | | 2,500 00 |
| Pier at West Thirty-fifth street..... | Pennsylvania R. R. Co..... | May 1, 1887, to May 1, 1892 | 4,500 " | By public sale, April 9, 1887..... | | 4,500 00 |
| Pier at West Thirty-sixth street..... | N. Y. Central & Hudson R. R. Co., Lessee..... | Dec. 5, 1886, to Oct. 8, 1894 | 15,000 " | By resolution, October 8, 1884..... | | 15,000 00 |
| Land under water for platform southerly about 66 feet from West Fortieth street, 924 square feet..... | John R. McPherson..... | May 15, 1887, at pleasure of the Board..... | 231 " | By resolution, Feb. 2, 1887..... | | 231 00 |
| Pier and temporary approach at West Fortieth street..... | Western Stock Yard Co..... | May 1, 1887, to May 1, 1892 | 7,000 " | By public sale, April 9, 1887..... | | 7,000 00 |
| Land under water for extension to Pier at West Forty-third street..... | Knickerbocker Ice Co..... | At pleasure of the Board..... | 100 " | By resolutions, Sept. 25 and Nov. 21, 1873..... | | 1,000 00 |
| Pier at West Forty-fourth street..... | New York Horse Manure Co..... | May 1, 1887, to May 1, 1892 | 3,500 " | By public sale, April 9, 1887..... | | 3,500 00 |
| Bulkhead at West Forty-fifth street..... | James McLaughlin..... | May 1, 1888, to May 1, 1889 | 210 " | By public sale, April 11, 1888..... | 50 00 | 150 00 |
| Land under water south side West Fiftieth street..... | James Gillies..... | At pleasure of the Board..... | 250 " | By resolution, Feb. 13, 1884..... | | 250 00 |
| Pier at West Fifty-eighth street..... | Union Stock Yard & Market Co..... | May 1, 1886, to May 1, 1891 | 5,000 " | By public sale, April 15, 1886..... | | 5,000 00 |
| Land under water for dumping-board at Fifty-eighth street and Twelfth avenue..... | John Chester..... | At pleasure of the Board..... | 365 " | By resolution, March 14, 1883..... | | 91 25 |
| Land under water for site for Pier at Fifty-ninth street..... | N. Y. Central & Hudson R. R. Co..... | Nov. 1, 1887, to Nov. 1, 1892 | 1,500 " | By resolutions, August 16, 1876, and Nov. 7, 1877..... | | 1,500 00 |
| Land under water between West Sixtieth and West Sixty-fifth streets (for erection of two piers)..... | N. Y. Central & Hudson R. R. Co..... | Aug. 1, 1884, to Aug. 1, 1894 | 6,000 " | By resolution, April 23, 1884..... | | 6,000 00 |
| Land under water between south line of West Sixty-fifth and south line of West Seventy-second streets, westerly, to establish pier line of 1868..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1880, to May 1, 1890 | 17,500 " | By resolution, April 28, 1880..... | | 17,500 00 |
| Bulkhead on the southerly half of West Ninety-seventh street..... | Canda & Kane..... | May 1, 1888, to May 1, 1889 | 200 " | By public sale, April 11, 1888..... | 50 00 | 150 00 |
| Land under water for pile-platform, about 137 feet north of the northerly line of West Ninety-seventh street..... | National Transit Co..... | Feb. 1, 1889, at pleasure of the Board..... | 100 " | By resolution, Nov. 21, 1888..... | | 25 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, April 19, 1889..... | | 386 63 |
| Pier at West One Hundred and Twenty-ninth street..... | Homer Ramsdell Transportation Co..... | May 1, 1888, to May 1, 1891 | 1,000 " | By public sale, April 11, 1888..... | 250 00 | 750 00 |
| Bulkhead between West One Hundred and Thirtieth and West One Hundred and Thirty-first streets and the southerly side of the Pier at West One Hundred and Thirty-first street..... | Fort Lee Ferry Co..... | May 1, 1887, to May 1, 1891 | 500 " | By public sale, April 9, 1887..... | | |
| North side and end of Pier at West One Hundred and Thirty-first street..... | Ridgewood Ice Co..... | May 1, 1889, to May 1, 1892 | 950 " | By public sale, April 18, 1889..... | | |
| Pier at West One Hundred and Thirty-second street..... | Mutual Benefit Ice Co..... | May 1, 1888, to May 1, 1891 | 1,000 " | By public sale, April 11, 1888..... | 250 00 | 750 00 |
| | | | | | | \$1,138 743 19 |
| <i>East River.</i> | | | | | | |
| East half of Pier 4..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1886, to May 1, 1891 | 4,000 " | By public sale, April 15, 1886..... | | \$4,000 00 |
| Bulkhead and platform between Piers 4 and 5..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1886, to May 1, 1891 | 1,000 " | By public sale, April 15, 1886..... | | 1,000 00 |
| Pier 5..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1886, to May 1, 1891 | 15,000 " | By public sale, April 15, 1886..... | | 15,000 00 |
| Bulkhead between Piers 5 and 6..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1886, to May 1, 1891 | 1,000 " | By public sale, April 15, 1886..... | | 1,000 00 |
| Pier 6..... | N. Y. Central & Hudson R. R. Co..... | May 1, 1886, to May 1, 1891 | 8,000 " | By public sale, April 15, 1886..... | | 8,000 00 |
| West half Pier 8..... | N. Y., Lake Erie & Western R. R. Co..... | May 1, 1888, to May 1, 1898 | 10,000 " | By public sale, April 11, 1888..... | 2,500 00 | 7,500 00 |
| East half Pier 18..... | Charles L. Morgan..... | May 1, 1889, to May 1, 1892 | 4,500 " | By public sale, April 18, 1889..... | | |
| East half Pier 20..... | N. Y. & Texas Steamship Co..... | May 1, 1888, to May 1, 1891 | 7,000 " | By public sale, April 11, 1888..... | 1,750 00 | 5,250 00 |
| West half Pier 21..... | C. H. Mallory & Co..... | May 1, 1886, to May 1, 1891 | 6,000 " | By public sale, April 15, 1886..... | | 6,000 00 |
| East half Pier 24 and half bulkhead adjoining Pier 25 and half the bulkhead adjoining the westerly side thereof..... | Hartford & N. Y. Transportation Co..... | May 1, 1886, to May 1, 1891 | 6,500 " | By public sale, April 15, 1886..... | | 6,500 00 |
| Land under water for platform easterly and westerly of Pier 27, 4,300 square feet..... | New Haven Steamboat Co..... | May 1, 1888, to May 1, 1891 | 9,000 " | By public sale, April 11, 1888..... | 2,250 00 | 6,750 00 |
| West half Pier 26 and half bulkhead adjoining..... | 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..... | New Haven Steamboat Co..... | May 1, 1886, to May 1, 1891 | 3,000 " | By public sale, April 15, 1886..... | | 3,000 00 |
| East half of Pier 33, west half of Pier 34, and bulkhead platform between..... | Long Island R. R. Co..... | At pleasure of the Board..... | 2,000 " | By resolution, Dec. 24, 1884..... | | 2,000 00 |
| Wharf structures at Pier 35..... | B. F. Clyde..... | May 1, 1887, to May 1, 1892 | 8,000 " | By public sale, April 9, 1887..... | | 8,000 00 |
| Land under water for widening east side and extension to Pier 36..... | Bridgeport Steamship Co..... | May 1, 1889, to May 1, 1894 | 1,500 " | By public sale, April 18, 1889..... | | |
| Land under water for widening east side and extension to Pier 36..... | George H. Penniman..... | Nov. 1, 1878, to May 1, 1889 | 700 " | By public sale, Dec. 16, 1878..... | | 700 00 |
| Land under water for temporary platform adjoining westerly side of Pier 38..... | George H. Penniman..... | May 1, 1889, to May 1, 1899 | 3,000 " | By public sale, Mar. 20, 1889..... | | |
| Pier 38 and half bulkhead westerly..... | Maine Steamship Co..... | Aug. 1, 1888, at pleasure of the Board..... | 398 50 " | By resolution, July 28, 1887..... | | 265 67 |
| Land under water for platform between Piers 38 and 39, 2,475 square feet..... | Maine Steamship Co..... | May 1, 1887, to May 1, 1892 | 12,000 " | By public sale, April 9, 1887..... | | 12,000 00 |
| Pier 40 and half bulkhead easterly, including platform..... | Peter Charles..... | At pleasure of the Board..... | 400 " | By resolution, June 16, 1875..... | | 400 00 |
| Pier 43..... | Frank Phelps..... | May 1, 1887, to May 1, 1892 | 11,000 " | By public sale, March 29, 1881..... | | 11,000 00 |
| Pier, new 36..... | F. W. Wright..... | May 1, 1887, to May 1, 1890 | 4,000 " | By public sale, April 9, 1887..... | | 4,000 00 |
| Land under water for platform between Piers 49 and 50..... | Jabez A. Bostwick..... | Dec. 31, 1888, to Dec. 31, 1898 | 15,000 " | By resolution, Nov. 9, 1888..... | | 7,500 00 |
| Land under water for platform at bulkhead south of Pier 50, 18,958 square feet..... | N. Y., New Haven & Hartford R. R. Co., assignee..... | January 1, 1881, at pleasure of the Board..... | 1,000 " | { By resolutions, November 22, 1880, and July 21, 1886..... | | 1,000 00 |
| Land under water for platform between Piers 50 and 51, 2,535 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 |
| East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51) southerly side and end of Pier 55, and the bulkhead at the foot of Cherry street..... | Harlem River & Port Chester R. R. Co..... | At pleasure of the Board..... | 1,500 " | { By resolutions, May 7, 1874, and November 6, 1879..... | | 1,500 00 |
| North half Pier 56, south half of Pier 57, and bulkhead between..... | New York, New Haven & Hartford R. R. Co..... | May 1, 1888, to May 1, 1898 | 8,000 " | By public sale, Sept. 20, 1887..... | \$2,000 00 | 6,000 00 |
| Upper half of Pier 58, and bulkhead between Piers 58 and 59..... | Thomas O'Brien..... | May 1, 1887, to May 1, 1892 | 1,000 " | By public sale, April 9, 1887..... | | 750 00 |
| Northerly half of Pier 62, foot of Stanton street..... | C. E. Murtagh..... | May 1, 1887, to May 1, 1890 | 1,000 " | By public sale, April 9, 1887..... | | 1,000 00 |
| Bulkhead, etc., at and south of Houston street..... | Carl Smith..... | May 1, 1888, to May 1, 1891 | 2,000 " | By public sale, April 11, 1888..... | 500 00 | 1,500 00 |
| Land under water for Pier, 130 feet south of Houston street..... | C. E. Murtagh..... | May 1, 1887, to May 1, 1890 | 800 " | By public sale, April 9, 1887..... | | 800 00 |
| Pier at East Third street (with reservation for Public Bath)..... | Nassau Ferry Co..... | Nov. 1, 1878, to May 1, 1894 | 2,000 " | for first five yrs., 2,250 and five yrs., 2,500 bal. of term. | | 2,375 00 |
| Bulkhead at foot of East Fourth street..... | Nassau Ferry Co..... | May 1, 1879, to May 1, 1894 | 300 per ann. | By resolution, Dec. 16, 1878..... | | 300 00 |
| Pier at Fifth street..... | Ridgewood Ice Co..... | May 1, 1888, to May 1, 1891 | 2,000 " | By resolution, June 8, 1879..... | | 300 00 |
| Bulkhead at the foot of East Fifteenth street..... | B. F. Romaine..... | May 1, 1888, to May 1, 1891 | 150 " | By public sale, April 11, 1888..... | 500 00 | 1,500 00 |
| | Joseph V. Brown..... | May 1, 1885, to May 1, 1891 | 3,000 " | By public sale, April 15, 1886..... | | 3,000 00 |
| | Thomas Cunningham..... | May 1, 1888, to May 1, 1891 | 200 " | By public sale, April 11, 1888..... | 50 00 | 150 00 |

| PROPERTY. | LESSEE OR OCCUPANT. | TERM OF TENANCY. | RENT. | RIGHT OF TENANCY. | RECEIVED PRIOR TO MAY 1, 1888. | RECEIVED DURING YEAR. |
|--|---|---|---|--|--------------------------------|-----------------------|
| Bulkhead south of East Twenty-fourth street, north of ferry premises..... | Greenpoint Ferry Co..... | June 1, 1881, to June 1, 1891 | \$4,100 per ann. | By public sale, March 22, 1881..... | | \$4,100 00 |
| Pier at East Twenty-fifth street..... | J. V. Brown..... | May 1, 1887, to May 1, 1890 | 1,000 " | By public sale, April 9, 1887..... | | 1,000 00 |
| Pier at East Thirty-first street..... | Joseph V. Brown..... | May 1, 1887, to May 1, 1892 | 2,500 " | By public sale, April 9, 1887..... | | 2,500 00 |
| Pier at the foot of East Thirty-second street..... | J. H. Starin..... | May 1, 1887, to May 1, 1892 | 1,200 " | By public sale, April 9, 1887..... | | 1,200 00 |
| South half and outer end pier at East Thirty-third street..... | Metropolitan Ferry Co., assignee..... | May 1, 1886, to May 1, 1891 | 2,900 " | By public sale, April 15, 1886, and resolution, July 22, 1887..... | | 2,900 00 |
| North half pier at East Thirty-third street (except reservation of outer end)..... | Metropolitan Ferry Co., assignee..... | May 1, 1881, to May 1, 1891 | 1,000 " | { By public sale, May 27, 1886, and resolution, July 22, 1887..... | | 1,000 00 |
| Bulkhead at East Thirty-fifth street..... | Jeremiah Skidmore's Sons..... | May 1, 1886, to May 1, 1891 | 500 " | By public sale, April 15, 1886..... | | 500 00 |
| Bulkhead at the foot of East Thirty-sixth street..... | Popham & Co..... | May 1, 1887, to May 1, 1890 | 110 " | By public sale, April 9, 1887..... | | 110 00 |
| Pier at East Thirty-seventh street (with reservation for Public Bath)..... | Baltimore & Ohio R. R. Co..... | May 1, 1888, to May 1, 1891 | 1,500 " | By public sale, April 11, 1888..... | \$375 00 | 1,125 00 |
| Bulkhead-platform south of East Thirty-ninth street..... | Brown & Fleming..... | May 1, 1888, to May 1, 1891 | 910 " | By public sale, April 11, 1888..... | 227 50 | 682 50 |
| Bulkhead and dump at East Thirty-ninth street..... | Long Island Land Fertilizing Co..... | May 1, 1886, to May 1, 1891 | 2,000 " | By public sale, April 15, 1886..... | | 2,000 00 |
| Bulkhead at the foot of East Fortieth street..... | Equitable Gas-light Co..... | May 1, 1887, to May 1, 1890 | 100 " | By public sale, April 9, 1887..... | | 100 00 |
| Bulkhead at the foot of East Forty-first street..... | Equitable Gas-light Co..... | May 1, 1887, to May 1, 1890 | 100 " | By public sale, April 9, 1887..... | | 100 00 |
| Bulkhead at the foot of East Forty-fourth street..... | Jacob Fleischhauer..... | May 1, 1887, to May 1, 1890 | 50 " | By public sale, April 9, 1887..... | | 50 00 |
| Bulkhead at East Forty-seventh street..... | Owens & Co..... | May 1, 1886, to May 1, 1891 | 500 " | By public sale, April 15, 1886..... | | 500 00 |
| Bulkhead at East Forty-ninth street..... | M. Goodwin..... | May 1, 1886, to May 1, 1891 | 600 " | By public sale, April 15, 1886..... | | 600 00 |
| Bulkhead at East Fifty-third street..... | Ridgewood Ice Co..... | May 1, 1889, to May 1, 1892 | 1,000 " | By public sale, April 18, 1889..... | | |
| Bulkhead, etc., between East Fifty-fourth and East Fifty-fifth streets..... | Isaac Untermyer..... | May 1, 1887, to May 1, 1892 | 300 " | By public sale, April 9, 1887..... | | 300 00 |
| Site for bulkhead between East Fifty-sixth and East Fifty-seventh streets..... | Schmitt & Koehne..... | At pleasure of the Board... | 100 " | By resolution, April 30, 1884..... | | 100 00 |
| Land under water for coal-hoist near the bulkhead on northerly side of East Fifty-sixth street..... | G. D. Curtis..... | Sept. 1, 1887, at pleasure of the Board..... | 250 " | By resolution, Sept. 1, 1887..... | | 250 00 |
| Bulkhead at East Fifty-sixth street..... | Sand & Koenig..... | May 1, 1888, to May 1, 1891 | 150 " | By public sale, April 11, 1888..... | 37 50 | 112 50 |
| Bulkhead platform between East Sixtieth and East Sixty-first streets, and the bulkhead platform at East Sixty-first street..... | Cavanagh & Collins..... | May 1, 1887, to May 1, 1890 | 1,400 " | By public sale, April 9, 1887..... | | 1,400 00 |
| Bulkhead platform between East Sixty-first and East Sixty-second streets, and the Pier at East Sixty-second street | Knickerbocker Ice Co..... | May 1, 1887, to May 1, 1890 | 1,275 " | By public sale, April 9, 1887..... | | 1,275 00 |
| Land under water for platform, etc., south of East Sixty-third street, 1,300 square feet..... | Ehrenreich Brothers..... | At pleasure of the Board... | 100 " | By resolution, Dec. 24, 1878..... | | 100 00 |
| Bulkhead at foot of East Sixty-third street..... | Neidlinger, Schmidt & Co..... | May 1, 1887, to May 1, 1890 | 400 " | By public sale, April 9, 1887..... | | 400 00 |
| Bulkhead, etc., between East Sixty-third and East Sixty-fourth streets..... | Neidlinger, Schmidt & Co..... | May 1, 1887, to May 1, 1892 | 750 " | By public sale, April 9, 1887..... | | 750 00 |
| Bulkhead, etc., at foot of East Sixty-fourth street..... | Neidlinger, Schmidt & Co..... | May 1, 1887, to May 1, 1890 | 100 " | By public sale, April 9, 1887..... | | 100 00 |
| Bulkhead with dumping-board at East Seventy-third street | Daniel T. Robinson..... | May 1, 1883, to May 1, 1891 | 2,125 " | By public sale, April 11, 1888..... | 531 25 | |
| Land under water for bulkhead at East Seventy-fourth street..... | Thomas Patten..... | At pleasure of the Board... | 100 " | By resolution, Nov. 21, 1877..... | | |
| Bulkhead platform at East Seventy-fifth street..... | John A. Bouker..... | May 1, 1888, to May 1, 1891 | 400 " | By public sale, April 11, 1888..... | 100 00 | 300 00 |
| Bulkhead at East Seventy-sixth street..... | D. Milliken..... | May 1, 1888, to May 1, 1891 | 440 " | By public sale, April 11, 1888..... | 110 00 | 330 00 |
| The bulkhead at East Seventy-eighth street, the bulkhead platform between East Seventy-eighth and East Seventy-ninth streets, and the pier at East Seventy-ninth street..... | Ridgewood Ice Co..... | May 1, 1887, to May 1, 1890 | 4,000 " | By public sale, April 9, 1887..... | | 4,000 00 |
| Site for platform between East Seventy-ninth and East Eightieth streets..... | Murphy & Nesbit..... | May 1, 1878, to termination of occupancy of upland..... | 100 " | By resolution, May 3, 1878..... | | 25 00 |
| Bulkhead at East Ninety-third street..... | Knickerbocker Ice Co..... | May 1, 1888, to May 1, 1891 | 1,200 " | By public sale, April 11, 1888..... | 300 00 | 900 00 |
| Bulkhead at foot of East Ninety-ninth street..... | Cavanagh & Collins..... | May 1, 1887, to May 1, 1890 | 300 " | By public sale, April 9, 1887..... | | 300 00 |
| Harlem River. | | | | | | |
| Bulkhead platform at foot of East One Hundred and Fourth street..... | Lehman Levy..... | May 1, 1887, to May 1, 1890 | 200 " | By public sale, April 9, 1887..... | | \$200 00 |
| Bulkhead platform at East One Hundred and Fifth street..... | Kane & Wright..... | May 1, 1887, to May 1, 1890 | 325 " | By public sale, April 9, 1887..... | | 325 00 |
| Bulkhead at East One Hundred and Sixth street..... | A. Scott..... | May 1, 1887, to May 1, 1890 | 500 " | By public sale, April 9, 1887..... | | 500 00 |
| Pier at East One Hundred and Nineteenth street..... | Ridgewood Ice Co..... | May 1, 1889, to May 1, 1892 | 500 " | By public sale, April 18, 1889..... | | |
| Land under water for pile platform at bulkhead between East One Hundred and Twenty-second and East One Hundred and Twenty-third streets, 430 square feet..... | Canda & Kane..... | May 30, 1887; pleasure of the Board..... | 100 " | By resolution, June 22, 1887..... | | 100 00 |
| Land under water, south side East One Hundred and Twenty-sixth street, for timber basin..... | McDonough & Co..... | At pleasure of the Board... | 400 " | { By resolutions, June 29, 1883, and November 11, 1886..... | | 400 00 |
| Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue..... | Suburban Rapid Transit Co..... | At pleasure of the Board... | 500 " | By resolutions, April 4, and June 20, 1883..... | | 500 00 |
| Bulkhead at East One Hundred and Thirty-sixth street, west side Harlem river..... | Merchants' Union Ice Co., assignee..... | May 1, 1888, to May 1, 1891 | 250 " | By public sale, April 11, 1888..... | 62 50 | 187 50 |
| Bulkhead on south half of East One Hundred and Thirty-eighth street, west side Harlem river..... | John Dobbins..... | May 1, 1888, to May 1, 1891 | 150 " | By public sale, April 11, 1888..... | 37 50 | 112 50 |
| Land under water north of West One Hundred and Fifty-ninth street, Harlem river, extending northerly about 500 feet from the estate of William Lynch, and about 350 feet in width from the established bulkhead line westerly..... | Manhattan Railway Co..... | { Dec. 29, 1887, to Dec. 29, 1897, (Ten years, with privilege of two renewals at ten years each.... | 5,000 1st term. 6,500 2d " 8,000 3d " | { By resolution, Dec. 28, 1887..... | | 5,000 00 |
| | | | | | | \$7,334 00 |

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING APRIL 30, 1889.

DEPARTMENT OF DOCKS—PIER A, BATTERY, NEW YORK, N. Y., May 1, 1889.

To the Board of Docks:

GENTLEMEN—The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1889," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|---|------------|----------|----------|----------|
| Pier A—Battery. | | | | |
| <i>(Resolution, July 3, 1884.)</i> | | | | |
| Document case in Room 7..... | | \$22 42 | \$22 42 | |
| Document case in Room 9..... | \$48 65 | 23 | 48 88 | |
| Stationery closet in Room 9..... | 84 84 | 63 65 | 148 49 | |
| | | | | \$219 79 |
| West Washington Market Section. | | | | |
| <i>(Resolution, February 6, 1889.)</i> | | | | |
| Burning rubbish on site of market (S. O. 8729)..... | 688 21 | 1 52 | \$689 73 | |
| Removing the market..... | 4,554 71 | 2,202 11 | 6,756 82 | |
| Maintenance of Pier, old 23, N. R..... | 332 45 | 25 95 | 358 40 | |
| | | | | 7,804 95 |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|------------|------------|-----------|------------|
| Chambers Street Section. | | | | |
| <i>(Resolutions November 24, 1877, and November 21, 1878.)</i> | | | | |
| General Charges. | | | | |
| Removing temporary sewer..... | \$904 59 | | \$904 59 | |
| Reclaimed land rear of the bulkhead-wall..... | 292 68 | | 292 68 | |
| | | | | \$1,197 27 |
| Franklin Street Section. | | | | |
| <i>(Resolution, October 6, 1887.)</i> | | | | |
| Bulkhead-wall Proper. | | | | |
| Dredging..... | 4 85 | | \$4 85 | |
| Stone filling..... | 374 29 | \$3,803 83 | 4,178 12 | |
| Piling and woodwork..... | 1,401 98 | 538 18 | 1,940 16 | |
| Masonry..... | 2,692 62 | 8,660 89 | 11,353 51 | |
| | | | | 17,476 64 |
| General Charges. | | | | |
| Removing old work..... | 771 43 | 79 14 | \$850 57 | |
| Temporary sewer..... | 518 58 | 37 74 | 556 32 | |
| Temporary guard-piles..... | 49 83 | 35 00 | 84 83 | |
| Reclaimed land rear of the bulkhead-wall..... | 2,261 96 | 82 06 | 2,344 02 | |
| Temporary roadway to Pier, new 24, N. R..... | 759 28 | 608 77 | 1,368 05 | |
| Watchmen..... | 60 00 | | 60 00 | |
| | | | | 5,263 79 |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|---|------------|------------|-------------|-------------|--|------------|-----------|-------------|------------|
| Pier, new 24, N. R. <i>(Resolution, October 6, 1887.)</i> | | | | | West Thirty-first Street Section. <i>(Resolutions, August 8 and September 19, 1883.)</i> | | | | |
| Dredging under the resolution..... | \$581 32 | \$9,600 80 | \$10,182 12 | | <i>General Charges.</i> | | | | |
| Construction under Contract No. 263— | | | | | Levels on the bulkhead-wall..... | \$29 72 | | \$29 72 | |
| Specifications..... | | 122 25 | 122 25 | | Reclaimed land rear of the bulkhead-wall..... | 170 59 | | 170 59 | |
| Inspection..... | 455 71 | 84 00 | 539 71 | | Raising inner end of Pier, new 61, N. R..... | 746 25 | \$80 76 | 827 01 | \$1,027 32 |
| Payments..... | | 24,563 98 | 24,563 98 | | <i>Pier, new 61, N. R.—Resolution, March 16, 1887.</i> | | | | |
| <i>(Resolution, December 20, 1888.)</i> | | | | | Inspection of timber..... | 15 45 | | \$15 45 | 15 45 |
| Two spurs..... | 2,425 40 | 2,150 59 | 4,575 99 | | West Thirty-second Street Section. | | | | |
| One spur..... | | 1,950 00 | 1,950 00 | | <i>(Resolution, October 22, 1885.)</i> | | | | |
| <i>(Secretary's Order No. 7997.)</i> | | | | | <i>Bulkhead-wall Proper.</i> | | | | |
| Three gangways..... | 221 16 | 164 51 | 385 67 | \$42,319 72 | Dredging..... | 162 64 | 6,114 60 | \$6,277 24 | |
| North Moore Street Section. | | | | | Stone filling..... | 2,069 18 | 15,319 62 | 17,388 80 | |
| <i>(Resolution, April 28, 1880.)</i> | | | | | Piling and woodwork..... | 9,106 51 | 13,549 84 | 22,656 35 | |
| <i>Bulkhead-wall Proper.</i> | | | | | Masonry..... | 5,926 63 | 11,414 15 | 17,340 78 | 63,663 17 |
| Dredging..... | 68 14 | 2,301 00 | \$2,369 14 | | <i>General Charges.</i> | | | | |
| Stone filling..... | 668 86 | 10,367 30 | 11,036 16 | | Removing old work..... | 1,834 48 | 119 59 | \$1,954 07 | |
| Piling and woodwork..... | 7,415 21 | 9,070 87 | 16,486 08 | | Reclaimed land rear of the bulkhead-wall..... | 5,128 32 | 1,241 53 | 6,369 85 | |
| Masonry..... | 8,918 09 | 19,449 62 | 28,367 71 | 58,259 09 | Temporary mooring and guard piles..... | 61 78 | 661 62 | 723 40 | |
| <i>General Charges.</i> | | | | | Raising inner end of Pier, new 62, N. R., and its shed. | 740 56 | 176 89 | 917 45 | |
| Removing old work..... | 2,999 47 | 51 93 | \$3,051 40 | | Levels on the bulkhead-wall..... | 29 69 | | 29 69 | 9,994 46 |
| Temporary mooring piles..... | 46 50 | | 46 50 | | <i>Pier, new 62, N. R.—Resolution, March 16, 1887.</i> | | | | |
| Temporary sewer..... | 773 79 | 377 57 | 1,151 36 | | Dredging..... | 8 90 | | \$8 90 | |
| Reclaimed land rear of bulkhead-wall..... | 4,641 27 | 365 25 | 5,006 52 | | Construction under Contract No. 256— | | | | |
| Temporary approach to inner end of Pier, old 36, N. R. | | 231 00 | 231 00 | | Inspection..... | 199 90 | 50 25 | 250 15 | |
| Temporary roadway to Pier, new 25, N. R..... | 3,169 81 | 339 00 | 3,508 81 | | Payments..... | | 45,768 95 | 45,768 95 | |
| Watchmen..... | 1,269 50 | 4 81 | 1,274 31 | 14,269 90 | Platform over track pit..... | 19 67 | 32 84 | 52 51 | 46,080 51 |
| <i>Pier, new 25, N. R.</i> | | | | | <i>Pier, new 63, N. R.—Resolution, March 16, 1887.</i> | | | | |
| <i>(Resolution, April 28, 1880.)</i> | | | | | Dredging..... | 409 73 | 11,857 20 | \$12,266 93 | |
| Dredging..... | 1,186 96 | 13,336 80 | \$14,523 76 | | Construction under Contract No. 285— | | | | |
| Construction under Contract No. 267— | | | | | Inspection..... | 1,111 26 | 56 75 | 1,168 01 | |
| Specifications..... | | 132 00 | 132 00 | | Payments..... | | 21,890 96 | 21,890 96 | |
| Inspection..... | 1,198 98 | 25 00 | 1,223 98 | | Material furnished by Department on the work..... | 11 90 | 135 25 | 147 15 | 35,473 05 |
| Payments..... | | 30,700 00 | 30,700 00 | | Pier at West Thirty-seventh Street, N. R. | | | | |
| Material furnished by Department on the work..... | 463 76 | 14,596 99 | 15,060 75 | | <i>(Resolution, June 25, 1887.)</i> | | | | |
| Temporary guard timbers around gangway openings.. | 11 10 | | 11 10 | 61,651 59 | Material furnished by Department on the work..... | | 93 63 | \$93 63 | |
| Beach Street Section. | | | | | Temporary approach to Pier..... | 29 11 | | 29 11 | 122 74 |
| <i>(Resolution, July 16, 1879.)</i> | | | | | Pier at West Thirty-eighth Street, N. R. | | | | |
| <i>Bulkhead-wall Proper.</i> | | | | | <i>(Resolution, June 16, 1887.)</i> | | | | |
| Stone filling..... | | 35 00 | \$35 00 | | Dredging..... | 229 67 | 8,115 40 | \$8,345 07 | |
| Masonry..... | 710 19 | 1,365 82 | 2,076 01 | 2,111 01 | Construction under Contract No. 264— | | | | |
| <i>General Charges.</i> | | | | | Specifications..... | | 64 38 | 64 38 | |
| Removing old work..... | 701 14 | | \$701 14 | | Inspection..... | 790 20 | 27 05 | 817 25 | |
| Temporary sewer..... | 486 67 | 120 59 | 607 26 | | Payments..... | | 45,280 00 | 45,280 00 | 54,506 70 |
| Reclaimed land rear of the bulkhead-wall..... | 386 20 | | 386 20 | | Pier at West Forty-seventh Street, N. R. | | | | |
| Temporary roadway to Pier, new 26, N. R..... | 25 65 | | 25 65 | | <i>(Resolution, April 9, 1888.)</i> | | | | |
| Watchmen..... | 140 00 | | 140 00 | 1,860 25 | Removing old work..... | 1,274 34 | 200 55 | \$1,474 89 | |
| Laight Street Section. | | | | | Dredging..... | 1,026 67 | 25,538 40 | 26,565 07 | |
| <i>(Resolutions, July 30 and November 3, 1880.)</i> | | | | | Construction proper..... | 16,616 30 | 33,400 70 | 50,017 00 | 78,056 96 |
| <i>Bulkhead-wall Proper.</i> | | | | | West Fifty-second Street Section. | | | | |
| Stone filling..... | | 83 52 | \$83 52 | | <i>(Resolution, October 6, 1887.)</i> | | | | |
| Masonry..... | 94 34 | 235 19 | 329 53 | 413 05 | <i>Bulkhead-wall Proper—South End.</i> | | | | |
| <i>General Charges.</i> | | | | | Dredging..... | 626 15 | 6,969 20 | \$7,595 35 | |
| Reclaimed land rear of the bulkhead-wall..... | 152 38 | | \$152 38 | | Stone-filling..... | 30 15 | 1,360 36 | 1,390 51 | |
| Watchmen..... | 30 00 | | 30 00 | 182 38 | Masonry..... | 22,482 54 | 37,542 46 | 60,025 00 | 69,010 86 |
| Spring Street Section. | | | | | <i>General Charges.</i> | | | | |
| <i>(Resolution, September 7, 1877.)</i> | | | | | Removing old work..... | 327 47 | 11 16 | \$338 63 | |
| <i>Bulkhead-wall Proper.</i> | | | | | Temporary sewer..... | 302 76 | 66 21 | 368 97 | |
| Piling and woodwork..... | | 2 11 | \$2 11 | 2 11 | Temporary buoys..... | 28 85 | | 28 85 | |
| West Twenty-third Street Section (south end). | | | | | Reclaimed land rear of the bulkhead-wall..... | 634 45 | 3 52 | 637 97 | |
| <i>(Resolution, November 5, 1880.)</i> | | | | | Temporary roadway to pier at West Fifty-first street.. | 198 70 | 180 33 | 379 03 | |
| <i>Bulkhead-wall Proper.</i> | | | | | Watchmen..... | 59 00 | | 59 00 | 1,812 45 |
| Masonry..... | 486 53 | 909 31 | \$1,395 84 | 1,395 84 | <i>Pier at West Fifty-first Street, N. R.—(Resolution, April 9, 1888.)</i> | | | | |
| <i>General Charges.</i> | | | | | Dredging..... | 185 07 | 10,465 80 | \$10,650 87 | |
| Levels on the bulkhead-wall..... | 29 69 | | \$29 69 | | Construction, under Contract No. 272— | | | | |
| Temporary roadway to Pier, new 54, N. R..... | 75 89 | 37 71 | 113 60 | | Specifications..... | | 119 00 | 119 00 | |
| Temporary roadway to Pier, new 55, N. R..... | 71 77 | 75 76 | 147 53 | | Inspection..... | 945 83 | 37 25 | 983 08 | |
| Temporary roadway to Pier, new 56, N. R..... | 331 42 | 49 45 | 380 87 | 671 69 | Payments..... | | 25,970 00 | 25,970 00 | |
| West Twenty-third Street Section (north end). | | | | | Stone-filling..... | 7 13 | 487 56 | 494 69 | |
| <i>(Resolution, June 28, 1880.)</i> | | | | | Material furnished by the Department on the work.... | 685 57 | 10,736 26 | 11,421 83 | |
| <i>General Charges.</i> | | | | | Scupper-holes, Secretary's Order No. 8603.. | 44 07 | | 44 07 | 49,683 54 |
| Levels on the bulkhead wall..... | 29 69 | | \$29 69 | | Reclaimed Land—West Fifty-fifth to West Fifty-eighth Street, N. R. | | | | |
| Temporary roadway to Pier, new 59, N. R..... | 318 98 | 40 07 | 359 05 | | Receiving and placing filling..... | 522 00 | | \$522 00 | 522 00 |
| Temporary roadway to Pier, new 60, N. R..... | 177 87 | 54 80 | 232 67 | | | | | | |
| Raising inner end of Pier, new 59, N. R..... | 390 75 | 73 41 | 464 16 | | | | | | |
| Raising inner end of Pier, new 60, N. R..... | 678 61 | 168 77 | 847 38 | 1,932 95 | | | | | |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|------------|------------|-------------|-------------|--|--------------|--------------|-----------|--------------|
| West Fifty-seventh Street Section. <i>(Resolution, December 20, 1888.)</i> <i>Bulkhead-wall Proper.</i> | | | | | Pier at East One Hundred and Nineteenth Street, H. R. <i>(Resolution, August 16 and 24, 1888.)</i> | | | | |
| Dredging..... | \$176 39 | \$4,092 60 | \$4,268 99 | | Dredging..... | \$50 50 | \$506 60 | \$567 10 | |
| Stone-filling..... | 665 81 | 1,933 72 | 2,499 53 | | Construction under Contract No. 280— | | | | |
| Piling and woodwork..... | 3,698 84 | 3,814 58 | 7,513 42 | | Specifications..... | | 112 50 | 112 50 | |
| Masonry..... | 375 36 | 2,017 69 | 2,393 05 | \$16,674 99 | Inspection..... | 283 34 | 31 75 | 321 09 | |
| | | | | | Payments..... | | 6,891 00 | 6,891 00 | \$7,891 69 |
| <i>General Charges.</i> | | | | | Total..... | \$148,669 84 | \$588,715 04 | | \$737,384 88 |
| Examination of river bottom..... | 222 91 | 110 22 | \$333 13 | | ON CONSTRUCTION ACCOUNT—NEW PLAN—TEMPORARY WORK. | | | | |
| Removing old work..... | 21 10 | | 21 10 | | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
| Temporary buoys..... | 18 70 | | 18 70 | | Proposed Pier at Bank Street, N. R. | | | | |
| Reclaimed land rear of the bulkhead-wall..... | 1,412 94 | 1,350 34 | 2,763 28 | 3,136 21 | Specifications, Secretary's Order No. 8420..... | \$88 20 | | \$88 20 | \$88 20 |
| | | | | | Pier at West Twelfth street, N. R. | | | | |
| <i>Pier at West Fifty-seventh Street, N. R.—(Resolution, February 6, 1889.)</i> | | | | | Construction under Contract No. 279— | | | | |
| Dredging..... | 63 90 | | \$63 90 | 63 09 | Specifications..... | 22 50 | | \$22 50 | |
| Paving Reclaimed Land on the North River Water-front. | | | | | Dredging—Inspection..... | 61 74 | | 61 74 | |
| Paving entrance to Pier A..... | 170 12 | 648 44 | \$818 56 | | " Payments..... | | \$1,755 60 | 1,755 60 | |
| Paving under Contract No. 306— | | | | | Construction—Inspection..... | 545 40 | 21 00 | 566 40 | |
| Specifications..... | 19 15 | | 19 15 | | " Payments..... | | 9,990 00 | 9,990 00 | 12,396 24 |
| Placing silt-basins, Secretary's Order No. 8201..... | 184 31 | 59 32 | 243 63 | | Crib-bulkhead at East One Hundred and Nineteenth Street, H. R. | | | | |
| " " 8202..... | 251 33 | 95 10 | 346 43 | | Construction under Contract No. 277— | | | | |
| " " 8507..... | 101 26 | 60 38 | 161 64 | | Specifications..... | | 86 50 | \$86 50 | |
| " " 8508..... | 113 00 | 64 29 | 177 29 | | Inspection..... | 366 22 | | 366 22 | |
| " " 8559..... | 63 48 | 66 34 | 129 82 | | Payments..... | | 2,680 50 | 2,680 50 | |
| " " 8560..... | 82 71 | 71 14 | 153 85 | 2,050 37 | Temporary sewer-box..... | 24 90 | 34 59 | 59 49 | 3,192 71 |
| <i>Pier, new 6, East River.</i> | | | | | Total..... | \$1,108 96 | \$14,568 19 | | \$15,677 15 |
| (Resolution, December 20, 1888.) | | | | | ON CONSTRUCTION ACCOUNT—NOT NEW PLAN. | | | | |
| Dredging..... | 195 34 | 3,728 60 | \$3,923 94 | | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
| Construction under Contract No. 293— | | | | | Reclaimed Land north of West Fifty-ninth Street, N. R. | | | | |
| Specifications, Secretary's Order No. 8166..... | 235 61 | 198 60 | 434 21 | | Filling in between West Seventy-fifth and West Seventy-seventh streets..... | \$675 31 | \$16 33 | \$691 64 | |
| Inspection..... | 374 36 | 1 96 | 376 32 | 4,734 47 | Filling in between West Seventy-seventh and West Eightieth streets..... | 728 78 | | 728 78 | |
| <i>Pier, new 29, East River.</i> | | | | | Filling in between West Seventy-seventh and West Eightieth streets, Secretary's Order No. 7876...} | 161 63 | | 161 63 | |
| (Resolution, September 8, 1887.) | | | | | Filling in at West Ninety-sixth street, resolution, April 5, 1888..... | 580 45 | | 580 45 | \$2,162 50 |
| Dredging..... | 528 81 | 34 49 | \$563 30 | | Crib-bulkhead south side West Seventy-fifth to south side West Seventy-seventh Street, N. R. | | | | |
| Construction under Contract No. 261— | | | | | Construction under Contract No. 276— | | | | |
| Inspection..... | 513 36 | 18 25 | 531 61 | | Specifications..... | | 86 50 | \$86 50 | |
| Payments..... | | 20,212 71 | 20,212 71 | 21,307 62 | Dredging—Inspection..... | 178 33 | | 178 33 | |
| <i>Pier, new 36, East River.</i> | | | | | Dredging—Payments..... | | 9,927 50 | 9,927 50 | |
| (Resolution May 11, 1888.) | | | | | Construction—Inspection..... | 682 24 | 11 00 | 693 24 | |
| Dredging..... | 928 76 | 9,943 69 | \$10,872 45 | | Construction—Payments..... | | 35,947 00 | 35,947 00 | 47,832 57 |
| Construction under Contract No. 273— | | | | | Water-front foot West Ninety-sixth Street, N. R. | | | | |
| Specifications..... | | 124 75 | 124 75 | | Examination of river bottom, Secretary's Order No. 7579..... | 110 46 | 8 47 | \$118 93 | |
| Inspection..... | 1,057 54 | 34 75 | 1,102 29 | | Temporary roadway, Secretary's Order No. 7582..... | 272 50 | | 272 50 | 391 43 |
| Payments..... | | 27,986 35 | 27,986 35 | 40,085 84 | Pier at West One Hundred and Thirty-second Street, N. R. | | | | |
| <i>Pier 61, East River.</i> | | | | | Temporary roadway to pier, Secretary's Order No. 8365 | 242 62 | 180 00 | \$422 62 | 422 62 |
| (Resolution March 28, 1889.) | | | | | Crib-bulkhead at West One Hundred and Fifty-eighth Street, N. R. | | | | |
| Construction under Contract No. 301— | | | | | Construction under Contract No. 260— | | | | |
| Specifications, Secretary's Order No. 8153..... | 186 62 | 71 61 | \$258 23 | 258 23 | Inspection..... | 812 99 | 14 50 | \$827 49 | |
| <i>East Twenty-fourth Street Section.</i> | | | | | Payments..... | | 14,360 00 | 14,360 00 | |
| (Resolution, April 25, 1889.) | | | | | Care of material abandoned by Contractor..... | 44 00 | 5 82 | 49 82 | 15,237 31 |
| Examination of river bottom, Secretary's Order No. 8869 | 151 72 | 157 01 | \$308 73 | 308 73 | <i>Pier 60, E. R.</i> | | | | |
| <i>East Ninety-fourth Street Section.</i> | | | | | (Resolution, January 27, 1888.) | | | | |
| (Resolution, April 25, 1889.) | | | | | Construction under Contract No. 269— | | | | |
| Examination of river bottom, Secretary's Order No. 8870 | 124 46 | 101 54 | \$226 00 | 226 00 | Specifications..... | | 132 00 | \$132 00 | |
| <i>East One Hundred and Tenth Street Section.</i> | | | | | Inspection..... | 557 77 | 19 00 | 576 77 | |
| (Resolution, April 25, 1889.) | | | | | Payments..... | | 15,549 00 | 15,549 00 | 16,257 77 |
| Examination of river bottom, Secretary's Order No. 8871 | 364 71 | 167 63 | \$532 34 | 532 34 | <i>Pier at East Thirty-eighth Street, E. R.</i> | | | | |
| <i>Water-front between East One Hundred and Fourteenth and East One Hundred and Fifteenth Streets, H. R.</i> | | | | | Construction under Contract No. 281— | | | | |
| (Resolution, April 9, 1888.) | | | | | Specifications, Secretary's Order No. 8007..... | 63 86 | 159 55 | \$223 41 | |
| Temporary sewer..... | 779 21 | 413 04 | \$1,222 25 | | Dredging—Inspection..... | 158 67 | | 158 67 | |
| Reclaimed land rear of temporary bulkhead..... | 2,568 62 | 1 82 | 2,570 44 | 3,792 69 | Dredging—Payments..... | | 3,854 88 | 3,854 88 | |
| <i>Pier at East One Hundred and Seventeenth Street, H. R.</i> | | | | | Construction—Inspection..... | 440 27 | 19 00 | 459 27 | |
| (Resolution, September 30, 1887.) | | | | | Construction—Payments..... | | 15,156 70 | 15,156 70 | 19,852 3 |
| Construction under Contract No. 262— | | | | | | | | | |
| Specifications..... | | 64 38 | \$64 38 | | | | | | |
| Dredging—Payments..... | | 78 57 | 78 57 | | | | | | |
| Construction—Inspection..... | 99 12 | 18 30 | 117 42 | | | | | | |
| " Payments..... | | 3,062 69 | 3,062 69 | | | | | | |
| (Resolution, January 13, 1888.) | | | | | | | | | |
| Extension to outer end..... | 97 51 | 5,900 00 | 5,997 51 | 9,320 57 | | | | | |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|------------|--------------|-----------|--------------|---|------------|----------|------------|-------------|
| Pier at East Forty-sixth Street, E. R. | | | | | Building on Pier. | | | | |
| Dredging | \$21 10 | \$280 40 | \$301 50 | | Sundry repairs to..... | \$617 51 | \$652 03 | \$1,269 54 | |
| Construction, under Contract No. 271— | | | | | Repairs to heating apparatus..... | 133 27 | 62 80 | 196 07 | |
| Specifications | | 69 25 | 69 25 | | Closet for room 17 | 36 05 | | 36 05 | |
| Inspection..... | 272 89 | 7 75 | 280 64 | | “ 21 | 93 48 | 22 95 | 116 43 | |
| Payments..... | | 14,489 20 | 14,489 20 | \$15,140 59 | Boat-landing East of Pier. | | | | |
| Crib-bulkhead at East Forty-sixth Street, E. R. | | | | | Raising of, under Engineer's Order..... | 197 65 | 887 54 | 1,085 19 | |
| Construction, under Contract No. 271— | | | | | Raising of, under Contract No. 249— | | | | |
| Specifications..... | | 69 25 | \$69 25 | | Inspection..... | 60 56 | | 60 56 | |
| Inspection | 62 25 | 2 75 | 65 00 | | Payments..... | | 7,600 00 | 7,600 00 | \$12,621 68 |
| Payments..... | | 3,350 00 | 3,350 00 | 3,484 25 | Bulkhead between Pier A and Pier, new 1, N. R. | | | | |
| Crib-bulkhead from Middle of Block between | | | | | Repairs, Secretary's Order No. 8391..... | 162 36 | 51 78 | \$214 14 | |
| East One Hundred and Fourteenth and | | | | | “ | 6 70 | 32 | 7 02 | 221 16 |
| East One Hundred and Fifteenth Streets, | | | | | Bulkhead north of Pier, new 1, N. R. | | | | |
| H. R., to north side of East One Hundred | | | | | Soundings, Secretary's Order No. 7720..... | 11 33 | | \$11 33 | |
| and Fifteenth Street, H. R. | | | | | Dredging, Secretary's Order No. 7806..... | 29 36 | 116 60 | 145 96 | 157 29 |
| Construction, under Contract No. 258— | | | | 5,003 04 | Pier, old 34, N. R. (north half). | | | | |
| Dredging—Payments..... | | 281 61 | \$281 61 | | Repairs, Secretary's Order No. 8840..... | 256 77 | 19 44 | \$276 21 | 276 21 |
| Construction—Payments | | 4,721 43 | 4,721 43 | | Bulkhead between Piers, old 34 and old 35, | | | | |
| Crib-bulkhead at East One Hundred and | | | | | N. R. | | | | |
| Seventeenth Street, H. R. | | | | | Repairs, Secretary's Order No. 8459..... | 2 78 | | \$2 78 | 2 78 |
| Construction, under Contract No. 262— | | | | | Pier, old 35, N. R. | | | | |
| Specifications | | 64 37 | \$64 37 | | Repairs, Secretary's Order No. 8722..... | 235 50 | 50 06 | \$285 56 | |
| Inspection | 15 30 | | 15 30 | | “ “ 8948..... | 28 66 | 3 70 | 32 36 | 317 92 |
| Payments | | 1,345 24 | 1,345 24 | 1,424 91 | Old bulkhead south of Franklin street, N. R. | | | | |
| Bulkhead foot of West One Hundred and | | | | | Repairs, Secretary's Order No. 8611..... | 38 27 | | \$38 27 | 38 27 |
| Fifty-fifth Street, H. R. | | | | 42 50 | Pier, old 42, N. R. | | | | |
| Specifications, Secretary's Order No. 8532..... | 20 40 | | \$20 40 | | Repairs, Secretary's Order No. 7747..... | 122 15 | 212 28 | \$334 43 | |
| Material furnished by the Department..... | 22 10 | | 22 10 | | “ “ 7862..... | 33 95 | 1 09 | 35 04 | |
| Crib-bulkhead foot Lincoln Avenue, H. R. | | | | | “ “ 8106..... | 19 80 | | 19 80 | |
| Construction under Contract No. 291— | | | | | “ “ 8305..... | 36 98 | 70 46 | 107 44 | |
| Specifications (Secretary's Order No. 7986)..... | 136 01 | 104 88 | \$240 89 | | “ “ 8654..... | 85 05 | 217 43 | 302 48 | |
| Dredging—Inspection..... | 114 58 | | 114 58 | | “ “ 8930..... | 11 55 | | 11 55 | |
| Dredging—Payments | | 1,243 89 | 1,243 89 | 9,242 37 | “ “ 8962..... | 117 80 | 62 71 | 180 51 | 991 25 |
| Construction—Inspection..... | 370 52 | | 370 52 | | Pier, new 34, N. R. | | | | |
| Construction—Payments | | 6,576 39 | 6,576 39 | | Examination of substructure..... | 350 67 | 8 07 | \$358 74 | 358 74 |
| Material furnished by Department on the work..... | 76 10 | 620 00 | 696 10 | | Pier, new 40, N. R. | | | | |
| For Department of Public Charities and | | | | | Examination of sewer, Secretary's Order No. 8351.... | 5 07 | | \$5 07 | |
| Correction. | | | | | Repairs to sewer, Secretary's Order No. 8426 | 189 69 | 30 34 | 220 03 | 225 10 |
| Landing Pier at East Fifty-first Street, E. R. | | | | | Pier, new 42, N. R. | | | | |
| Dredging, Secretary's Order No. 7636..... | 13 05 | 124 00 | \$137 05 | | Repairs, Secretary's Order No. 8318..... | 5 42 | | \$5 42 | 5 42 |
| Construction, Secretary's Order No. 7636..... | 56 16 | 47 61 | 103 77 | 240 82 | Bulkhead between Piers, new 42 and new 43, | | | | |
| Boat Landing at East One Hundred and Fifteenth | | | | | N. R. | | | | |
| Street, H. R. | | | | | Repairs, Secretary's Order No. 7937..... | 4 85 | | \$4 85 | |
| Examination of river bottom, Secretary's Order No. } | 4 36 | | \$4 36 | | “ “ 8119..... | 3 75 | | 3 75 | |
| 7964..... | | | | | Dredging, Secretary's Order No. 8045..... | 37 76 | 246 50 | 284 26 | 292 86 |
| Construction, Secretary's Order No. 8198..... | 110 26 | 82 00 | 192 26 | 196 62 | Pier, new 43, N. R. | | | | |
| Boat Landing at Ward's Island. | | | | | Pier Proper. | | | | |
| Examination of river bottom, Secretary's Order No. } | 17 24 | | \$17 24 | | Repairs, Secretary's Order No. 7736..... | 50 60 | 47 62 | \$98 22 | |
| 8012..... | | | | | “ “ 8619..... | 53 31 | 9 57 | 62 88 | |
| Dredging, Secretary's Order No. 8309..... | 61 10 | 491 90 | 553 00 | 856 18 | Examination of substructure..... | 44 22 | | 44 22 | |
| Construction, Secretary's Order No. 8309..... | 193 40 | 92 54 | 285 94 | | Repairs under Contract No. 292— | | | | |
| Boat Landing at Randall's Island. | | | | | Specifications, Secretary's Order No. 8418..... | 2 33 | 106 00 | 108 33 | |
| Examination of river bottom, Secretary's Order No. } | 17 24 | | \$17 24 | | Inspection..... | 331 30 | | 331 30 | |
| 8012..... | | | | | Repairs to outer end, Treasurer's Order No. 13644 .. | | 89 | 89 | |
| Construction, Secretary's Order No. 8309..... | 215 36 | 59 72 | 275 08 | 292 32 | Dredging under Contract No. 275..... | 35 40 | 1,748 00 | 1,783 40 | |
| Charity Hospital Pier at Blackwell's Island. | | | | | Shed and Offices. | | | | |
| Specifications | 95 95 | 38 75 | \$134 70 | 134 70 | Fire insurance..... | | 315 00 | 315 00 | |
| For Department of Street Cleaning. | | | | | Repairs to water-pipes, Secretary's Order No. 7733... | | 40 00 | 40 00 | |
| Dump Foundation, East Sventieth Street, E. R. | | | | | Watchmen | 184 00 | 67 | 184 67 | 2,968 91 |
| Dredging..... | 152 13 | 208 93 | \$361 06 | | Pier, new 44, N. R. | | | | |
| Construction under Contract No. 289— | | | | | Examination of substructure, Secretary's Order No. 8477 | 161 18 | 97 | \$162 15 | |
| Specifications | | 96 25 | 96 25 | | Repairs, Secretary's Order No. 8633..... | 17 60 | | 17 60 | |
| Inspection | 334 74 | 13 75 | 348 49 | | Repairs to water-pipes..... | 14 08 | 7 14 | 21 22 | 200 97 |
| Payments | | 3,700 00 | 3,700 00 | 4,505 80 | Pier, new 45, N. R. | | | | |
| Dump East Thirty-eighth Street, E. R. | | | | | Examination of substructure, Secretary's Order No. 8477 | 166 14 | 16 | \$166 30 | |
| Construction under Contract No. 299— | | | | | Repairs to water-pipes..... | 14 08 | 7 14 | 21 22 | 187 52 |
| Specifications | | 93 00 | \$93 00 | 93 00 | Bulkhead between Piers, new 45 and new 46, | | | | |
| Dump West Forty-seventh Street, N. R. | | | | | N. R. | | | | |
| Construction under Contract No. 286— | | | | | Repairs, Secretary's Order No. 8629..... | 38 47 | 3 43 | \$41 90 | |
| Inspection | 278 08 | 19 00 | \$297 08 | | “ “ 8660..... | 24 67 | 2 94 | 27 61 | 69 51 |
| Payments..... | | 4,885 00 | 4,885 00 | 5,182 08 | | | | | |
| Total..... | \$8,370 20 | \$139,626 11 | | \$147,996 31 | | | | | |
| ON REPAIRS ACCOUNT. | | | | | | | | | |
| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | | | | |
| Pier A—Battery. | | | | | | | | | |
| Repairs, Secretary's Order No. 8193..... | \$13 81 | \$12 00 | \$25 81 | | | | | | |
| Cleaning..... | 38 54 | | 38 54 | | | | | | |
| Watchmen..... | 2,192 33 | 1 16 | 2,193 49 | | | | | | |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|---|------------|----------|----------|----------|---|------------|----------|----------|----------|
| Pier, new 46, N. R. | | | | | Pier at West Nineteenth Street, N. R. | | | | |
| <i>Pier Proper.</i> | | | | | Repairs, Secretary's Order No. 8465..... | \$9 18 | ..... | \$9 18 | |
| Repairs, Secretary's Order No. 8263..... | \$176 62 | \$255 23 | \$431 85 | | " 8927..... | 19 50 | \$1 55 | 21 05 | \$30 23 |
| Examination of..... | 65 05 | ..... | 65 05 | | | | | | |
| <i>Shed and Offices.</i> | | | | | Pier, new 56, N. R. | | | | |
| Fire insurance..... | ..... | 270 00 | 270 00 | | Repairs, Secretary's Order No. 8659..... | 12 00 | 4 70 | \$16 70 | 16 70 |
| Repairs to water-pipes..... | 14 09 | 7 14 | 21 23 | \$788 13 | | | | | |
| Approach to Piers, new 46 and new 47, N. R. | | | | | Pier, new 57, N. R. | | | | |
| Repairs, Secretary's Order No. 7983..... | 61 35 | 268 51 | \$329 86 | | Repairs, Secretary's Order No. 7851..... | 423 05 | 17 50 | \$440 55 | |
| " 8436..... | 89 11 | 70 28 | 159 39 | | Examination of..... | 55 90 | 3 44 | 59 34 | |
| " 8907..... | 20 65 | 63 | 21 28 | 510 53 | Repairs, Secretary's Order No. 8855..... | 7 75 | ..... | 7 75 | |
| Bulkhead between West Tenth Street and Pier, old 54, N. R. | | | | | Dredging, under Contract No. 295— | | | | |
| Sounding, Secretary's Order No. 7866..... | 6 46 | ..... | \$6 46 | | Specifications..... | ..... | 60 50 | 60 50 | |
| Dredging, Secretary's Order No. 7905..... | 53 85 | 734 00 | 787 85 | 794 31 | Inspection..... | 187 30 | ..... | 187 30 | |
| Bulkhead along southerly line extended of West Eleventh Street, N. R. | | | | | Payments..... | ..... | 5,397 20 | 5,397 20 | 6,112 64 |
| Repairs under Contract No. 274— | | | | | Pier, new 59, N. R. | | | | |
| Specifications..... | ..... | 61 12 | \$61 12 | | Repairs, Secretary's Order No. 7687..... | 7 60 | 4 48 | \$12 08 | |
| Inspection..... | 240 45 | 8 25 | 248 70 | | " 7856..... | 72 88 | 93 41 | 166 29 | |
| Payments..... | ..... | 9,184 00 | 9,184 00 | | " 7972..... | 20 40 | 34 09 | 54 49 | |
| Material furnished by the Department on the work.... | 30 50 | 5 00 | 35 50 | 9,529 32 | " 8027..... | 43 58 | 44 23 | 87 81 | |
| Pier at West Eleventh Street, N. R. | | | | | " 8164..... | 18 99 | 43 96 | 62 95 | |
| Repairs under Contract No. 274— | | | | | " 8561..... | 180 85 | 633 25 | 814 10 | 1,197 72 |
| Specifications..... | ..... | 61 13 | \$61 13 | | Pier at West Thirty-fourth Street, N. R. | | | | |
| Inspection..... | 161 55 | 6 25 | 167 80 | | Repairs, Secretary's Order No. 8627..... | 7 63 | 2 70 | \$10 33 | |
| Payments..... | ..... | 8,216 00 | 8,216 00 | | " 8753..... | 3 32 | ..... | 3 32 | 13 65 |
| Repairs, under resolution, July 12, 1888..... | ..... | 225 00 | 225 00 | 8,669 93 | Bulkhead rear of Pier at West Thirty-eighth Street, N. R. | | | | |
| Pier at West Twelfth Street, N. R. | | | | | Repairs under Contract No. 264— | | | | |
| Repairs, Secretary's Order No. 8880..... | 4 75 | ..... | \$4 75 | 4 75 | Specifications..... | ..... | 64 37 | \$64 37 | |
| Bulkhead between Gansevoort and Bogart Streets, N. R. | | | | | Payments..... | ..... | 1,120 00 | 1,120 00 | 1,184 37 |
| Repairs, Secretary's Order No. 8854..... | 209 29 | 6 33 | \$215 62 | | Bulkhead, between West Thirty-eighth and West Thirty-ninth Streets, N. R. | | | | |
| " 8926..... | 16 50 | ..... | 16 50 | | Dredging south of West Thirty-ninth street, Secretary's Order No. 7704..... | 8 75 | 540 40 | \$549 15 | 549 15 |
| Dredging, Secretary's Order No. 7778..... | 10 36 | 301 80 | 312 16 | 544 28 | Pier at West Fortieth Street, N. R. | | | | |
| Pier, old 57, N. R. | | | | | Soundings, Secretary's Order No. 8822..... | 17 85 | ..... | \$17 85 | |
| Repairs, Secretary's Order No. 8833..... | 36 17 | 3 51 | \$39 68 | 39 68 | Specifications for dredging, Secretary's Order No. 8929..... | 9 54 | ..... | 9 54 | 27 39 |
| Pier, old 58, N. R. | | | | | Pier at West Forty-fourth Street, N. R. | | | | |
| Repairs, Secretary's Order No. 8236..... | 47 54 | 4 49 | \$52 03 | | Soundings, Secretary's Order No. 7779..... | 16 27 | ..... | \$16 27 | |
| " 8857..... | 91 34 | 9 04 | 100 38 | 152 41 | Dredging, " 7846..... | 25 35 | 896 00 | 921 35 | 937 62 |
| Bulkhead between Piers, old 58 and 59, N. R. | | | | | Pier at West Forty-sixth Street, N. R. | | | | |
| Fencing off, Secretary's Order No. 8562..... | 23 94 | 17 59 | \$41 53 | 41 53 | Repairs, Secretary's Order No. 7654..... | 368 45 | 535 47 | \$903 92 | |
| Pier, old 59, N. R. | | | | | " 8001..... | 12 84 | 35 67 | 48 51 | |
| Repairs to Pier, Secretary's Order No. 8523..... | 8 36 | 9 12 | \$17 48 | | " 8144..... | 35 06 | 71 76 | 106 82 | |
| Repairs to bulkhead, rear of..... | 29 10 | ..... | 29 10 | 46 58 | " 8387..... | 154 57 | 160 23 | 314 80 | |
| Pier at West Thirteenth Street, N. R. | | | | | " 8727..... | 54 03 | 2 39 | 56 42 | |
| Repairs, Secretary's Order No. 7802..... | 184 86 | 104 60 | \$289 46 | | Extending dump, Secretary's Order No. 7829..... | 116 81 | 59 48 | 176 29 | |
| " 8404..... | 7 71 | 11 57 | 19 28 | | Repairs under Contract No. 283— | | | | |
| " 8813..... | 315 66 | 32 97 | 348 63 | 657 37 | Specifications..... | ..... | 86 50 | 86 50 | |
| Pier at West Fifteenth Street, N. R. | | | | | Inspection..... | 167 86 | 9 00 | 176 86 | |
| Repairs, Secretary's Order No. 7966..... | 19 35 | 1 09 | \$20 44 | | Payments..... | ..... | 1,640 00 | 1,640 00 | 3,524 94 |
| " 8643..... | 46 51 | 8 68 | 55 19 | 75 63 | Specifications for dredging, Secretary's Order No. 8923..... | 15 12 | ..... | 15 12 | |
| Pier at West Sixteenth Street, N. R. | | | | | Pier at West Forty-eighth Street, N. R. | | | | |
| Repairs, Secretary's Order No. 8290..... | 28 25 | 5 09 | \$33 34 | | Fencing off, Secretary's Order No. 8056..... | 13 36 | 1 05 | \$14 41 | 14 41 |
| " 8902..... | 67 95 | ..... | 67 95 | 101 29 | Pier at West Fifty-fifth Street, N. R. | | | | |
| Pier at West Eighteenth Street, N. R. | | | | | Repairs, Secretary's Order No. 7690..... | 23 40 | 17 20 | \$40 60 | |
| Repairs, Secretary's Order No. 7803..... | 65 16 | 6 84 | \$72 00 | | " 7811..... | 67 80 | 76 54 | 144 34 | |
| " 7967..... | 72 62 | 11 53 | 84 15 | | " 8002..... | 45 35 | 33 23 | 78 58 | |
| " 8146..... | 28 60 | 90 | 29 50 | | " 8120..... | 43 86 | 41 23 | 85 09 | |
| " 8033..... | 5 43 | ..... | 5 43 | | " 8273..... | 28 24 | 28 82 | 57 06 | |
| " 8644..... | 13 35 | 7 54 | 20 89 | | " 8388..... | 134 60 | 173 91 | 308 51 | |
| " 8278..... | 61 80 | 2 69 | 64 49 | | " 8528..... | 124 70 | 66 78 | 191 48 | |
| Repairs under Contract No. 290— | | | | | " 8774..... | 9 09 | 1 07 | 10 16 | |
| Specifications, Secretary's Order No. 6082..... | 36 42 | 138 50 | 174 92 | | " 8827..... | 33 32 | 2 75 | 36 07 | |
| Dredging—Inspection..... | 262 37 | ..... | 262 37 | | " 8978..... | 23 25 | 1 37 | 24 62 | |
| Payments..... | ..... | 3,148 38 | 3,148 38 | | Specifications for repairing, Secretary's Order No. 8743..... | 2 34 | ..... | 2 34 | |
| Repairs—Inspection..... | 753 29 | ..... | 753 29 | | Dredging under Contract No. 275— | | | | |
| Payments..... | ..... | 3,369 97 | 3,369 97 | 7,985 39 | Inspection..... | 139 32 | ..... | 139 32 | |
| | | | | | Payments..... | ..... | 3,289 60 | 3,289 60 | 4,407 77 |
| | | | | | Pier at West Fifty-seventh Street, N. R. | | | | |
| | | | | | Repairs..... | 394 14 | 115 88 | \$510 02 | |
| | | | | | Dredging, Secretary's Order No. 8172..... | 29 08 | 388 40 | 417 48 | 927 50 |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|------------|----------|----------|----------|--|------------|----------|----------|------------|
| Bulkhead foot West Seventy-seventh Street, N. R. | | | | | Repairs, Secretary's Order No. 7895..... | \$91 47 | \$18 44 | \$109 91 | |
| Specifications for dredging, Secretary's Order No. 8760 | \$4 80 | ..... | \$4 80 | \$4 80 | " " 7948..... | 53 92 | 21 92 | 75 84 | |
| Bulkhead between West Seventy-seventh and West Seventy-eighth Streets, N. R. | | | | | " " 8203..... | 141 08 | 40 66 | 181 74 | |
| Repairs, Secretary's Order No. 8696..... | 55 00 | \$100 88 | \$155 88 | | " " 8205..... | 129 12 | 20 77 | 149 89 | |
| Specifications for dredging, Secretary's Order No. 8760 | 5 10 | ..... | 5 10 | 160 98 | " " 8206..... | 202 55 | 2 25 | 204 80 | |
| Bulkhead foot West Seventy-eighth Street, N. R. | | | | | " " 8207..... | 102 37 | 9 55 | 111 92 | |
| Repairs, Secretary's Order No. 8696..... | 40 77 | 54 68 | \$95 45 | | " " 8208..... | 77 21 | 7 64 | 84 85 | |
| Specifications for dredging, Secretary's Order No. 8760 | 4 55 | ..... | 4 55 | 100 00 | " " 8502..... | 294 32 | 89 96 | 384 28 | |
| Bulkhead between West Seventy-eighth and West Seventy-ninth Street, N. R. | | | | | " " 8505..... | 78 78 | ..... | 78 78 | |
| Repairs, Secretary's Order No. 8696..... | 55 00 | 99 80 | \$154 80 | | " " 8506..... | 132 55 | 41 17 | 173 72 | |
| Dredging, " 7712..... | 32 15 | 425 60 | 457 75 | | Examination of pavement, Secretary's Order No. 8859. | 15 98 | ..... | 15 98 | |
| Specifications for dredging, Secretary's Order No. 8760 | 5 30 | ..... | 5 30 | 617 85 | Repairs between Pier A and Pier, new 1, N. R..... | ..... | 90 00 | 90 00 | |
| Pier at West Seventy-ninth Street, N. R. | | | | | Cleaning sewer at Battery..... | 10 77 | 3 55 | 14 32 | |
| Repairs, Secretary's Order No. 8240..... | 43 52 | 6 35 | \$49 87 | | Lowering silt basin, Secretary's Order No. 8204..... | 60 23 | 7 08 | 67 31 | |
| " " 8676..... | 78 60 | 23 57 | 102 17 | | Cleaning and repairing silt basins, resolution, June 2, 1886..... | 798 60 | 51 28 | 849 88 | \$5,013 49 |
| " " 8683..... | 13 75 | ..... | 13 75 | | Pier 2, E. R. | | | | |
| Specifications for dredging, Secretary's Order No. 8760 | 4 75 | ..... | 4 75 | 170 54 | Examination of | 19 70 | ..... | \$19 70 | |
| Bulkhead between West Seventy-ninth and West Eightieth Streets, N. R. | | | | | Repairs under Contract No. 287— | | | | |
| Repairs, Secretary's Order No. 8695..... | 91 70 | 156 23 | \$247 93 | | Specifications..... | ..... | 96 25 | 96 25 | |
| Dredging, " 7712..... | 27 68 | 506 00 | 533 68 | | Inspection..... | 411 38 | ..... | 411 38 | |
| Specifications for dredging, Secretary's Order No. 8760 | 5 00 | ..... | 5 00 | 786 61 | Payments..... | ..... | 3,404 66 | 3,404 66 | 3,931 299 |
| Bulkhead foot West Eightieth Street, N. R. | | | | | Pier 7, E. R. | | | | |
| Specifications for dredging, Secretary's Order No. 8760 | 4 45 | ..... | \$4 45 | 4 45 | Repairs, Secretary's Order No. 7692..... | 82 90 | 127 60 | \$210 50 | |
| Bulkhead foot West Ninety-sixth Street, N. R. | | | | | " " 7971..... | 96 29 | 51 34 | 147 63 | |
| Raising inner end, Secretary's Order No. 7582..... | 294 22 | 24 39 | \$318 61 | 318 61 | " " 8095..... | 47 60 | 4 58 | 52 18 | |
| Bulkhead-platform foot West One Hundred and Thirtieth Street, N. R. | | | | | " " 8348..... | 25 84 | 47 04 | 72 88 | 483 19 |
| Repairs, Secretary's Order No. 7710..... | 7 80 | 99 | \$8 79 | | Pier 12, E. R. (west half). | | | | |
| " " 8125..... | 14 68 | 50 | 15 18 | | Repairs, Secretary's Order No. 7739..... | 9 42 | 28 | \$9 70 | |
| " " 8955..... | 56 40 | ..... | 56 40 | | " " 8053..... | 25 33 | 29 42 | 54 75 | |
| Dredging, Secretary's Order No. 7705..... | 36 28 | 354 40 | 390 68 | | " " 8495..... | 48 24 | 66 65 | 114 89 | |
| Sounding, Secretary's Order No. 8403..... | 26 88 | ..... | 26 88 | | " " 8632..... | 19 80 | 16 32 | 36 12 | |
| Dredging, Secretary's Order No. 8480..... | 46 82 | 559 20 | 606 02 | 1,103 95 | " " 8679..... | 53 85 | 41 31 | 95 16 | |
| Pier at West One Hundred and Thirty-first Street, N. R. | | | | | " " 8953..... | 22 40 | ..... | 22 40 | 333 02 |
| Repairs, Secretary's Order No. 7711..... | 60 60 | 23 25 | \$83 85 | | Pier 18, E. R. (east half). | | | | |
| " " 8313..... | 53 52 | 4 08 | 57 60 | | Repairs, Secretary's Order No. 7918..... | 9 80 | 6 69 | \$16 49 | |
| " " 8862..... | 59 24 | 1 20 | 60 44 | | " " 7934..... | 21 40 | 22 00 | 43 40 | |
| " " 8894..... | 123 10 | 5 67 | 128 77 | | " " 8790..... | 75 66 | 6 40 | 82 06 | |
| Dredging, Secretary's Order No. 7705..... | 35 95 | 456 60 | 492 55 | 823 21 | Dredging under Contract No. 282— | | | | |
| Bulkhead, between West One Hundred and Thirty-first and West One Hundred and Thirty-second Street, N. R. | | | | | Specifications, Secretary's Order No. 8084..... | 7 29 | 60 50 | 67 79 | |
| Repairs, Secretary's Order No. 8359..... | 319 12 | 28 50 | \$347 62 | 347 62 | Inspection..... | 75 78 | ..... | 75 78 | |
| Pier at West One Hundred and Thirty-eighth Street, N. R. | | | | | Payments..... | ..... | 2,376 20 | 2,376 20 | |
| Repairs, Secretary's Order No. 7608..... | ..... | 4 50 | \$4 50 | 4 50 | Specifications for repairing shed, Secretary's Order } No. 8681..... | 23 56 | ..... | 23 56 | 2,675 128 |
| Pier at West One Hundred and Fifty-second Street, N. R. | | | | | Bulkhead between Piers 18 and 19, E. R. | | | | |
| Repairs, Secretary's Order No. 7606..... | ..... | 4 50 | \$4 50 | | Repairs to sewer, Secretary's Order No. 7917..... | 7 11 | ..... | \$7 11 | 7 11 |
| " " 8259..... | 23 59 | 2 49 | 26 08 | 30 58 | Pier 19, E. R. (west half). | | | | |
| Pier at West One Hundred and Fifty-fifth Street, N. R. | | | | | Repairs, Secretary's Order No. 7414..... | 14 14 | 14 62 | \$28 76 | |
| Repairs, Secretary's Order No. 8863..... | 56 19 | 10 33 | \$66 52 | 66 52 | " " 7743..... | 6 80 | 5 06 | 11 86 | |
| Pavement on Reclaimed Land, North River Water-front. | | | | | " " 7935..... | 10 31 | 20 68 | 30 99 | |
| Repairs, Secretary's Order No. 7135..... | 501 72 | 148 16 | \$649 88 | | " " 8026..... | 16 33 | 18 70 | 35 03 | |
| " " 7136..... | 794 69 | 131 95 | 926 64 | | " " 8274..... | 8 62 | 11 20 | 19 82 | |
| " " 7603..... | 36 53 | 10 13 | 46 66 | | " " 8325..... | 6 07 | ..... | 6 07 | |
| " " 7604..... | 22 03 | 29 72 | 51 75 | | " " 8338..... | 63 53 | 71 96 | 135 49 | |
| " " 7605..... | 174 82 | 16 91 | 191 73 | | " " 8453..... | 7 99 | ..... | 7 99 | |
| " " 7653..... | ..... | 39 61 | 39 61 | | " " 8581..... | 23 93 | 10 93 | 34 86 | |
| Examination of Secretary's Order No. 7997..... | 10 87 | ..... | 10 87 | | " " 8749..... | 21 60 | 2 85 | 24 45 | |
| Repairs, Secretary's Order No. 7891..... | 136 62 | 29 92 | 166 54 | | " " 8791..... | 61 92 | 14 89 | 76 81 | 412 13 |
| " " 7892..... | 87 58 | 11 46 | 99 04 | | Bulkhead between Piers, old 36 and new 29, E. R. | | | | |
| " " 7893..... | 107 25 | 13 28 | 120 53 | | Fencing off, Secretary's Order No. 8609..... | 47 87 | 24 89 | \$72 76 | 72 76 |
| " " 7894..... | 99 06 | 17 96 | 117 02 | | Pier, new 32, E. R. | | | | |
| | | | | | Repairs, Secretary's Order No. 7885..... | 8 55 | ..... | \$8 55 | |
| | | | | | " " 8000..... | 13 74 | ..... | 13 74 | |
| | | | | | " " 8784..... | 47 95 | 20 13 | 68 08 | |
| | | | | | " " 8887..... | 13 30 | ..... | 13 30 | 103 67 |
| | | | | | Bulkhead under and east of Pier 37, E. R. | | | | |
| | | | | | Repairs under Contract No. 261— | | | | |
| | | | | | Inspection..... | ..... | 8 25 | \$8 25 | |
| | | | | | Payments..... | ..... | 1,073 02 | 1,073 02 | 1,081 27 |
| | | | | | Pier 38, E. R. | | | | |
| | | | | | Soundings..... | 6 09 | ..... | \$6 09 | 6 09 |
| | | | | | Bulkhead between Piers 43 and 44, E. R. | | | | |
| | | | | | Repairs, Secretary's Order No. 8427..... | 16 40 | ..... | \$16 40 | 16 40 |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|------------|-----------|-----------|-----------|--|------------|----------|----------|----------|
| Pier 44, E. R. | | | | | Bulkhead foot of East Fifteenth Street, E. R. | | | | |
| Repairs, Secretary's Order No. 7740..... | \$61 15 | \$13 61 | \$74 76 | | Soundings, Secretary's Order No. 7697..... | \$1 35 | | \$1 35 | |
| " " 7769..... | 21 01 | | 21 01 | | Dredging, Secretary's Order No. 7845..... | 15 40 | \$82 40 | 97 80 | \$99 15 |
| " " 8019..... | 15 05 | 3 46 | 18 51 | | Bulkhead foot of East Sixteenth Street, E. R. | | | | |
| " " 8275..... | 21 73 | 32 84 | 54 57 | | Repairs, Secretary's Order No. 8080..... | 27 08 | | \$27 08 | |
| " " 8799..... | 57 71 | 2 76 | 60 47 | | " " 8347..... | 35 74 | 8 45 | 44 19 | 71 27 |
| " " 8810..... | 60 90 | 11 30 | 72 20 | | Bulkhead between East Seventeenth and East Eighteenth Streets, E. R. | | | | |
| " " 8951..... | 8 67 | | 8 67 | \$310 19 | Replacing fence, Secretary's Order No. 8458..... | 23 25 | 23 09 | \$46 34 | 46 34 |
| Bulkhead under Pier 46, E. R. | | | | | Bulkhead at Department Yard, East Seventeenth Street, E. R. | | | | |
| Repairs under Contract No. 273— | | | | | Repairs under Contract No. 303— | | | | |
| Specifications..... | | 30 00 | \$30 00 | | Specifications, Secretary's Order No. 8769..... | 183 33 | 15 26 | \$198 59 | |
| Inspection..... | 74 70 | | 74 70 | 1,289 70 | Material furnished by the Department on the work... | 42 59 | 6 05 | 48 64 | 247 23 |
| Payments..... | | 1,185 00 | 1,185 00 | | Bulkhead foot of East Eighteenth Street, E. R. | | | | |
| Bulkhead between Piers 47 and 48, E. R. | | | | | Repairs, Secretary's Order No. 7970..... | 71 06 | 1 09 | \$72 15 | |
| Dredging, Secretary's Order No. 8815..... | 12 63 | 61 20 | \$73 83 | 73 83 | " " 8475..... | 134 46 | 50 56 | 185 02 | 257 17 |
| Pier 48, E. R. | | | | | Bulkhead foot of East Twentieth street, E. R. | | | | |
| Repairs, Secretary's Order No. 8088..... | 3 42 | 25 | \$3 67 | | Dredging, Secretary's Order No. 8741..... | 12 48 | 154 40 | \$166 88 | 166 88 |
| " " 8246..... | 56 01 | 43 56 | 99 57 | | Bulkhead foot of East Twenty-second street, E. R. | | | | |
| " " 8287..... | 11 22 | 10 16 | 21 38 | | Repairs, Secretary's Order No. 8642..... | 10 80 | | \$10 80 | 10 80 |
| " " 8733..... | 31 34 | 1 92 | 33 26 | | Pier at East Twenty-fifth street, E. R. | | | | |
| " " 8773..... | 38 80 | 5 77 | 44 57 | | Soundings, Secretary's Order No. 8672..... | 15 85 | | \$15 85 | |
| Dredging under Contract No. 294— | | | | | Dredging, Secretary's Order No. 8759..... | 15 00 | 425 60 | 440 60 | 456 45 |
| Specifications, Secretary's Order No. 8604..... | 10 30 | 60 50 | 70 80 | 1,841 59 | Pier at East Twenty-eighth street, E. R. | | | | |
| Inspection..... | 41 34 | | 41 34 | | Repairs, Secretary's Order No. 7770..... | 31 92 | 2 25 | \$34 17 | |
| Payments..... | | 1,527 00 | 1,527 00 | | " " 7860..... | 30 76 | 1 12 | 31 88 | |
| Water-front between Pier 56 and Pier at East Third Street, E. R. | | | | | " " 7998..... | 20 14 | 24 35 | 44 49 | |
| Dredging under Contract No. 288, from northerly side of Pier 56, E. R., to southerly side of Pier at East Third street, E. R., between a line drawn from pierhead to pierhead, as they now exist from Pier 56, E. R., to the Pier at East Third street, E. R., and the exterior line of the water-grant of 1871— | | | | | " " 8081..... | 25 33 | 35 84 | 61 17 | |
| Specifications..... | 48 00 | | \$48 00 | 12,700 16 | " " 8260..... | 29 93 | 59 47 | 89 40 | |
| Inspection..... | 584 41 | 10 | 584 51 | | " " 8321..... | 12 07 | 22 90 | 34 97 | |
| Payments..... | | 12,067 65 | 12,067 65 | | " " 8579..... | 41 50 | 23 89 | 65 39 | |
| Bulkhead between Piers 58 and 59, E. R. | | | | | " " 8775..... | 14 10 | 1 24 | 15 34 | |
| Soundings, Secretary's Order No. 8796..... | 21 37 | | \$21 37 | | " " 8806..... | 45 93 | 3 91 | 49 84 | |
| Dredging, " 8852..... | 29 85 | | 29 85 | 51 22 | " " 8970..... | 36 20 | | 36 20 | 462 85 |
| Bulkhead foot of Corlears Street, E. R. | | | | | Pier at East Thirty-eighth street, E. R. | | | | |
| Repairs, Secretary's Order No. 7771..... | 4 40 | 1 38 | \$5 78 | | Repairs, Secretary's Order No. 7810..... | 39 53 | 24 75 | \$64 28 | |
| " " 8217..... | 15 84 | 6 38 | 22 22 | | Fencing off, Secretary's Order No. 7837..... | 25 45 | | 25 45 | |
| Examination..... | 15 20 | | 15 20 | 43 20 | Removing fence, Secretary's Order No. 7920..... | 7 35 | | 7 35 | |
| Pier 55, E. R. | | | | | Repairs, Secretary's Order No. 8127..... | 117 60 | 13 15 | 130 75 | 227 83 |
| Fencing off, Secretary's Order No. 8099..... | 441 23 | 7 26 | \$448 49 | | Bulkhead at East Thirty-eighth street, E. R. | | | | |
| Specifications for repairs, Secretary's Order No. 8743.. | 127 03 | 33 36 | 160 39 | 608 88 | Repairs under Contract No. 281— | | | | |
| Pier 59, E. R. | | | | | Specifications, Secretary's Order No. 8007..... | 21 28 | 49 43 | \$70 71 | |
| Removing portion of, Secretary's Order No. 7819..... | 42 73 | 1 13 | \$43 86 | 43 86 | Inspection..... | 244 74 | 5 50 | 250 24 | |
| Pier 60, E. R. | | | | | Payments..... | | 3,000 00 | 3,000 00 | |
| Repairs, Secretary's Order No. 8451..... | 5 51 | | \$5 51 | 5 51 | Material furnished by the Department on the work... | 18 51 | 5 00 | 23 51 | 3,344 46 |
| Bulkhead under and north of Pier 60, E. R. | | | | | Bulkhead foot of East Forty-second street, E. R. | | | | |
| Repairs under Contract No. 269— | | | | | Soundings, Secretary's Order No. 8580..... | 14 40 | | \$14 40 | |
| Inspection..... | 101 94 | 2 75 | \$104 69 | | Dredging, Secretary's Order No. 8641..... | 6 25 | 51 00 | 57 25 | 71 65 |
| Payments..... | | 1,950 00 | 1,950 00 | 2,054 69 | Bulkhead foot of East Forty-fifth street, E. R. | | | | |
| Bulkhead between Piers 60 and 61, E. R. | | | | | Examination of, Secretary's Order No. 7833..... | 4 69 | | \$4 69 | 4 69 |
| Dredging, Secretary's Order No. 7596..... | 29 51 | 350 80 | \$380 31 | 380 31 | Bulkhead foot of East Forty-eighth street, E. R. | | | | |
| Pier 61, E. R. | | | | | Repairs to pavement, Secretary's Order No. 8216..... | 22 75 | | \$22 75 | 22 75 |
| Dredging under Contract No. 278— | | | | | Bulkhead at East Fifty-third Street, E. R. | | | | |
| Specifications, Secretary's Order No. 7551..... | 82 20 | 96 31 | \$178 51 | | Repairs under Contract No. 296— | | | | |
| Dredging under Contract No. 288— | | | | | Specifications, Secretary's Order No. 7580..... | 130 33 | 129 32 | \$259 65 | |
| Specifications..... | | 16 00 | 16 00 | | Inspection..... | 227 17 | | 227 17 | |
| Inspection..... | 220 16 | | 220 16 | | Material furnished by Department on the work... | 42 29 | 1 38 | 43 67 | 530 49 |
| Payments..... | | 1,922 04 | 1,922 04 | 2,336 71 | Bulkhead Platform between East Sixtieth and East Sixty-first Streets, E. R. | | | | |
| Bulkhead between Rivington Street and Pier 60, E. R. | | | | | Repairs, Secretary's Order No. 8848..... | 151 31 | 36 58 | \$187 89 | |
| Dredging under Contract No. 288— | | | | | Soundings, " 8959..... | 33 85 | | 33 85 | 221 74 |
| Specifications..... | | 3 00 | \$3 00 | | Bulkhead Platform foot East Sixty-first Street, E. R. | | | | |
| Inspection..... | 39 21 | | 39 21 | | Repairs, Secretary's Order No. 8848..... | 43 36 | 12 86 | \$56 22 | 56 22 |
| Payments..... | | 371 16 | 371 16 | 413 37 | Bulkhead foot East Seventy-fifth Street, E. R. | | | | |
| Pier at East Third Street, E. R. | | | | | Examination of, Secretary's Order No. 8512..... | 10 01 | | \$10 01 | |
| Repairs, Secretary's Order No. 8335..... | 64 77 | 8 35 | \$73 12 | 73 12 | Repairs to retaining-wall north side, Secretary's Order No. 8587..... | 47 04 | 2 59 | 49 63 | 59 64 |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|---|------------|---------|----------|----------|--|-------------|-------------|-------------|--------------|
| Lower Pier at East Eighty-sixth Street, E. R. | | | | | Repairs to pier at East Twenty-fourth street, E. R., Secretary's Order No. 8058..... | \$115 00 | \$67 82 | \$182 82 | |
| Repairs, Secretary's Order No. 7973..... | \$9 81 | ..... | \$9 81 | | Repairs to pier at East Twenty-fourth street, E. R., Secretary's Order No. 8875..... | 61 70 | ..... | 61 70 | \$852 50 |
| " " 8524..... | 9 86 | ..... | 9 86 | | | | | | |
| " " 8931..... | 5 50 | ..... | 5 50 | | For Department of Street Cleaning. | | | | |
| Dredging, " 7634..... | 10 54 | \$64 20 | 74 74 | \$99 91 | Dump at Pier, old 42, N. R. | | | | |
| Upper Pier at East Eighty-sixth Street, E. R. | | | | | Repairs to substructure, Secretary's Order No. 7822.. | 194 22 | 116 75 | \$310 97 | |
| Repairs, Secretary's Order No. 8277..... | 6 42 | 69 | \$7 11 | | Dredging, Secretary's Order No. 7777 | 56 28 | 819 00 | 875 28 | |
| " " 8524..... | 6 87 | ..... | 6 87 | | Soundings, Secretary's Order No. 8800..... | 40 45 | ..... | 40 45 | |
| Examination of, " 8441..... | 32 38 | ..... | 32 38 | | Dump at West Nineteenth Street, N. R. | | | | |
| Repairs, " 8737..... | 78 40 | 26 11 | 104 51 | | Soundings, Secretary's Order No. 8356..... | 9 85 | ..... | 9 85 | |
| " " 8931..... | 5 50 | ..... | 5 50 | | Dredging, Secretary's Order No. 8417 | 26 55 | 234 80 | 261 35 | |
| Dredging, " 7634..... | 10 53 | 64 20 | 74 73 | 231 10 | Water-front West Fifty-eighth Street, N. R. | | | | |
| Bulkhead north of Upper Pier at East Eighty-sixth Street, E. R. | | | | | Examination of, for location of dump, Secretary's } Order No. 7759..... } | 7 21 | ..... | 7 21 | |
| Repairs, Secretary's Order No. 8535..... | 57 51 | 22 50 | \$90 01 | 90 01 | Dump at Pier 54, E. R. | | | | |
| Bulkhead Platform at East One Hundred and Fourth Street, H. R. | | | | | Repairs, Secretary's Order No. 7996..... | 12 41 | ..... | 12 41 | |
| Dredging, Secretary's Order No. 7757..... | 15 37 | 126 00 | \$141 37 | 141 37 | Soundings, Secretary's Order No. 8355..... | 16 87 | ..... | 16 87 | |
| Bulkhead Platform at East One Hundred and Fifth Street, H. R. | | | | | Dredging, Secretary's Order No. 8415 | 31 70 | 169 00 | 200 70 | |
| Dredging, Secretary's Order No. 7785..... | 12 39 | 73 60 | \$85 99 | 85 99 | Temporary Dump on Pier 60, E. R. | | | | |
| Bulkhead Platform at East One Hundred and Sixth Street, H. R. | | | | | Erection of, Secretary's Order No. 8816..... | 469 47 | 38 03 | 507 50 | |
| Dredging, Secretary's Order No. 7749..... | 14 43 | 240 80 | \$255 23 | 255 23 | Dump at Pier 61, E. R. | | | | |
| Bulkhead Platform at East One Hundred and Seventh Street, H. R. | | | | | Removal of | 303 97 | 11 15 | 315 12 | |
| Dredging, Secretary's Order No. 7786..... | 21 11 | 158 40 | \$179 51 | | Dump at East Seventeenth Street, E. R. | | | | |
| Repairs, " 8471..... | 48 74 | ..... | 48 74 | 228 25 | Dredging, Secretary's Order No. 7707..... | 21 77 | 292 60 | 314 37 | |
| Pier at East One Hundred and Ninth street, H. R. | | | | | Soundings, Secretary's Order No. 8755..... | 7 40 | ..... | 7 40 | |
| Repairs, Secretary's Order No. 7741..... | 6 80 | 65 | \$7 45 | 7 45 | Dredging, Secretary's Order No. 8783..... | 26 00 | ..... | 26 00 | |
| Bulkhead Platform foot Seventh avenue, H. R. | | | | | Dump at East Twenty-second Street, E. R. | | | | |
| Soundings, Secretary's Order No. 8577..... | 10 40 | ..... | \$10 40 | | Repairs, Secretary's Order No. 8263 | 236 76 | 59 62 | 296 38 | |
| Dredging, Secretary's Order No. 8624..... | 12 15 | 63 50 | 75 65 | 86 05 | Temporary Dump at East Forty-eighth Street, E. R. | | | | |
| Bulkhead Platform, Leggett's Creek, L. I. Sound. | | | | | Erection of, Secretary's Order No. 7589 ..... | ..... | 98 71 | 98 71 | |
| Repairs to, Secretary's Order No. 8834..... | 467 96 | 22 17 | \$490 13 | 490 13 | Removal of, Secretary's Order No. 8116..... | 114 51 | 4 59 | 119 10 | |
| For Department of Public Charities and Cor-rection. | | | | | Temporary Dump at East One Hundred and Ninth Street, H. R. | | | | |
| Blackwell's Island. | | | | | Erection of, Secretary's Order No. 8116..... | 413 69 | 64 13 | 477 82 | |
| Repairs to Charity Hospital Pier, Secretary's Order No. 7776..... | 239 80 | 201 59 | \$441 39 | | Dredging, Secretary's Order No. 8170..... | 10 65 | 224 40 | 235 05 | |
| Repairs to Charity Hospital Pier, Secretary's Order No. 8503..... | 213 95 | 108 18 | 322 13 | | Dump at East One Hundred and Tenth Street, H. R. | | | | |
| Repairs to Charity Hospital Pier, Secretary's Order No. 8547..... | 51 70 | 22 41 | 74 11 | | Soundings, Secretary's Order No. 8756 | 12 65 | ..... | 12 65 | |
| Dredging at Launch Landing, Secretary's Order No. 8585..... | 58 56 | 57 00 | 115 56 | | Dredging, Secretary's Order No. 8782..... | 17 50 | ..... | 17 50 | 4,162 69 |
| Repairs to Maternity Hospital Pier, Secretary's Order No. 7637..... | 56 11 | 54 78 | 110 89 | | Sundries. | | | | |
| Repairs to bulkhead near Storehouse Pier, Secretary's Order No. 8503..... | 60 43 | ..... | 60 43 | | Connecting drain-pipes from Nos. 219, 220 and 221 } West street with sewer at Franklin street, N. R., } Secretary's Order No. 8107..... } | 28 25 | 1 45 | \$29 70 | |
| Randall's Island. | | | | | Gathering timber allowed to drift by the Union Dredging Co., Secretary's Order No. 8443..... } | 78 30 | ..... | 78 30 | 108 00 |
| Repairs to Coal Pier, Secretary's Order No. 8210.... | 64 11 | 93 75 | 157 86 | | Total..... | \$30,954 75 | \$96,159 97 | ..... | \$127,114 72 |
| " Passenger Pier, Secretary's Order No. 8360 | 176 00 | 180 37 | 356 37 | | ON ACQUIRED WHARF PROPERTY ACCOUNT. | | | | |
| " Bulkhead, Secretary's Order No. 8354..... | 28 02 | 24 62 | 52 64 | | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
| Hart's Island. | | | | | For purchase, from William F. Bridge and others, of 63 feet of bulkhead between Pier, old 36, and Pier new 29, East river; resolution, April 25, 1889..... | ..... | \$6,300 00 | \$6,300 00 | \$6,300 00 |
| Pier at East Twenty-sixth street, E. R. | | | | | ON GENERAL EXPENSE ACCOUNT. | | | | |
| Repairs, Secretary's Order No. 8337..... | 45 00 | 37 21 | 82 21 | | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
| " " 8531..... | 508 32 | 275 95 | 784 27 | | Salaries of the Commissioners..... | \$8,614 52 | ..... | \$8,614 52 | |
| " " 8940..... | 203 02 | 59 57 | 262 59 | | Salary of the Roundsman..... | 1,190 10 | ..... | 1,190 10 | \$9,804 62 |
| Bulkhead Platform foot of East One Hundred and Twentieth Street, H. R. | | | | | Engineer-in-Chief's Office. | | | | |
| Repairs, Secretary's Order No. 8395..... | 21 25 | 105 40 | 126 65 | | Salaries—Engineer and Assistants..... | 19,974 73 | ..... | \$19,974 73 | |
| Bulkhead Platform north of East One Hundred and Twentieth Street, H. R. | | | | | " Clerks and Assistants..... | 5,281 71 | ..... | 5,281 71 | |
| Repairs, Secretary's Order No. 8330..... | 72 90 | 34 03 | 106 93 | | " Draughtsmen..... | 4,359 40 | ..... | 4,359 40 | |
| " " 8367..... | 196 45 | 271 60 | 468 05 | | " Searcher of Water Grants..... | 1,600 00 | ..... | 1,600 00 | |
| " " 8395..... | 42 66 | 5 00 | 47 66 | | Stationery ..... | ..... | \$668 96 | 668 96 | |
| Cutting in gangway, Secretary's Order No. 8401..... | 57 70 | ..... | 57 70 | 3,733 09 | Supplies for Draughtsmen ..... | ..... | 449 21 | 449 21 | |
| For Health Department. | | | | | New office furniture and repairs to old furniture..... | 94 67 | 39 51 | 134 18 | |
| Bulkhead north of East Sixteenth Street, E. R. | | | | | Cabinet for room 19..... | 27 65 | ..... | 27 65 | |
| Repairs, Secretary's Order No. 8586..... | 155 16 | 28 26 | \$183 42 | | Certified copies of water grants..... | ..... | 42 80 | 42 80 | |
| North Brother Island. | | | | | Examination of granite samples..... | ..... | 8 00 | 8 00 | |
| Repairs to pier, Secretary's Order No. 8584 | 221 69 | 248 81 | 470 50 | | City directories..... | ..... | 21 00 | 21 00 | |
| Soundings at pier, Secretary's Order No. 8554 | 58 05 | ..... | 58 05 | | Services of Type-writer ..... | ..... | 13 20 | 13 20 | |
| Dredging at pier, Secretary's Order No. 8702..... | 40 40 | 669 20 | 709 60 | 1,421 57 | Postage stamps..... | ..... | 206 20 | 206 20 | |
| For Department of Public Works. | | | | | Telegrams..... | ..... | 1 43 | 1 43 | 32,788 47 |
| Preparing berths for and approaches to the public baths, removing said approaches at close of season, and restoring the piers to commercial use, Secretary's Orders Nos. 7875, 8015, 8368 | 446 21 | 161 77 | \$607 98 | | | | | | |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|---|------------|----------|-------------|-------------|---|--------------|-------------|------------|--------------|
| <i>Work Yards and Offices.</i> | | | | | From bulkhead, between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets, N. R., Secretary's Order No. 7316..... | \$39 55 | \$10 00 | \$49 55 | |
| Salaries—Foreman, Clerks and Timekeeper..... | \$5,149 90 | | \$5,149 90 | | From Pier 44, E. R., Secretary's Order No. 7331..... | 47 50 | | 47 50 | |
| " Messengers and Watchman | 12,219 68 | | 12,219 68 | | From Pier 61, E. R., Secretary's Order No. 7388..... | 26 05 | | 26 05 | |
| | | | \$17,369 58 | | From bulkhead at East Seventy-fifth street, E. R., Secretary's Order No. 8022..... | 96 62 | | 96 62 | |
| New office furniture and repairs to old furniture..... | 13 95 | \$24 43 | 38 38 | | From Sewer at East One Hundred and Tenth street, H. R., Secretary's Order No. 8060..... | 18 62 | | 18 62 | |
| Heating and lighting..... | 472 73 | 504 65 | 977 38 | | From bulkhead at East One Hundred and Twelfth street, H. R., Secretary's Order No. 7314..... | 81 83 | 28 | 82 11 | |
| Ice..... | | 56 01 | 56 01 | | From bulkhead at East One Hundred and Nineteenth street, H. R., Secretary's Order Nos. 8618, 8647 | 114 66 | 2 15 | 116 81 | |
| Miscellaneous supplies..... | | 149 44 | 149 44 | | Examination of obstructions in sewer at East Twenty-sixth street, E. R., Secretary's Order No. 8332.. | 25 24 | | 25 24 | |
| Moving and repairing Chambers Street Office..... | 631 85 | 283 18 | 915 03 | | Removing rocks in slip between Piers 52 and 53, E. R., Secretary's Order No. 8789..... | 39 53 | | 39 53 | |
| Placing office at North Moore street..... | 33 65 | | 33 65 | | Soundings over alleged obstructions south of East Fifty-third street, E. R., Secretary's Order No. 8002..... | 19 34 | | 19 34 | |
| Repairing Barrow Street Office..... | 37 45 | 4 26 | 41 71 | | Removing boulders in slip between East Sixty-first and Sixty-second streets, E. R., Secretary's Order No. 8835..... | 41 91 | | 41 91 | |
| " West Thirteenth Street Office..... | 36 17 | 32 08 | 68 25 | | Soundings over alleged obstructions foot of East Eighty-sixth street, E. R., Secretary's Order No. 8083..... | 14 99 | | 14 99 | |
| " West Thirtieth Street Office..... | 2 45 | | 2 45 | | Removing sunken wreck foot of West Forty-first street, N. R., Secretary's Order No. 8018..... | | 200 00 | 200 00 | |
| Painting shed roofs at West Fifty-seventh Street Yard, Secretary's Order No. 7379..... | 7 00 | | 7 00 | | Soundings over wreck foot of East Seventy-fifth street, E. R., Secretary's Order No. 8807..... | 2 80 | | 2 80 | |
| Repairing buildings, platforms, etc., at West Fifty-seventh Street Yard..... | 88 98 | 136 24 | 225 22 | | Removing sunken wreck foot of East One Hundred and Seventeenth street, H. R., Secretary's Order No. 8192..... | | 180 00 | 180 00 | \$3,859 92 |
| Fire insurance on buildings at West Fifty-seventh Street Yard..... | | 157 50 | 157 50 | | | | | | |
| Additional plant at West Fifty-seventh Street Yard..... | | 467 75 | 467 75 | | <i>Surveys.</i> | | | | |
| Protection of property at West Fifty-seventh Street Yard during fire, April 19, 1889..... | 16 30 | | 16 30 | | On North River..... | 846 82 | | \$846 82 | |
| Repairing West Seventy-ninth Street Office..... | | 74 | 74 | | On East River..... | 581 85 | | 581 85 | |
| Repairs and additions to plant at East Seventeenth Street Yard..... | 204 35 | 262 78 | 467 13 | | On Harlem River..... | 94 05 | | 94 05 | 1,522 72 |
| Grading at East Seventeenth Street Yard..... | 224 10 | | 224 10 | | <i>Car-fares—Resolution, August 23, 1887.</i> | | | | |
| Shifting granite, etc., at East Seventeenth Street Yard..... | 896 33 | | 896 33 | | Of Repairs Force..... | | 201 16 | \$201 16 | |
| Fencing the East Seventeenth Street Yard, Secretary's Order No. 3794..... | 83 90 | | 83 90 | | Of Surveying Force..... | | 450 58 | 450 58 | |
| Repairing portable office..... | 1 40 | 12 | 1 52 | | Of Assistant Engineers..... | | 298 38 | 298 38 | |
| Construction of two office buildings, 10' x 12' x 10½'..... | 85 75 | 207 88 | 293 63 | | Of Superintendent of Machinery..... | | 128 87 | 128 87 | |
| Construction of one office building (resolution, October 6, 1887)..... | 104 46 | 151 96 | 256 42 | | Of Messengers..... | | 70 21 | 70 21 | |
| Purchase of one portable office..... | | 106 65 | 106 65 | \$22,856 07 | Of Roundsman..... | | 37 20 | 37 20 | |
| <i>Expenses of Surveying Force.</i> | | | | | Of Searcher of Water Grants..... | | 11 85 | 11 85 | 1,198 25 |
| Salaries of clerks and assistants..... | 2,052 91 | | \$2,052 91 | | <i>Sundries.</i> | | | | |
| New office furniture and repairs to old furniture..... | 20 30 | 148 30 | 168 60 | | " 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 conformity with resolution of September 19, 1883..... | 3,326 85 | 7 53 | \$3,334 38 | |
| New field instruments and repairs to implements..... | 72 02 | 756 57 | 828 59 | | Examination and inspection of work done or to be done, by lessees, owners and others, under order of, or permit from the Board..... | 3,813 15 | | 3,813 15 | |
| Miscellaneous supplies..... | | 7 72 | 7 72 | 3,057 82 | Numbering outer ends of Piers, Secretary's Order No. 7773..... | 966 19 | 36 28 | 1,002 47 | |
| <i>Maintenance of Floating Property.</i> | | | | | Maintenance of automatic tide-gauges..... | 393 90 | 6 26 | 400 16 | |
| General care of..... | 5,657 31 | 521 69 | \$6,179 00 | | Maintenance of timber basins at West Thirtieth and West Fifty-seventh streets, N. R..... | 3,038 51 | 31 28 | 3,069 79 | |
| Superintendent of machinery..... | 1,500 00 | | 1,500 00 | | Placing danger sign on Pier 59, E. R., Engineer's Order..... | 5 30 | 90 | 6 20 | |
| Tug "Manhattan"..... | 6,584 96 | 5,083 90 | 11,668 86 | | Temporary stand for auctioneer at Pier "A," Secretary's Order No. 8925..... | 11 00 | 23 | 11 23 | |
| Derrick "City of New York"..... | 5,488 12 | 1,170 06 | 6,658 18 | | Rafting old material for auction sale..... | 150 03 | 6 28 | 156 31 | |
| Ten-ton derrick..... | 198 25 | 69 98 | 268 23 | | Examination of river bottom between East Sixty-first and East Sixty-second streets, E. R., for Corporation Counsel, Secretary's Order No. 8057..... | 101 48 | 2 38 | 103 86 | |
| Dredging machine No. 3..... | 35 65 | | 35 65 | | Employes attending Court in reference to work done under Secretary's Order No. 8057..... | 20 69 | | 20 69 | |
| Pile-driver No. 1..... | 240 52 | 78 00 | 318 52 | | Examination of water-front, in conjunction with Health Department, Secretary's Order No. 8372..... | 58 87 | 14 94 | 73 81 | |
| " 2..... | 141 47 | 101 64 | 243 11 | | Preparing and placing two deck-scows at south side of Pier "A," Secretary's Order No. 8971..... | 31 00 | 52 09 | 83 09 | |
| " 3..... | 586 58 | 140 29 | 726 87 | | Preparing inventory of property on hand..... | 18 40 | | 18 40 | |
| " 5..... | 51 48 | 93 12 | 144 60 | | Recording grants of land under water, Harlem river..... | | 5 37 | 5 37 | |
| " 6..... | 342 84 | 152 18 | 495 02 | | Expenses of the President and Engineer-in-Chief to Albany and return, on Department business..... | | 56 60 | 56 60 | |
| " 7..... | 172 71 | 65 55 | 238 26 | | Telephones..... | | 417 81 | 417 81 | |
| " 8..... | 322 98 | 173 16 | 496 14 | | New towels..... | | 10 20 | 10 20 | |
| " 9..... | 1,794 44 | 2,332 66 | 4,127 10 | | Washing towels..... | | 151 93 | 151 93 | 12,735 45 |
| " 10..... | 1,442 05 | 635 28 | 2,077 33 | | Totals..... | \$114,304 03 | \$24,835 31 | | \$139,139 34 |
| " 11..... | 344 29 | 128 75 | 473 04 | | <i>ON ANNUAL EXPENSE ACCOUNT.</i> | | | | |
| Deck scow "B"..... | 21 26 | 17 78 | 39 04 | | | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
| " "C"..... | 54 65 | 12 35 | 67 00 | | <i>Office of the Board.</i> | | | | |
| " "D"..... | 7 10 | 6 09 | 13 19 | | Salaries—Secretary and Assistants..... | \$6,031 60 | | \$6,031 60 | |
| " "E"..... | 1,369 05 | 333 12 | 1,702 17 | | " Clerks and Assistants..... | 6,418 24 | | 6,418 24 | |
| " "F"..... | 10 85 | 17 32 | 28 17 | | " Dock Masters..... | 21,208 93 | | 21,208 93 | |
| " "I"..... | 5 95 | | 5 95 | | " Dock Masters' Assistants..... | 3,811 88 | | 3,811 88 | |
| " "K"..... | 9 45 | | 9 45 | | " Treasurer's Clerk..... | 1,833 33 | | 1,833 33 | |
| " "Willie"..... | 121 46 | 105 36 | 226 82 | | " Commissioners' Clerk..... | 1,200 00 | | 1,200 00 | |
| Diver's scow "A"..... | 6 65 | 16 42 | 23 07 | | " Messengers..... | 1,907 40 | | 1,907 40 | |
| " "G"..... | 22 15 | 15 64 | 37 79 | | " Doormen and Watchmen..... | 2,054 85 | | 2,054 85 | \$44,466 23 |
| Boring machine "Woodcock"..... | 84 18 | 5 20 | 89 38 | | <i>General Care of Offices.</i> | | | | |
| Skiffs, yawls and bateaux..... | 299 12 | 73 50 | 372 62 | | Cleaning..... | 1,898 67 | \$36 25 | \$1,934 92 | |
| Land ways..... | 9 80 | 2 89 | 12 69 | | Heating..... | 1,482 38 | 678 68 | 1,061 06 | |
| Naphtha engine launch..... | 95 96 | 59 77 | 155 73 | 38,432 98 | Lighting..... | | 263 86 | 263 86 | 4,159 84 |
| <i>New Floating Plant.</i> | | | | | <i>Office Furniture.</i> | | | | |
| Construction of yawls, Nos. 20, 21, 22..... | 109 36 | 21 00 | \$130 36 | | New furniture..... | | 11 75 | \$11 75 | |
| " deck scows "H," "I," "K"..... | 2,495 17 | 1,820 60 | 4,315 77 | | Repairing furniture..... | 133 71 | 3 42 | 137 13 | |
| Construction of deck scows "L," "M"..... | 3,328 10 | 2,819 74 | 6,147 84 | | Fire insurance on furniture..... | | 37 50 | 37 50 | 186 38 |
| Construction of Land-ways, 45 feet..... | 190 02 | 81 57 | 271 59 | | | | | | |
| Construction of two bateaux..... | 58 05 | 22 45 | 80 50 | | | | | | |
| Construction of divers' scow "A," Secretary's Order No. 8174..... | 609 60 | 426 48 | 1,036 08 | | | | | | |
| Construction of a pile-driver boom..... | 18 90 | 12 00 | 30 90 | | | | | | |
| One row-boat..... | | 70 00 | 70 00 | | | | | | |
| One naphtha-engine launch..... | | 800 00 | 800 00 | 12,883 04 | | | | | |
| <i>Removal of Obstructions.</i> | | | | | | | | | |
| From Piers and bulkheads—Resolution January 5, 1888..... | 2,569 54 | 37 32 | \$2,606 86 | | | | | | |
| From Pier "A"..... | 35 56 | | 35 56 | | | | | | |
| From Pier at West Eleventh street, N. R., Secretary's Order No. 8245..... | 107 07 | 3 12 | 110 19 | | | | | | |
| From Pier, new 59, N. R., Secretary's Order No. 7422..... | 136 24 | 10 00 | 146 24 | | | | | | |

| | PAY-ROLLS. | BILLS. | TOTALS. | TOTALS. |
|--|-------------|------------|----------|-------------|
| <i>Stationery and Printing.</i> | | | | |
| Blank books and miscellaneous stationery..... | | \$586 39 | \$586 39 | |
| Printing and binding, etc., Annual Reports..... | | 1,395 56 | 1,395 56 | |
| Transcribing, printing and binding minutes of the Board, 1870 to 1877..... | | 3,672 81 | 3,672 81 | |
| Printing notices—"Renewal of Permits"..... | | 4 70 | 4 70 | |
| Printing and binding "Registers of Water-front Property"..... | | 1,139 81 | 1,139 81 | |
| | | | | \$6,799 27 |
| <i>Sundries.</i> | | | | |
| Indexing Minutes..... | \$509 71 | 39 53 | \$549 24 | |
| Session Laws—1888..... | | 85 00 | 85 00 | |
| Advertising "Rules and Regulations"..... | | 108 00 | 108 00 | |
| Newspapers and cuttings..... | | 56 38 | 56 38 | |
| Atlas..... | | 19 80 | 19 80 | |
| Ice..... | | 41 60 | 41 60 | |
| Postage stamps..... | | 181 52 | 181 52 | |
| Telegrams..... | | 5 36 | 5 36 | |
| | | | | 1,046 90 |
| Totals..... | \$48,490 70 | \$8,167 92 | | \$56,658 62 |

IN SUSPENSE.

| | BILLS. | TOTALS. | TOTALS. |
|---|------------|------------|------------|
| Expenses of Contract No. 230 (for furnishing granite)..... | \$845 93 | \$845 93 | |
| Expenses of Contract No. 259 (for furnishing timber)..... | 762 05 | 762 05 | |
| Expenses of Contract No. 263 (for furnishing granite)..... | 304 50 | 304 50 | |
| Expenses of Contract No. 297 (for furnishing timber)..... | 147 80 | 147 80 | |
| Expenses of Treasurer's Order No. 12336 (for furnishing timber)..... | 42 35 | 42 35 | |
| Expenses of Treasurer's Order No. 12616 (for furnishing piles)..... | 58 16 | 58 16 | |
| Expenses of Treasurer's Order No. 12857 (for furnishing fenders)..... | 65 | 65 | |
| Expenses of Treasurer's Order No. 13031 (for furnishing timber)..... | 72 | 72 | |
| Expenses of Treasurer's Order No. 13090 (for furnishing piles)..... | 20 58 | 20 58 | |
| Expenses of Treasurer's Order No. 13700 (for furnishing gravel)..... | 82 60 | 82 60 | |
| Total..... | \$2,265 34 | \$2,265 34 | \$2,265 34 |

SUMMARY.

To be accounted for:

| | | |
|--|--------------|----------------|
| New material, supplies, tools and fabricated base blocks, on hand May 1, 1888..... | \$48,160 24 | |
| In Suspense, May 1, 1888..... | 1,920 65 | \$50,080 89 |
| Pay-rolls audited during year ending April 30, 1889..... | \$367,618 75 | |
| Bills or claims audited during year ending April 30, 1889..... | 850,865 01 | 1,218,483 76 |
| Total..... | | \$1,268,564 65 |

Accounted for as follows:

| | | |
|---|--------------|----------------|
| On Construction Account—New Plan—Permanent work..... | \$737,384 88 | |
| On Construction Account—New Plan—Temporary work..... | 15,667 15 | |
| | \$753,052 03 | |
| On Construction Account—Not New Plan..... | 147,996 31 | \$901,058 34 |
| On Repairs Account..... | | 127,114 72 |
| On Acquired Wharf Property Account..... | | 6,300 00 |
| On General Expense Account..... | \$139,139 34 | |
| On Annual Expense Account..... | 56,658 62 | |
| | 195,797 96 | |
| In Suspense..... | \$2,265 34 | \$1,230,271 02 |
| New material, supplies, tools and fabricated base blocks, on hand April 30, 1889..... | 36,028 29 | |
| | 38,293 63 | 1,268,564 65 |

JAMES WEIR, Apportionment Clerk.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS—OFFICE OF THE ENGINEER-IN-CHIEF,
PIER "A," FOOT OF BATTERY PLACE, N. R.,
NEW YORK, May 1, 1889.

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, 1889:

NORTH RIVER WORK UNDER NEW PLAN.

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

The improvement of the boat landing and of the approach to Pier "A," under Contract No. 249, R. L. Darragh & Co., contractors, has been completed.

The boat landing has been raised by setting additional coping stones and additional steps, a broad asphalt walk has been laid, the paving to the entrance of Pier "A" completed and the exterior of the buildings on Pier "A" painted.

West Washington Market Section—(Under unanimous resolution of the Board passed February 6, 1889)—Extending from about the middle of Pier, old 23, at the foot of Vesey street, North river, to about the middle of the foot of Dey street, a distance of about 470 feet.

The old market premises were vacated in the latter part of January last and the buildings removed by the owners and occupants. The rubbish has been cleared away by the Department, and the removal, by dredging, of the crib-work and earth-filling which formed the site of the old market, has been commenced and good progress made in the work.

The new ferry-house of iron of the Barclay street ferry, built upon bulkhead platform, was completed in September last.

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

| | |
|--|--------------|
| Length of piling to date..... | 670.50 feet. |
| base blocks to date..... | 603.42 " |
| " " "E" course of granite to date..... | 569.64 " |
| Equivalent length of completed wall to date..... | 589.40 " |

The Department of Public Works having completed the permanent brick sewer on this section, the work of removing the old temporary wooden sewer-boxes has been begun, new-made land has been drained, approaches to Piers, new 20 and 21, kept in order by lessees of the piers, repairs have been made to section office, etc.

Specifications and plans for paving the newly-made land at this section were ordered to be made by the Board on April 11, 1889.

Franklin Street Section—(Under unanimous resolution of the Board, passed October 6, 1887)—Extending from 75 feet northerly of Harrison street to a point half way between Franklin and North Moore streets, a distance of about 253 feet.

| | |
|---|----------------------------------|
| Length of piling for the year..... | 0.00 feet; to date, 111.67 feet. |
| base blocks for the year..... | 52.42 " " 112.67 " |
| " " "E" course of granite for the year..... | 93.52 " " 93.52 " |
| Equivalent length of completed wall for the year upon this section..... | 51.76 " " 107.26 " |

This section has been practically completed from its northerly end to the northerly side of Pier, old 35, North river, where it was considered advisable to stop it for the time being or until the Department can acquire the 75 feet of bulkhead north of Harrison street and the half of Pier, old 34, because the southerly side of the inner end of Pier, old 35, affords wharfage room greatly needed.

Pier, new 24, has been completed with three spurs for the better accommodation of the several boats using it, and an iron shed has been built by the lessee upon and over the outer 400 feet of the pier.

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

| | |
|---|---------------------------------|
| Length of dredging for the year..... | 0.00 feet; to date 340.00 feet. |
| piling for the year..... | 116.70 " " 340.00 " |
| base-blocks for the year..... | 223.17 " " 340.00 " |
| " " "E" course of granite for the year..... | 340.00 " " 340.00 " |
| Equivalent length of completed wall for the year..... | 193.00 " " 340.00 " |

The work necessary to complete this section has been done during the past year, and it is now finished, except, of course, the paving of the newly made land outside of West street.

Pier, old 36, has been removed and Pier, new 25, has been built, and the lessees of it have built, and nearly completed, an iron shed upon the pier.

An iron shed has been begun on this section, to extend from Pier, new 27, on the Beach Street Section, to 125 feet south of Pier, new 26, by the Old Dominion Steamship Company, lessees, upon plans approved by the Board, and it is now rapidly approaching completion.

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

| | |
|---|---------------------------------|
| Length of base blocks for the year..... | 0.00 feet; to date 196.00 feet. |
| " " "E" course of granite for the year..... | 17.31 " " 196.00 " |
| Equivalent length of completed wall for the year..... | 4.00 " " 196.00 " |

This section has been completed during the year.

Laight Street Section—Extending from 95 feet north of the north side of Pier, new 26, North river, to the southerly side of Pier, old 39, a distance of about 500 feet.

| | |
|---|---------------------------------|
| Length of piling for the year..... | 0.00 feet; to date 397.05 feet. |
| base blocks for the year..... | 0.00 " " 393.15 " |
| " " "E" course of granite for year..... | 0.00 " " 358.67 " |
| Equivalent length of completed wall for the year..... | 0.00 " " 380.50 " |

This work and that on Beach street section and North Moore street section and northerly part of the Franklin street section makes a continuous stretch of bulkhead or river-wall from the southerly line of Pier, new 24, to the northerly side of Pier, new 28, a distance of 1,000 feet.

The building of the wall to the northward of Pier, new 28, was stopped by injunction of United States Circuit Court on March 11, 1882, which injunction has lately been removed, and the work will shortly be continued to the end of the section.

Sections North of Canal Street.

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

| SECTION. | LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING. | EQUIVALENT LENGTH OF COMPLETED WALL. |
|------------------------------------|--|--------------------------------------|
| Canal street Section..... | 334.95 | 373.89 |
| Spring street Section..... | 137.92 | 139.92 |
| Charlton street Section..... | 406.74 | 406.74 |
| New King street Section..... | 148.41 | 148.41 |
| Old King street Section..... | 114.49 | 114.49 |
| Lower Clarkson street Section..... | 152.91 | 152.91 |
| Houston street Section..... | 109.89 | 109.89 |
| Upper Clarkson street Section..... | 102.51 | 102.51 |
| Leroy street Section..... | 561.46 | 561.46 |
| Morton street Section..... | 151.33 | 151.33 |
| Christopher street Section..... | 1,095.22 | 1,111.51 |
| Total..... | 3,317.83 | 3,373.06 |

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

Repairs have been made to the pavement where carried down by the settlement of the new made land upon which it rests, and to backing-logs, etc. Several additional silt-basins have been put in.

Pier, new 37—This pier, and the shed upon it, was destroyed by fire on February 28, 1887. A new pier, 80 feet wide and 590 feet long, has been built in place of that destroyed, and a new iron shed upon it begun last year has been completed by the lessee, Mr. C. P. Huntington.

The iron shed on the bulkhead at this pier, which was partly destroyed before its completion by the fire, has been finished.

Pier, new 43—An additional story to the shed on this pier for a part of its length has been built upon plans and specifications approved by the Board, by the lessee, the International Navigation Company (Inman Line) to accommodate their business.

Pier, new 45—The work of repairing this pier and removing the shed upon it, under resolution of the Board, passed February 14, 1889, has been begun and is in progress.

Pier, new 46—The repairs to this pier and the shed upon it have not yet been reached on account of the continuous occupation of the pier. It is now expected to begin them at the close of navigation next autumn.

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

| | |
|---|---------------------------------|
| Length of piling for the year..... | 0.00 feet; to date 968.00 feet. |
| base blocks for the year..... | 0.00 " " 878.23 " |
| " " "E" course of granite for the year..... | 0.00 " " 787.53 " |
| coping..... | 0.00 " " 205.19 " |
| Approximate equivalent length of completed wall for the year..... | 0.00 " " 915.00 " |

On account of the various injunctions restraining the Department from proceeding with the construction on this section, no work has been done upon it, except the maintenance of the temporary roadways to the piers and refilling the newly-made ground where settlement made it advisable, renewing temporary backing-logs, placing rip-rap stone in front of the bulkhead or river wall, and placing an additional course of granite between Piers, new 56 and new 57, with concrete backing, to compensate for settlement of the wall.

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

| | |
|---|---------------------------------|
| Length of piling for the year..... | 0.00 feet; to date 500.00 feet. |
| base blocks..... | 0.00 " " 471.80 " |
| " " "E" course of granite for year..... | 0.00 " " 442.12 " |
| Approximate equivalent length of completed wall for the year... | 0.00 " " 492.00 " |

For the same reasons as apply to the West Twenty-third Street Section, south end, only the same general work has been done upon this section as upon the above.

West Thirty-first Street Section—Extending from the northerly side of West Thirtieth street to the northerly side of West Thirty-first street, a distance of 257.5 feet.

But little has been done on this section. Piers have been raised on account of settlement of wall at inshore end, and some filling put in behind the bulkhead or river-wall.

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

| | |
|---|------------------------------|
| Length of dredging for the year..... | 60 feet; to date 515.0 feet. |
| piling for the year..... | 198.1 " " 515.0 " |
| base blocks for the year..... | 217.8 " " 518. " |
| " " "D" course of granite for the year..... | 170.19 " " 453.8 " |
| Approximate equivalent length of completed wall for the year..... | 246.7 " " 476.8 " |

Under unanimous resolution of the Board, passed October 22, 1885, the work of building the wall upon this section has been carried on, and the dredging, placing of cobbles and rip-rap, the piling and woodwork and setting of concrete blocks and granite have been done, so that the wall was completed to receive the new pier at foot of West Thirty-third street.

Pier, new 62—A new pier, 100 feet wide and 500 feet long, at the foot of West Thirty-second street, was begun in November, 1887, by Mr. Ranald Gillies, contractor, and was completed in June last. This pier has a low level deck for railroad tracks in its centre and high level decks on each side for freight; it is to be leased to the New York Central and Hudson River Railroad Company, and that company has constructed an iron shed upon it.

Pier, new 63—The old pier at foot of West Thirty-third street has been removed and a new pier 60 feet wide by 500 feet long has been built in place of it by Mr. Ranald Gillies, contractor, under Contract No. 285, which is very nearly completed at this date. This pier is designed and built to carry five railroad tracks for the New York Central and Hudson River Railroad Company, to whom it is to be leased.

A very large amount of filling has been put in behind the wall on this and the West Thirty-first Street Section, and a crib-work bulkhead has been built on the northerly line of this section to retain the filling until after the acquisition of private property between West Thirty-third and West Thirty-fourth streets, the Department can proceed to the northward with the work of improvement.

West Thirty-seventh street (Pier, new 67)—The Health Department has placed the necessary temporary structures for their purposes on the outer end of this pier and a dumping-board has been built by Department of Docks for use of Department of Street Cleaning in lieu of the old one removed for the purpose of building the new pier.

West Thirty-eighth street—A new pier (Pier, new 68), 500 feet long and 60 feet wide, with a temporary approach, begun last year at the foot of West Thirty-eighth street by Mr. Richard Cronin, contractor, under Contract No. 264, has been completed and opened for commercial use.

West Forty-seventh street—A new pier, 500 feet long and 60 feet wide, with a temporary approach thereto, has been built by the force of the Department, under unanimous resolution of the Board, passed April 9, 1888.

It was found that the pier was built at no greater cost than if it had been let by contract, when comparison is made with other piers built by contract advertised by public letting. By doing this work with its own men, the Department has acquired much valuable information in regard to the cost in detail of the different parts of a pier, as well as the cost of a whole pier.

West Fifty-second Street Section, South End—Extending from 83 feet 10 inches of the southerly side of West Fiftieth street, northerly, to a point not yet determined, under unanimous resolutions of the Board passed October 6, 1887, and February 6, 1889.

| | |
|---|-----------------------------------|
| Length of dredging for the year..... | 404.66 feet; to date 404.66 feet. |
| concrete (in bags) foundation for the year..... | 335.00 " " 335.00 " |
| base blocks for the year..... | 302.07 " " 302.07 " |
| " " "E" course of granite for the year..... | 177.27 " " 177.27 " |
| Equivalent length of completed wall for the year..... | 284.06 " " 284.06 " |

On account of the small distance of the rock bottom of the river below mean low-water mark on this section, there will be no pile foundation for the bulkhead or river-wall, but it will consist of concrete and masonry from the rock bottom to the top. The plan for this wall was approved by the Board on November 18, 1887.

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

About 177 feet of this wall has been built southerly from the northerly line of West Fifty-first street, and the whole distance of 404 feet 8 inches to a point 83 feet 10 inches south of West Fiftieth street will probably be done and ready for use in the coming four months.

New pier at West Fifty-first street—The new pier at the foot of West Fifty-first street outside of the new wall, which was begun in April, 1888, was completed on October 15, 1888, by Mr. Richard Cronin, contractor. It is 60 feet wide by 500 feet long.

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

A portion of the bulkhead or river wall was begun at the foot of West Fifty-fourth street on October 17, 1887, but was stopped by injunction of United States District Court on December 3, 1887, Ruth A. Wallace and David A. Wallace, plaintiffs.

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

| | |
|---|------------------------------|
| Length of dredging for the year..... | 270 feet; to date, 270 feet. |
| piling for the year..... | 188 " " 188 " |
| base blocks for the year..... | 72.63 " " 72.63 " |
| Equivalent length of completed wall for the year..... | 88.46 " " 88.46 " |

Work was begun on this section by dredging on site of the wall in December last, and progress has been made south of West Fifty-eighth street, as shown above.

West Fifty-seventh street—A new pier is to be built at the foot of West Fifty-seventh street for the use of the Department and part of the Department's buildings, etc., moved upon it, under unanimous resolutions of the Board, passed February 6, 1889.

Work of dredging site of this pier was begun on April 24, 1889.

EAST RIVER.

Staten Island Ferry, foot of Whitehall street, East river—A new ferry-house and extensive alterations and improvements were begun in September last, at the foot of Whitehall street, and are now in progress.

Pier, new 6, East river—Under unanimous resolution of the Board, passed December 20, 1888, Pier, old 7, East river, has been removed, and a new pier to be known as Pier, new 6, East river, has been begun by Mr. John W. Flaherty, contractor, under Contract No. 293, and is well advanced towards completion.

Pier, new 7, East river—Under resolution of Board, passed March 7, 1889, the work of thoroughly repairing and of widening this pier in place of Pier, old 8, East river, and of putting a new shed upon it, has been begun by the New York, Lake Erie and Western Railroad Company, lessee.

Pier, new 36, East river—Under unanimous resolution of the Board, passed May 11, 1888, Pier, old 46, East river, has been removed and Pier, new 36, built in place of it by Mr. S. P. Ross, contractor, under Contract No. 273. The new Pier was completed on the January 12, 1889.

Pier 60, East river, at the foot of Rivington street—The work of removing the old pier at the foot of Rivington street and building a new pier in place of it, which was begun in March, 1888,

under Contract No. 269, by Mr. Duncan A. Gillies, contractor, was completed on September 18, 1888, and put in use.

Pier 61, East river, between Rivington and Stanton streets—Under unanimous resolution of the Board, passed on March 28, 1889, Pier, old 61, between Rivington and Stanton streets, East river, is to be removed and a new pier, with a temporary approach thereto, under the new plan of December 19, 1888, is to be built. This work is in progress by Mr. John Gillies, contractor, under Contract No. 301.

Shoal has been Removed.

The shoal along and just outside of the pier-head line at Piers 60 and 61, which has for many years formed an obstruction to vessels entering the slips, has been removed to a depth of fifteen feet at mean low water by dredging.

East Twenty-fourth Street Section—Extending from the southerly side of East Twenty-fourth street to the centre line of East Twenty-fifth street, a distance of 245 feet, under unanimous resolution of the Board, passed April 25, 1889—Test piles have been driven and strata borings made to determine the nature of the bottom preparatory to commencing the work.

Bellevue Section—Extending from the northerly side of East Twenty-sixth street to the northerly side of East Twenty-eighth street, a distance of 545 feet, under unanimous resolution of the Board, passed April 25, 1889—Information has been collected in regard to this section, preparatory to beginning work.

East Ninety-fourth Street Section—Extending from the southerly side of East Ninety-fourth street to the northerly side of East Ninety-fifth street, a distance of 370 feet, under unanimous resolution of the Board, passed April 25, 1889—Test piles have been driven and strata borings made in order to ascertain the nature of the bottom, and the work of building the wall on this section will shortly be commenced.

HARLEM RIVER.

East One Hundred and Tenth Street Section—Extending from the southerly side of East One Hundred and Seventh street to the northerly side of East One Hundred and Tenth street, a distance of 845.5 feet, under unanimous resolution of the Board, passed April 25, 1889—Test piles have been driven here, and strata borings will immediately be taken and the work proceeded with.

Pier at East One Hundred and Seventeenth street—The new pier at the foot of East One Hundred and Seventeenth street, which was begun April 14, 1888, was finished on June 7, 1888.

Pier at East One Hundred and Nineteenth street—A new pier has been built at the foot of East One Hundred and Nineteenth street by Mr. John W. Flaherty, contractor, under Contract No. 277, and was completed in September last.

East One Hundred and Twenty-fifth Street Section—Extending from the southerly side of East One Hundred and Twenty-fifth street to a point 25 feet northerly of the northerly line of East One Hundred and Twenty-fifth street, and westerly to the angle in the bulkhead line northerly of East One Hundred and Twenty-fifth street, a distance of 365 feet, under unanimous resolution of the Board, passed March 28, 1889—Some examinations of the bottom at this section were made last year, and further examinations will be made shortly to ascertain the nature of the bottom, with a view to commencing work.

Crib-bulkhead between One Hundred and Fifty-ninth and One Hundred and Sixty-first streets, Harlem river—This crib-work has been completed, except the filling-in behind the same.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

A small pier (temporary) has been built at the foot of West Twelfth street, in place of the old and dilapidated dumping-board of the Department of Street Cleaning, and the Department of Street Cleaning has built a new dumping-board upon it.

Pier at foot of West Seventieth street, North river—The New York Central and Hudson River Railroad Company have extended and enlarged their coaling pier at the foot of West Seventieth street.

West Seventy-fifth to West Seventy-seventh streets, North river—A new crib-work bulkhead has been built, from West Seventy-fifth to West Seventy-seventh street, by Mr. John W. Flaherty, contractor, under Contract No. 276, and the filling-in behind this bulkhead is now in progress.

New-made land at West Ninety-sixth street, North river—Filling has been put in behind the crib-work block at the outer end of the pier, formerly at the foot of West Ninety-sixth street, and the surface raised to the grade of the street.

New crib-bulkhead from the centre line of West One Hundred and Thirty-third street to the centre line of West One Hundred and Thirty-fourth street—A new crib-bulkhead on piles has been completed by private parties, owners of the land under water at these premises.

Crib-bulkhead from the centre line of West One Hundred and Thirty-fourth street to the centre line of West One Hundred and Thirty-fifth street—The building of a new crib-bulkhead at these premises has been begun and is now in progress.

Crib-bulkhead at the foot of West One Hundred and Fifty-eighth street, North river—This work, which was very much delayed on account of the exposed situation during the winter and the inefficiency of the contractor later on, was finally completed on December 6, 1888, and is now in use.

EAST RIVER.

East Thirty-eighth street, East river—The old pier at the foot of East Thirty-eighth street has been removed and the new pier built in place thereof, was finished on March 16, 1889, by Mr. Joseph Walsh, contractor, under Contract No. 281.

Dumping pier at East Forty-sixth street, East river—This new dumping pier, which was begun last year, was completed on August 6, 1888, and is now in use, and the plan of the pier has proved to be very advantageous for this purpose.

Dumping-board foundation at the foot of East Seventieth street, East river—A foundation for a dumping-board for the Department of Street Cleaning has been built at the foot of East Seventieth street.

Crib-bulkhead between East Seventy-first and East Seventy-second streets, East river—A small block of crib-work, about 40 feet long, to carry a dumping-board and approach, has been built at these premises by Mr. John A. Bouker under permit of the Board.

HARLEM RIVER.

New crib-bulkhead at the foot of Lincoln avenue, Harlem river—A crib-work bulkhead has been built at the foot of Lincoln avenue, on the easterly side of the Harlem river, in order to furnish a site for a dumping-board for the Department of Street Cleaning for its work in the Twenty-third Ward.

Mott Haven Canal—A number of bulkhead platforms have been built on the Mott Haven canal by private parties, owners of the property.

Crib-bulkhead at One Hundred and Forty-ninth street, Harlem river—The work of building a crib-bulkhead about 1,500 feet in length, under permit of the Board, to Morris & Adams, has been continued during the year.

Cromwell's Creek, at One Hundred and Sixty-first street, Harlem river—A platform on piles has been erected by Mr. Colwell, under permit of the Board.

One Hundred and Eighty-first street, Harlem river—A platform has been built by the estate of Mr. W. B. Ogden.

Morris Dock, Harlem river—The Gas Engine and Power Company, under permit of the Board, have built an extensive platform on their property just north of Morris Dock.

LONG ISLAND SOUND.

South of One Hundred and Thirty-eighth street—The De La Vergne Refrigerating Company have built a concrete wall about 234 feet long on the edge of their water-front property.

General Repairs.

The repairs to piers, bulkheads, etc., have not been so extensive as they were in the last Department year. The larger pieces of work are repairs to pier at West Eighteenth street, the bulkhead and pier at West Eleventh street and to Pier 2, East river.

In the appendix a detailed statement of all repairs is given, together with a statement in detail of repairs made to various structures on the water-front for other city departments.

Floating Property.

The floating property of the Department has been increased by two new deck scows, built by the Department at West Fifty-seventh Street Yard, and also by a naphtha engine launch. It has been decreased by the sale of two old dredges, Nos. 3 and 4, which were condemned and sold at public auction. A full list of the various pieces is given in the appendix.

In November last the Department purchased from the Gas Engine and Power Company a naphtha engine launch, about 21 feet long, with an engine of two horse-power. The boat is very strongly built, and has been in use almost constantly on both the North and East rivers, carrying small parcels of material and tools, employees of the Department going to and from small jobs of

* The boundary point of West Fifty-second Street Section, south end, and of West Fifty-second Street Section, north end, is to be where the bulkhead or river-wall without pile foundation changes to a wall with pile foundation. This point will be determined in the progress of the work.

work, the inspecting officers of the Department, and in towing row-boats, and sometimes timber. This launch has speed of about six miles per hour, and has proved to be a very efficient aid and assistant in the work of the Department.

Another new deck scow is under construction by the Department force, and also a 12-ton derrick.

The various pieces of floating property have been kept in order and used as required on the work.

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 stone, delivered at the various sections have been measured and calculated.

Surveys and examinations have been made at various places along the water front. These surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

8,814 rod soundings, to ascertain the depth of soft mud, have been taken, of which 3,019 were on the North river, and 5,795 on the East and Harlem rivers.

63,422 disk soundings to ascertain the depth of water have been taken on the North, East and Harlem rivers in 240 slips, of which 36,149 were taken in 114 slips on the North river, and 27,273 in 116 slips on the East and Harlem rivers.

Of the above 4,583 rod soundings and 15,068 disk soundings were for construction and 48,354 disk soundings and 4,231 rod soundings were for general repairs and examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on record in this office.

All the dredging done by the Department has been supervised, as also the dredging done by private parties, and the dumping of all dredged material has been supervised.

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 at Pier "A," Port Morris, and the two on the Harlem river, have been attended to and their records preserved and filed.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard—82 concrete base blocks have been made at this yard during the year. There have been received 8,566 barrels of cement, and samples of each lot have been tested, and 7 tests have been made of cement not used by the Department for private parties on payment to the Treasurer of proper fee. All the iron and blacksmith work for the Department has been done here, and stores and supplies received and issued to the various sections of work as required.

East Seventeenth Street Yard—This yard has been kept in order and used for storage of granite and other materials, which have been issued to the work as required. The bulkhead at this yard is soon to be extensively repaired.

I herewith submit an appendix, containing—

A summary of the work of construction under the "new plan."

A summary of the work of construction not under the "new plan."

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

A summary of work at the Department Yards.

A summary of the work of "General Repairs."

A summary of the work done for other Departments.

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

A summary of the work on "Floating Property."

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

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

A full statement of the work done by owners and lessees of piers and bulkheads, and by others, by order or permit of the Board of Docks, and under my general supervision. I beg leave to call special attention to this statement, because the work therein specified occupies by no means an inconsiderable portion of the time of myself and other subordinates of the Department.

Fire on the Water-front from Fifty-ninth to Sixty-fourth Street, North River.

On April 19, 1889, a fire broke out in some buildings on the shore, between Fifty-ninth and Sixtieth streets, which spread to the adjoining piers and bulkheads. The following property of the New York Central and Hudson River Railroad Company was destroyed:

Freight Pier "C" and shed thereon, at the foot of West Fifty-ninth street, North river, burned down to low water.

Elevator Pier "B" and elevator thereon, between Sixty-second and Sixty-third streets. Building and woodwork of pier burned down to low water. Stone foundations were badly damaged above low water.

Freight Pier "D," near the foot of West Sixty-fourth street. The shed and superstructure of the pier were burned and the greater part of the piling and bracing were also burned down to low-water mark.

The upper part of the crib-bulkhead, from Fifty-ninth to Sixty-fourth streets, North river, was considerably damaged by the fire.

In concluding this report I beg leave to add the following recommendations and suggestions:

That in regard to the improvements on the North river water-front, from West Eleventh street to West Twenty-third street, steps should be taken to procure the necessary legislation to carry out the improvement of the water-front between West Eleventh and West Twenty-third streets, on the North river, as proposed in the reports of 1880 and of 1888, and with the modifications thereto, considered by the Board during the past year, and also for the extension of the pier-head line on the North river and the retraction of the bulkhead lines on the East river, as suggested in my report to the Board of last year.

Inshore Boundary.

I beg leave to renew my suggestion and recommendation in regard to the inshore boundary of the jurisdiction of the Department.

Use of Water-front by Railroads.

Under the circumstances of the constantly increasing demand for room on the water-front, it is desirable to take note and apply every method which is exhibited of economizing room, that is to say, length or distance along the water-front.

I submit herewith some small maps of the water-front, between Twenty-second and Twenty-third streets, on the North river, where the New York, Lake Erie and Western Railroad Company have, under permit of the Board, built a railroad terminus for certain branches of their business, so arranged as to handle a very large number of cars, sufficient to occupy the entire surface of the block between Twenty-second and Twenty-third streets, Eleventh avenue and the river, while occupying only about 100 feet of the actual water-front, and also a small map showing how a similar construction and method have been used by the West Shore Railroad Company, between Thirty-fifth and Thirty-seventh streets, on the North river, with a similar valuable result. The cars are brought upon floats or barges to the landing bridges and are then taken off the floats and run across the marginal wharf, street, or bulkhead to the lots on the block on the easterly side of it, and are then loaded and unloaded and run back again to the floats and then taken to the other side of the river. The advantage of this method of using the water-front by railroad companies coming from New Jersey seems to me so great that I beg leave to suggest, for the consideration of the Board, whether it would not be advisable to make it the policy of the Department hereafter, that railroad companies should not be granted leases of or allowed to occupy the large length or distances of the water-front which have been and are now occupied by some of the other railroad companies, but that they should be compelled to make some such arrangements in the future as those shown at Twenty-third street and at Thirty-sixth street, in the accompanying maps.

EAST RIVER.

A new plan was determined by the Department of Docks on the East river from Grand street to East Thirty-fourth street, a portion of which was adopted by the Commissioners of the Sinking Fund on December 19, 1888, namely, from the southerly side of Grand street to the northerly side of East Eighth street, and from the southerly side of East Seventeenth street to the northerly side of East Thirty-fourth street. The portion of the plan from the northerly side of East Eighth street to the northerly side of East Seventeenth street is a district where the need for improvement is not pressing at present on account of the occupation of the upland of the water-front.

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, 1889.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.*

NORTH RIVER WATER-FRONT.

OLD WEST WASHINGTON MARKET.

Under Secretary's Order No. 8705.

January 26 to February 11, 1889.—The old market premises westerly of West street and southerly of Vesey street were vacated by the occupants on January 26, and the old buildings, sheds, etc., covering the site, were removed by the former tenants or occupants of them under permit granted to the Finance Department.

GATHERING AND BURNING COMBUSTIBLE MATERIAL.

Under Secretary's Order No. 8729.

February 5 to February 6, 1889.—Combustible material left by the former tenants was gathered up and burnt on the site of West Washington Market, North river, on February 5, when the above order was superseded by unanimous resolution of the Board, ordering the work of the West Washington Market Section.

WEST WASHINGTON MARKET SECTION.

Under Unanimous Resolution of the Board, February 6, 1889.

GATHERING AND BURNING COMBUSTIBLE MATERIAL.

February 6 to February 16.—The old combustible and inflammable materials were gathered up in piles and burnt on site of old market.

REMOVING OLD WORK.

Old platform and piles in front of the old bulkhead between Piers, old 21 and 23, North river, were taken up, and the material was rafted and towed to the West Thirtieth street timber basin for storage; also the old paving-blocks over area of a portion of the old roadways leading to the Piers, old 21 and 23, North river, were taken up, transferred to scow and towed to the foot of West Seventy-ninth street, North river, and there placed on the bulkhead for future use; also one scow-load was transferred to East Eighty-sixth street.

TEST PILING.

March 21, 1889.—A test pile was driven to ascertain the nature of the old crib-work, between Piers, old 21 and old 23, North river.

DREDGING.

March 22 to May 1, 1889.—10,362 cubic yards of mud under Treasurer's Order No. 13624, 5,009 cubic yards under Treasurer's Order No. 13696, and 4,000 cubic yards of crib-work under Treasurer's Order No. 13623, were excavated and removed and disposed of by the Union Dredging Company.

April 15 to April 20, 1889.—A portable fence in sections was made and put up to keep people from trespassing over area being dredged.

OLD SEWER.

April 8 to April 10, 1889.—An old sewer box on the site of the old market, leading to or near Pier, old 21, North river, was repaired.

Pier, old 23, North River.

April 19 to May 1, 1889.—The old pier having been disturbed by the dredging was shored up on the south side, and was kept safe for traffic.

Barclay Street Ferry, N. R.

Under Secretary's Order No. 6563.

May 1 to September 15, 1888.—The new iron ferry building, on the bulkhead platform at the foot of Barclay street, North river, begun August 22, 1887, by the Hoboken Land and Improvement Company, under permit of the Board, in accordance with plans and specifications submitted therefor, was completed on September 15, 1888.

CHAMBERS STREET SECTION.

Under Unanimous Resolutions of the Board, November 24, 1877, and November 21, 1878.

Bulkhead between Piers, new 20 and new 21, N. R.

DRAINING NEW-MADE LAND.

Under Secretary's Order No. 6818.

Water was drained from the new-made land in front of Piers, new 20 and new 21, North river, at various times during the year.

TEMPORARY SEWER BOX.

April 12 to May 1, 1889.—Earth-filling was excavated from the old temporary sewer-box in the new-made land between Jay and Chambers streets, and the sewer box is being removed and the earth-filling replaced and rammed to grade to prepare for paving. The building of the permanent brick marginal sewer by the Department of Public Works (Secretary's Order No. 7094) to connect with the outlet sewer box under Pier, new 21, North river, had made this temporary sewer-box of no further use.

SECTION OFFICE.

July 21 to August 3, 1888.—The section office was moved from the new-made land opposite Pier, new 21, North river, to the new-made land opposite Pier, new 20, North river, and it was repaired and painted.

November 19 to December 31, 1888.—A window was made in the office on the south side and the sash was painted.

September 16 to September 30, 1888.—A new yellow pine floor was laid in the office and the outside of the office sided up and repaired where necessary, and painted.

September 10 to September 13, 1888.—Temporary Croton water and waste water connections were made with the office, under Treasurer's Order No. 13245.

HORSE CAR TRACKS.

Under Secretary's Order No. 8211.

September 1 to October 6, 1888.—The Houston, West Street and Pavonia Ferry Railroad Company raised its tracks.

Under Secretary's Order No. 8212.

October 23 to November 10, 1888.—The Chambers Street and Grand Street Ferry Railroad Company raised its tracks.

Temporary Approaches to Piers, new 20 and new 21, N. R.

Under Secretary's Orders Nos. 7631, 8032 and 8433.

March 7, 1888, to January 31, 1889.—The New York, Lake Erie and Western Railroad Company kept all the plank approaches leading to Piers, new 20 and new 21, North river, in good order during the year by repairs at various times within the above-named dates.

FRANKLIN STREET SECTION.

Under Unanimous Resolution of the Board, October 6, 1887.

Bulkhead-wall Proper.

STONE FILLING.

May 1 to November 24, 1888.—1,391 cubic yards of cobble stone and 2,313 cubic yards of rip-rap stone were delivered and placed on the wall foundation by Messrs. Brown & Fleming and by Mr. John A. Bouker, under Treasurer's Orders therefor.

Totals to date, 2,858 cubic yards of cobble-stones and 3,325 cubic yards of rip-rap stone.

* Under this heading, all the more important new works, additions and alterations made under permit of the Board will be noted.

PILING AND WOODWORK.

Binding Frames.

May 4 and 5, and June 7, 1888.—Binding frames were keyed up in rear of the wall by the divers.

Sawing Off Piles.

May 11 and 12, 1888.—58 high grade piles were sawed off by the saw-cutting machine to receive the transverse caps.

Capping.

May 1 to June 14, 1888.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 216 lineal feet of longitudinal capping, and 36 transverse caps were placed.

July 5 to July 21, 1888.—Ends of transverse caps were sawed off where projecting in the way of the granite to be set, also chock pieces were made and placed underneath ends of caps, and dovetail pieces were made and placed on the caps.

Decking.

July 20 to August 2, and November 22 to December 21, 1888.—1,730 square feet of 4-inch deck-planking were placed on the transverse caps in rear of the masonry.

Pile Butts.

May 2 and May 9 to May 11, 1888.—Old pile butts were rafted up and towed to the West Thirtieth street timber basin for storage.

MASONRY.

Concrete Blocks.

May 8 to May 15, 1888.—Cement, sand and broken stone were loaded on scow at the West Fifty-seventh Street Yard, and 5 concrete foundation blocks were loaded by the derrick "City of New York," on scows for use at this section. Mattresses were prepared for setting the concrete blocks on, and 5 concrete foundation blocks were set in wall by derrick "City of New York," assisted by the divers.

Chain Holes.

May 16, 1888.—The chain holes between the concrete foundation blocks were filled with concrete in bags.

Granite.

July 2 to July 27, 1888, and January 3 to February 1, 1889.—82 pieces of granite were set and backed up with 322 batches of concrete.

Coping Stone.

April 19 to April 22, 1889.—4 pieces of coping stone were set on the "E" course of granite north of Pier, new 24, North river.

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

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-----------------|----------------|-----------------------|
| | In 1888-1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | 000.67 | 111.67 | 141.48 |
| *Cobble..... | 60.77 | 102.67 | 150.48 |
| *Rip-rap..... | 80.17 | 102.67 | 150.48 |
| Piles Driven..... | ..... | 111.67 | 141.48 |
| Binding Frames..... | ..... | 108.67 | 144.48 |
| Piles Cut..... | 40.67 | 110.67 | 142.48 |
| Longitudinal Caps..... | 65.67 | 110.67 | 142.48 |
| Cross Caps..... | 95.67 | 110.67 | 142.48 |
| Decking..... | 102.67 | 102.67 | 150.48 |
| Base Blocks..... | 52.42 | 112.67 | 140.48 |
| "A B" Course Granite..... | 101.03 | 101.03 | 152.12 |
| "E" Course Granite..... | 93.52 | 93.52 | 159.63 |
| Coping..... | 30.67 | 30.67 | 162.48 |
| Wall actually completed..... | ..... | ..... | 162.48 |
| Equivalent length of completed wall..... | 51.76 | 107.26 | 145.89 |

*Given in equivalent lengths of wall.

Pier, new 24, N. R.

BUILDING PIER.

Under Contract No. 263.

May 1 to October 8, 1888.—The new pier at the foot of Franklin street, was completed in accordance with the contract by John Gillies, contractor. Begun February 1, 1888, and finished October 8, 1888.

Under Unanimous Resolution of the Board, October 6, 1887.

DREDGING.

October 2 to November 13, 1888.—24,099 cubic yards of mud and 4,781 cubic yards of crib-work were excavated, removed and disposed of by the Union Dredging Company, under Treasurer's Orders therefor, from the half-slips adjoining the pier.

SPURS ON THE NORTH AND SOUTH SIDES OF PIER, NEW 24, N. R.

Under Unanimous Resolution of the Board, December 20, 1888.

December 21, 1888, to February 15, 1889.—Two spurs were built on the south side of the new pier and one was built on the north side. The inshore spur on the south side of the pier and the one on the north side were built by the force of the Department. The outshore spur on the south side was built by R. P. & J. H. Staats, under Treasurer's Order No. 13529.

GANGWAYS.

Under Secretary's Order No. 7997.

July 2 to July 10, 1888.—Three gangways were built in the pier by the force of the Department. Two were on the north side and one on the south side.

Under Secretary's Order No. 8812.

March 8 to March 12, 1889.—A gangway, 9 feet wide, was cut on the north side of the pier by the lessees, under permit of the Board.

Under Secretary's Order No. 8849.

March 26 to March 29, 1889.—Two gangways were cut, one on the north side and one on the south side of the pier by the lessees, under permit of the Board.

SHED ON PIER, NEW 24, N. R.

Under Secretary's Order No. 8747.

January 12 to April 25, 1889.—An iron shed, extending from a line about 166 feet westerly of the established bulkhead-line, about 380 feet westerly thereof, the full width of the pier and covering the outer spur, was erected by the lessees, in accordance with the resolution of the Board of February 7, 1889.

Under Secretary's Order No. 8779.

February 15 to April 25, 1889.—An extension of 10 feet westerly of the new shed was put up by the lessees, under permit of the Board.

Under Secretary's Order No. 8838.

March 21 to April 16, 1889.—An office was built in the shed by the lessees, under permit of the Board.

SPRING PILES.

Under Secretary's Order No. 8219.

January 4 to March 28, 1889.—Oak spring piles were driven and fastened along the sides of pier by the lessees, under permit of the Board.

TEMPORARY APPROACH TO PIER, NEW 24, N. R.

August 29 to September 7, 1888.—A temporary plank approach, partly on piles, was built from the inshore end of Pier, old 35, North river, to connect with Pier, new 24.

September 24 to September 29, 1888.—The dock of the temporary approach leading to Pier, new 24, North river, was sheathed with second-hand material.

October 10 and 11, 1888.—The temporary approach leading to the pier was repaired with second-hand material.

November 26, 1888, to January 15, 1889.—A new temporary plank approach was constructed over the newly-made land from the foot of Franklin street to connect with Pier, new 24, North river.

TEMPORARY SEWER BOX.

June 13 to July 8, 1888.—A temporary sewer-box was built at the foot of Franklin street to connect the sewer with a close row of piles driven at the present south end of this section, to give it an outlet through it.

September 3 to September 8, 1888.—The temporary sewer-box having been disturbed by the earth-filling, was repaired.

CONNECTING DRAIN PIPES.

Under Secretary's Order No. 8107.

August 7 to August 12, 1888.—A wooden sewer-box, 12 inches square, about 115 feet in length, and made of second-hand 3-inch yellow pine plank, was placed on the top of the facing timbers of the old bulkhead, at about low-water mark, connecting the drains leading from Nos. 219, 220, 221 and 222 West street with the sewer-box at the foot of Franklin street.

REMOVING OLD WORK.

May 15 to August 11, 1888.—The old bulkhead platform and the facing timbers of the old crib-bulkhead in the rear of the new bulkhead-wall were removed, and the old material therefrom was rafted up and towed to the West Thirtieth street timber basin for storage.

March 15 and 16, 1889.—Old sunken pile butts and timbers in half slip south of Pier, new 24, North river, were removed and taken care of.

SECTION OFFICE.

May 23 and 24, 1888.—A small office, built at the West Fifty-seventh Street Yard for use at this section, was placed on a scow and was towed down and placed on the old bulkhead at the foot of North Moore street.

FILLING IN REAR OF WALL.

May 30 to June 8, 1888.—A close row of piles was driven from the crib-work in rear of the wall at the foot of Franklin street to the close row of piles driven for the bulkhead-wall at the present south end of the section to retain the earth-filling in place. This close row was strengthened to resist the pressure of the earth-filling by wire ropes, properly secured to pile anchorages northerly of the row.

June 12, 1888, to April 29, 1889.—The filling in rear of the new bulkhead-wall was begun June 12, 1888, 16,275 loads of earth filling on tickets, and 2,341 loads of filling, without tickets, from the Street Cleaning Department, and 162 loads, free, were received and placed in rear of the bulkhead-wall. Total to date, 18,778 loads.

NORTH MOORE STREET SECTION.

Under Unanimous Resolution of the Board, April 28, 1880.

Bulkhead-wall Proper.

DREDGING.

May 1 to May 4, 1888.—816 cubic yards of mud and 1,246 cubic yards of crib-work were excavated, removed and disposed of by the Union Dredging Company, under a Treasurer's Order therefor, from the site of the bulkhead-wall. Totals to date, 43,974 cubic yards of mud and 1,246 cubic yards of crib-work.

STONE FILLING.

May 1, 1888, to January 15, 1889.—4,403 cubic yards of small cobble stones and 6,441 cubic yards of rip-rap stone were delivered and placed on wall foundation by Brown and Fleming, and by John A. Bouker, under Treasurer's Orders therefor. Totals to date, exclusive of the small amount removed from old crib-work in rear of wall, 9,104 cubic yards of cobble stones, 10,456 cubic yards of rip-rap stone and 280 cubic yards of street cobbles placed as rip-rap.

September 27 and October 10, 1888.—The south end of the section was bulkheaded with 2-inch plank, transversely of the wall below low-water mark, by the divers, to retain the cobble filling in place.

January 10 to January 15, 1889.—A small amount of cobbles and rip-rap stone were transferred from the old crib-work in rear of the wall and placed on the wall foundation as rip-rap by the Department force.

PILING AND WOODWORK.

Vertical Piling.

June 11 to September 18, 1888.—369 vertical piles were driven, regulated and staylathed.

Bracing Piles.

June 18 to September 29, 1888.—75 bracing piles were driven and regulated.

Binding Frames.

June 26 to October 2, 1888.—6 binding frames were made and with aid of divers were sunk and keyed to place.

December 10, 1888.—The binding frames were keyed up in the rear by the divers.

Sawing off Piles.

July 21 and 22, October 15 and August 6 to August 8, 1888.—131 foundation piles were sawed off by the saw cutting machine.

The high grade piles were sawed off by the saw cutting machine.

Locating Foundation Piles.

July 23 to July 27, August 3 to August 5 and October 5 to October 10, 1888.—Foundation piles on which the concrete blocks were to be placed were located by the divers, by means of wire screens.

Capping.

June 18 to December 31, 1888.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 702 lineal feet of longitudinal capping and 67 transverse caps were placed.

August 1 to August 15, 1888.—Chock pieces were made and placed under the ends of the transverse caps, and resting on the concrete foundation blocks.

Decking.

May 5 to December 4, 1888.—6,200 square feet of 4-inch deck planking was placed on the transverse caps in rear of the masonry of the wall.

MASONRY.

Concrete Blocks.

May 9 to October 31, 1888.—Cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard and 26 concrete foundation blocks were loaded by the derrick "City of New York" on scows for use at this section. Mattresses were prepared for setting the concrete foundation blocks on, and 26 concrete foundation blocks were placed by the derrick "City of New York," assisted by divers.

Chain Holes.

May 16, August 11 and November 16, 1888.—The chain holes between the concrete foundation blocks were filled with concrete in bags.

Granite.

May 22, 1888, to March 15, 1889.—342 pieces of granite were set and backed up with 936 batches of concrete. Cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard, as required for use in setting and backing up the granite.

Coping Stone.

November 20 to November 30, 1888.—17 pieces of coping stone were placed on the bulkhead-wall between Piers, new 25 and new 26, North river.

April 22 to April 25, 1889.—16 pieces of coping stone were placed on the bulkhead-wall between Piers, new 24 and new 25, North river.

April 24 to May 1, 1889.—Holes were drilled in the coping stones on bulkhead-wall and backing-logs are being prepared to be placed thereon.

MOORING PILES.

August 7 and August 8, 1888.—5 old piles were driven for mooring the derrick "City of New York" when engaged in setting concrete blocks.

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

In linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-------------------|----------------|-----------------------|
| | In 1888 and 1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | 155.0 | 340.0 | ..... |
| * Cobble..... | 223.9 | 340.0 | ..... |
| * Rip-rap..... | 244.7 | 340.0 | ..... |
| Piles driven..... | 116.7 | 340.0 | ..... |
| Binding frames..... | 133.0 | 340.0 | ..... |
| Piles cut..... | 180.00 | 340.0 | ..... |
| Longitudinal caps..... | 223.55 | 340.0 | ..... |
| Cross caps..... | 231.50 | 340.0 | ..... |
| Decking..... | 340.0 | 340.0 | ..... |
| Base blocks..... | 223.17 | 340.0 | ..... |
| "A B" course granite..... | 340.0 | 340.0 | ..... |
| "E" course granite..... | 340.0 | 340.0 | ..... |
| Coping..... | 265.0 | 265.0 | ..... |
| Wall actually completed..... | ..... | 340.0 | ..... |
| Equivalent length of completed wall..... | 193.0 | 340.0 | ..... |

* Given in equivalent linear feet of wall.

Pier, new 25, N. R.

Under Unanimous Resolution of the Board, April 28, 1880.

DREDGING.

June 28, 1888, to February 16, 1889.—41,164 cubic yards of mud and 5,104 cubic yards of cribwork were excavated, removed and disposed of from site of Pier and half-slips on each side thereof by the Union Dredging Company, under Treasurer's Orders therefor.

REMOVING OLD, DANGEROUS AND SUNKEN PILES.

January 8 to January 14, 1889.—Old, dangerous and sunken piles were removed from the half-slip on each side of Pier, new 25, by the force of the Department, assisted by the divers.

REMOVAL OF OLD PIER.

Under Contract No. 267.

June 6 to June 29, 1888.—All that part of Pier, old 36, North river, at the foot of North Moore street, with the shed thereon, which lies westerly of a line 50 feet westerly of the new bulkhead-line, except the cribwork below low-water mark, was removed by the contractor, Joseph H. Cofrode.

August 28 and August 29, 1888.—Old sunken piles and timber were removed by the contractor from the site of new pier, with the aid of divers.

June 28 to September 10, 1888.—The site of the new pier was occupied by the Department of Docks for dredging.

BUILDING PIER.

September 12, 1888, to January 3, 1889.—A new pier, 560 feet long and 75 feet wide, was built at the foot of North Moore street, by Joseph H. Cofrode, in accordance with the contract.

ADDITIONS TO PIER, NEW 25, N. R.

Under Secretary's Orders Nos. 8661 and 8699.

January 15 to February 12, 1889.—Gangway bridges were placed in the openings therefor left in the sides of the pier, and spring-piles, fender-piles and continuous chocking between them, were placed along the sides and across the outer end of the pier, by the lessees, under permit of the Board.

SHED ON PIER.

Under Secretary's Order No. 8666.

January 14, 1889, to date.—An iron shed is under construction on Pier, new 25, North river, by the lessees, in accordance with the terms of the resolution of the Board of January 11, 1889; in progress.

WATER-PIPE.

Under Secretary's Order No. 8864.

March 29 to April 4, 1889.—A 4-inch cast-iron water-pipe was laid from the service-main in West street to the inner end of the shed on Pier, new 25, North river, by the lessees, under permit of the Board.

GAS-PIPE.

Under Secretary's Order No. 8879.

April 8 to April 11, 1889.—A service gas-pipe or main was laid across the new-made land from West street to Pier, new 25, North river, by the Consolidated Gas Co., under permit of the Board.

PLACING TEMPORARY GUARDS ON PIER, NEW 25, N. R.

Under Unanimous Resolution of the Board, April 28, 1880.

January 9 to January 12, 1889.—Guard planking was placed about the open gangways on Pier, new 25, North river, to serve as temporary backing-logs, to prevent accidents.

TEMPORARY APPROACH.

October 1, 1888, to January 14, 1889.—A temporary plank approach partly on piles was constructed at the foot of North Moore street to connect with Pier, new 25, North river.

March 26 to April 13, 1888.—The temporary plank approach leading to the pier was removed in order to properly carry on the earth-filling in rear of wall, and a new one, built of plank, placed on the newly filled land just north of the site of the one removed.

TEMPORARY SEWER-BOX.

August 16, 1888, to February 15, 1889.—A temporary sewer-box was built from the foot of North Moore street to connect the end of the existing brick sewer with the new bulkhead-wall.

REMOVING OLD WORK.

May 25 to March 5, 1889.—Old piles were pulled up, old sheathing, deck and square timbers were removed in the rear of the wall from the bulkhead platforms, old pier and crib-bulkhead, and the old crib-work of the inner end of the old pier was leveled down to admit the pile-driver to float over the same.

FILLING IN REAR OF WALL.

October 12, 1888, to May 1, 1889.—14,117 loads of earth-filling on tickets and 24,801 loads of filling without tickets from the Street Cleaning Department were received and placed in rear of the bulkhead-wall. Total to date, 38,918 loads.

BEACH STREET SECTION.

Under Unanimous Resolution of the Board, July 16, 1879.

Bulkhead-wall Proper.

STONE FILLING.

June 8, 1888.—35 cubic yards of cobble stone were delivered and placed on wall foundation by John A. Bouker, under Treasurer's Order therefor.

Totals to date, 6,181 cubic yards of cobble, 9,518 cubic yards of rip-rap and 135 cubic yards of ballast put in as cobble.

PILING AND WOODWORK.

May 5, 1888.—252 square feet of decking was laid on the caps in rear of the masonry of the wall.

MASONRY.

Granite.

December 18 and December 19, 1888.—18 pieces of granite were set and backed up with 54 batches of concrete, and joints in granite were pointed.

Coping Stone.

December 18 and December 19, 1888.—3 pieces of coping stone were set on top of "E" course of granite.

Placing Mooring Cleats.

Under Secretary's Order No. 8625.

February 1 to February 20, 1889.—Iron mooring cleats were fastened to the coping of the bulkhead-wall south of Pier, new 26, with Ahlstrom bolts.

Bulkhead between Piers, new 26 and new 27, N. R.

PLACING IRON MOORING CLEATS.

Under Secretary's Order No. 8214.

November 12 to November 22, 1888.—4 galvanized-iron mooring cleats were fastened to the coping of the bulkhead-wall, with Ahlstrom bolts, between Piers, new 26 and 27, North river.

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

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-------------------|----------------|-----------------------|
| | In 1888 and 1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | ..... | 196.00 | ..... |
| Cobble..... | ..... | 196.00 | ..... |
| Rip-rap..... | ..... | 196.00 | ..... |
| Piles driven..... | ..... | 196.00 | ..... |
| Binding frames..... | ..... | 196.00 | ..... |
| Piles cut..... | ..... | 196.00 | ..... |
| Longitudinal caps..... | ..... | 196.00 | ..... |
| Cross caps..... | ..... | 196.00 | ..... |
| Decking..... | 21.0 | 196.00 | ..... |
| Base blocks..... | ..... | 196.00 | ..... |
| "A B" course granite..... | 11.18 | 196.00 | ..... |
| "E" course granite..... | 17.31 | 196.00 | ..... |
| Coping..... | 21.00 | 116.00 | ..... |
| Wall actually completed..... | ..... | 196.00 | ..... |
| Equivalent length of completed wall..... | 4.00 | 196.00 | ..... |

Temporary Approach to Pier, new 26, N. R.

November 16, 1888.—A hole in the Belgian paving approach to pier where settlement had taken place was repaired.

Temporary Sewer Box.

May 8 to July 14, 1889.—A temporary sewer-box was built from foot of Beach street to connect with an opening left in the bulkhead-wall, south of Pier, new 26, North river.

December 3 to December 19, 1888.—The old temporary sewer-box at the foot of Beach street, connecting with the new bulkhead-wall, was repaired.

Filling in Rear of Wall.

July 26, 1888, to February 1, 1889.—4,238 loads of filling on tickets and 1,688 loads of filling without tickets, from Street Cleaning Department, were received and placed in rear of bulkhead wall.

Total to date, 9,344 loads on tickets, 2,863 loads from Street Cleaning Department, and 24,435 loads free, making a total of 36,642 loads.

Bulkhead in Front of and Adjoining Pier, new 26, N. R.

Under Secretary's Order No. 7930.

June 18, 1888, to date.—The erection of an iron shed 50 feet wide on the bulkhead, extending from 125 feet southerly of the south side of Pier, new 26, North river, to the southerly side of Pier, new 27, North river, a length of about 361 feet, by the lessees, under permit of the Board, was begun June 18, 1888, and is in progress. A portion of it is in use.

Under Secretary's Order No. 8366.

October 15 to November 1, 1888.—A small automatic elevator was erected in the bulkhead shed north of Pier, new 26, by the lessees, under permit of the Board.

Under Secretary's Order No. 8369.

October 15 to November 1, 1888.—A temporary plank platform, 30 feet wide, with a plank roadway 30 feet wide, connecting it with the pavement of West street, were put down in the earth-filling in front of the bulkhead shed by the lessees, under permit of the Board.

Under Secretary's Order No. 8932.

April 13, 1889, to date.—A temporary plank platform 40 feet wide, with a plank roadway 35 feet wide, connecting each end of it with the pavement of West street, is being laid on the new-made land in front of the bulkhead shed south of Pier, new 26, by the lessees, under permit of the Board; in progress.

Under Secretary's Order No. 8716.

March 15 to April 19, 1889.—Hanging fenders, consisting of oak piles and waling pieces, were suspended along face of bulkhead-wall, extending about 87 1/2 feet north of north side of Pier, new 26, and about 125 feet south of south side of Pier, new 26.

Under Secretary's Order No. 8795.

February 15, 1889, to date.—A pair of boilers are being set up in the bulkhead shed south of Pier, new 26, North river, under permit of the Board; in progress.

Under Secretary's Order No. 8846.

March 21, 1889, to date.—A platform elevator for lifting cargo, and an electric-light plant, are in process of erection in the bulkhead shed south of Pier, new 26, North river, by the lessees, under permit of the Board; in progress.

Under Secretary's Order No. 8448.

November 2, 1888, to date.—Wheel guards are being placed on the platforms in front of the shed by the lessees, under permit of the Board; in progress.

Slip on the South Side of Pier, new 26, N. R.

Under Secretary's Order No. 8408.

October 25 to November 7, 1888.—About 100 tons of pig iron, lost overboard, were dredged up by the lessees of Pier, new 26, under permit of the Board.

Pier, new 26, N. R.

Under Secretary's Order No. 8431.

November 28 to November 30, 1888.—Fender piles were driven on the northwest corner of the pier by the lessees, under permit of the Board.

Under Secretary's Order No. 8878.

April 5 to April 19, 1889.—A temporary trucking gangway, 8 feet wide and 58 feet long, was built on the south side of the pier, from the bulkhead shed westerly, by the lessees, under permit of the Board.

LAIGHT STREET SECTION.

Unanimous Resolutions of the Board, July 30 and November 3, 1880.

Bulkhead-wall Proper.

MASONRY.

Pointing Granite.

June 11 to June 30, 1888.—Joints in the granite facing were pointed.

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

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-------------------|----------------|-----------------------|
| | In 1888 and 1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | | 500 00 | ..... |
| * Cobble..... | | 427 00 | 73 00 |
| * Rip-rap..... | | 410 00 | 90 00 |
| Piles driven..... | | 397 05 | 102 95 |
| Binding frames..... | | 394 00 | 106 00 |
| Piles cut..... | | 397 05 | 102 95 |
| Longitudinal caps..... | | 394 50 | 105 50 |
| Cross caps..... | | 393 00 | 107 00 |
| Decking..... | | 376 00 | 124 00 |
| Base blocks..... | | 393 15 | 106 85 |
| "A B" course granite..... | | 366 67 | 133 33 |
| "E" course granite..... | | 358 67 | 141 33 |
| Coping..... | | 206 67 | 143 33 |
| Wall actually completed..... | | 356 67 | 143 33 |
| Equivalent length of completed wall..... | | 380 50 | 119 50 |

* Given in equivalent lengths of wall.

FILLING IN REAR OF WALL.

May 1 to May 9, 1888.—115 loads of earth-filling on tickets were received and placed to fill up rear of the bulkhead-wall.

Total received to date, 30,956 loads on tickets and 461 loads free.

Pier, new 35, N. R.

Under Secretary's Order No. 7784.

May 10 to October 8, 1888.—A suspended passenger walk was built in the shed on the pier by the lessee, under permit of the Board.

Pier, new 36, N. R.

Under Secretary's Order No. 8047.

April 9 to April 16, 1889.—Three wooden islands or refuges for the use of foot-passengers were placed on each crosswalk leading to the pier over the new-made land by the lessees, under permit of the Board.

Bulkhead between Piers, new 36 and new 38, N. R.

Under Secretary's Order No. 5530.

May 1 to October 6, 1888.—An iron shed, about 237 feet long and 50 feet wide, has been built on the bulkhead extending from the centre of the bulkhead between Piers, new 36 and new 37, to the centre of the slip between Piers, new 37 and new 38, by C. P. Huntington, lessee. It was begun September 13, 1886, and was nearly completed on February 28, 1887, when Pier, new 37, North river, was destroyed by fire. It was finished October 6, 1888.

Pier, new 37, N. R.

Under Secretary's Order No. 7511.

March 22 to October 1, 1888.—A shed was built on the new pier, by the lessee, under permit of the Board.

Under Secretary's Order No. 7635.

May 6, 1888.—A water-meter was placed at the inshore end of the pier, by the lessee, under permit of the Board.

Under Secretary's Order No. 8158.

August 21 to October 1, 1888.—Elevated platforms to carry lamp and cordage rooms were put up at the outer end of the shed by the lessee, under permit of the Board.

Building Silt-basins near Pier, new 38, N. R.

Under Secretary's Order No. 8202.

September 13 to September 26, 1888.—The granite paving-blocks were taken up just south of the south crosswalk leading to the Pier, new 38, and cleaned, the earth-filling was excavated to the sewer, a silt basin delivered by the Jordan L. Mott Iron Works was put in place, under Treasurer's Order No. 13248, and a 6-inch drain-pipe connection was made between the silt-basin and the sewer, under Treasurer's Order No. 13247, and the earth-filling was then replaced and rammed to grade. The removed pavement was replaced by George F. Doak, under Treasurer's Order No. 13249; the coal tar and gravel were filled in the joints by Department labor.

Building Silt-basin near Pier, new 39, N. R.

Under Secretary's Order No. 8502.

December 5 to December 20, 1888.—The granite paving-blocks were taken up on the newly made land in front of Pier, new 39, at about 100 feet east of the new bulkhead line and cleaned by Department force. The ground was excavated to the sewer, a silt-basin delivered by the Jordan

L. Mott Iron Works, under Treasurer's Order No. 13442, was put in place, and a 6-inch drain-pipe connection 20 feet in length was made between the silt-basin and the sewer, under Treasurer's Order No. 13443, and the earth-filling replaced and rammed to grade. The removed pavement was replaced by George F. Doak, under Treasurer's Order No. 13445 and the coal-tar and gravel were filled in joints by Department labor.

Building Silt-basin between Piers, new 39 and new 40, N. R.

Under Secretary's Order No. 8559.

December 10 to December 14, 1888.—The granite paving-blocks were taken up on the newly made land between Piers, new 39 and new 40, North river, at about 100 feet east of the new bulkhead-line, and cleaned by Department labor. The ground was excavated to the sewer, and a silt basin delivered by the Jordan L. Mott Iron Works, under Treasurer's Order No. 13487, was put in place, and a 6-inch drain-pipe connection 15 feet in length was made between the silt basin and the sewer, under Treasurer's Order No. 13488, and the earth-filling was then replaced and rammed to grade. The removed pavement was replaced by George F. Doak, under Treasurer's Order No. 13445. The coal-tar and gravel were filled in the joints by Department labor.

Building Silt-basin between Piers, new 40 and new 41, N. R.

Under Secretary's Order No. 8560.

December 10 to December 14, 1888.—Granite paving-blocks were taken up from the new-made land between Piers, new 40 and new 41, North river, at about 100 feet east of the new bulkhead-line and cleaned by Department labor. The ground was excavated to sewer, and a silt-basin delivered by the Jordan L. Mott Iron Works, under Treasurer's Order No. 13487, was put in place, and a 6-inch drain-pipe connection 15 feet in length was made between the silt-basin and the sewer, under Treasurer's Order No. 13488, and the earth-filling replaced. The removed pavement was replaced by George F. Doak, under Treasurer's Order No. 13445. The coal tar and gravel were filled in the joints by Department labor.

Building Silt-basin near Pier, new 41, N. R.

Under Secretary's Order No. 8201.

September 26 to October 8, 1888.—The paving-blocks were taken up and cleaned by Department labor, from the new-made land just north of the north crosswalk leading to Pier, new 41, North river, and a silt-basin supplied by the Jordan L. Mott Iron Works was put in place, and a 6-inch drain-pipe connection was made between the silt-basin and sewer, and the earth-filling was replaced and rammed to grade. The paving-blocks were relaid by George F. Doak, under Treasurer's Order No. 13445, and the coal-tar and gravel were filled in the joints by Department labor.

Pier, new 43, N. R.

Under Secretary's Order No. 8159.

August 19, 1888, to date.—The work of building an upper deck in the shed for a length of about 250 feet westerly of the office building at the inner end of the pier, to accommodate passengers and their baggage, was begun August 19, 1888, was substantially completed and first used March 14, 1889. There still remains a small amount of work to be done on it.

Under Secretary's Order No. 8432.

October 1 to November 15, 1888.—A boiler, engine-room, coal-bunker and pump-house were put up near the inner end of the shed on the north side of the pier, and small hoisting engines for handling cargo were placed at the doorways on the south side of the pier by the lessees, under permit of the Board.

Under Secretary's Order No. 8474.

November 16 to November 25, 1888.—Derricks for handling cargo were put up on the south side of the pier, and a continuous chocking of 10 inches by 12 inches yellow pine timber was placed between the heads of the oak fenders on the south side of the pier, by the lessees, under permit of the Board.

Contract No. 292.

February 19 to May 3, 1889.—The outer end of the pier was repaired by contract.

Building Silt-basin near Pier, new 44, N. R.

Under Secretary's Order No. 8507.

December 12 to December 20, 1888.—The granite paving-blocks were taken up on the newly made land near Pier, new 44, North river, adjacent to the Hoboken Ferry, and were cleaned by Department labor. The ground was excavated to the sewer, a silt-basin delivered by the Jordan L. Mott Iron Works, under Treasurer's Order No. 13442, was put in place, a 6-inch drain pipe connection 15 feet in length was made between the silt-basin and sewer, under Treasurer's Order No. 13443, and the earth-filling replaced and rammed to grade. The removed pavement was replaced by George F. Doak, under Treasurer's Order No. 13445. The coal-tar and gravel were filled in the joints by Department labor.

Pier, new 45, N. R.

Under Secretary's Order No. 8809.

April 2, 1889, to date.—The work of repairing the pier, and of removing the shed thereon, by the lessees, in accordance with the terms of the resolution of the Board, dated February 14, 1889, was begun April 2, 1889, and is in progress.

Pier, new 46, N. R.

Under Secretary's Order No. 8881.

April 12, 1889, to date.—The work of remodeling and raising the offices at the inner end of the shed was begun April 12, 1889, by the lessees, under permit of the Board, and is in progress.

Bulkhead along Southerly Side of West Eleventh Street, N. R.

Under Secretary's Order No. 8478.

December 7, 1888, to date.—A grain elevator is under construction on the 200 feet in length of the crib-bulkhead easterly of the east line of Thirteenth avenue, by the lessee, under permit of the Board. Begun December 7, 1888; in progress.

*Pier at West Twelfth Street, N. R.**

Under Contract No. 279.

September 24, 1888, to date.—The old dumping-board was removed, the site of the proposed new pier, and the slips for 100 feet on each side, were dredged about 20 feet of water at mean low-water mark, and the work of building a new pier about 126 feet long, on the centre line, and 60 feet wide, at the foot of West Twelfth street, has been begun by Mr. Moses Engle, contractor, and is now in progress. 8,778 cubic yards of mud were excavated, removed and disposed of.

Street Cleaning Department Dumping-board.

March 16, to April 3, 1889.—A dumping-board was erected on the south side of the new pier at the foot of West Twelfth street by the Department of Street Cleaning, upon plans and specifications furnished therefor by the Department of Docks, under Secretary's Order No. 8504, and the dump is now in use by the Department of Street Cleaning.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Unanimous Resolution of the Board November 5, 1886.

Bulkhead-wall Proper.

MASONRY.

Granite.

November 8, to November 15, 1888.—42 pieces of granite were set on the top of the "E" course as an extra course between Piers, new 56, and new 57, North river, and were backed up with 89 batches of concrete.

*Temporary construction under new plan.

Given in Linear Feet of Wall.

| WORK. | COMPLETED 1888-1889. | TOTAL TO DATE. | WORK TO BE COMPLETED. | | |
|---|-------------------------|-------------------|-----------------------|------------------------------|----------------|
| | | | Not Enjoined. | Stopped by Injunction. | TOTAL. |
| Dredging | | Feet. 970.00 | Feet. | Feet. 268.2 | Feet. 268.2 |
| Cobble | | 800.00 | ..... | 438.2 | 438.2 |
| Rip-rap | | 790.00 | ..... | 448.2 | 448.2 |
| Piles driven | | 968.00 | ..... | 271.2 | 271.2 |
| Binding frame | | 958.00 | ..... | 281.2 | 281.2 |
| Piles cut | | 960.00 | ..... | 278.2 | 278.2 |
| Longitudinal caps | | 831.4 | ..... | 406.8 | 406.8 |
| Cross caps | | 831.4 | ..... | 406.8 | 406.8 |
| Decking | | 797.27 | ..... | 440.96 | 440.96 |
| Base Blocks | | 878.24 | ..... | 359.96 | 359.96 |
| "A B" course granite | | 795.24 | ..... | 442.96 | 442.96 |
| "E" course granite | | 787.53 | ..... | 450.67 | 450.67 |
| "F" course granite, extra | 205.19 | 205.19 | ..... | ..... | ..... |
| Coping | | 205.19 | 248.46 | 404.97 | 653.43 |
| Completed wall | | 533.47 | 248.46 | 456.27 | 704.73 |
| Equivalent length of completed wall | | 915.00 | 7.00 | 316.00 | 323.2 |

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. | | |
|--|----------------------|-------------------|-----------------------|------------------------------|--------|
| | In 1888 and 1889. | Total to Date. | In Progress. | Stopped by Injunction. | Total. |
| | | Feet | Feet. | Feet. | Feet. |
| Dredging | | 615.42 | ..... | ..... | ..... |
| Cobble | | 435.00 | ..... | 180.42 | 180.42 |
| Rip-rap..... | | 420.00 | ..... | 195.42 | 195.42 |
| Piles driven..... | | 500.00 | ..... | 115.42 | 115.42 |
| Binding frame..... | | 490.00 | ..... | 125.42 | 125.42 |
| Piles cut..... | | 480.00 | ..... | 135.42 | 135.42 |
| Longitudinal caps..... | | 478.94 | ..... | 136.48 | 136.48 |
| Cross caps..... | | 472.39 | ..... | 143.03 | 143.03 |
| Decking | | 431.02 | ..... | 184.40 | 184.40 |
| Base blocks..... | | 471.80 | ..... | 143.62 | 143.62 |
| "A B" course granite | | 462.18 | ..... | 153.24 | 153.24 |
| "E" course granite | | 442.12 | ..... | 173.30 | 173.30 |
| Coping | | | 312.36 | 120.00 | 432.36 |
| Wall actually completed..... | | 121.53 | 312.36 | 181.53 | 493.89 |
| Equivalent length of completed wall..... | | 492.00 | 6.00 | 117.42 | 123.42 |

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-------------------|----------------|-----------------------------|
| | In 1888 and 1889. | Total to Date. | |
| Dredging..... | Feet. | Feet. | Feet. |
| Cobble..... | | 257.5 | ..... |
| Rip-rap..... | | 257.5 | ..... |
| Piles driven | | 257.5 | ..... |
| Binding frames..... | | 257.5 | ..... |
| Piles cut..... | | 257.5 | ..... |
| Longitudinal caps | | 257.5 | ..... |
| Cross caps..... | | 257.5 | ..... |
| Decking | | 257.5 | ..... |
| Base blocks | | 257.5 | ..... |
| " A B " course granite..... | | 257.5 | ..... |
| " C " course granite..... | | 257.5 | ..... |
| " D " course granite..... | | 257.5 | ..... |
| " E " course granite | | 257.5 | ..... |
| " F " extra course granite..... | | 257.5 | ..... |
| Coping..... | | | 177.5 |
| Equivalent length of completed wall except the coping..... | | 257.5 | ..... |

August 1, 1888, to April 15, 1889.—3,690 square feet of 4-inch deck-planking, were placed on the caps in rear of the masonry of the bulkhead-wall.

Locating Foundation Piles.

June 28, July 2, September 5, November 12 and 16, 1888.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Inspecting Piles.

July 8 to July 11, 1888.—Piles delivered on the work by John Gillies under Treasurer's Orders No. 13060, No. 13091 and No. 13092, were inspected.

Pile Butts.

November 17 to November 30, 1888.—The pile butts from the work were rafted up and placed in the timber basin foot of West Thirtieth street.

Guard Piling.

December 29 to December 31, 1888.—A close row of piles were driven at the north end of section, to protect the work at this point, using second-hand piles.

MASONRY

Concrete Blocks.

July 9 to July 12, September 1 to September 5 and December 3 to December 24, 1888.—Cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard, and 16 concrete foundation blocks were loaded by the derrick "City of New York" on scows, for use at this section. Mattresses were prepared for placing the concrete foundation blocks on, and 16 concrete blocks were set in wall by the derrick "City of New York," assisted by the divers, making a total of 43 foundation blocks set to date.

Chain Holes.

July 12, September 14 and December 24, 1888.—The chain holes between the concrete foundation-blocks were filled with concrete in bags.

Granite.

August 13 to October 9, 1888; January 11 to April 17, 1889.—174 pieces of granite were set and backed up with 518 batches of concrete, and cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard, as required for use in setting and backing up the granite.

Pointing Granite.

September 4 to September 28, 1888, and April 16 to May 1, 1889.—Joints in granite were pointed.

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

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-------------------|----------------|-----------------------|
| | In 1888 and 1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | 60.00 | 515.00 | ..... |
| * Cobble..... | 170.00 | 515.00 | ..... |
| * Rip-rap..... | 196.00 | 515.00 | ..... |
| Piles driven..... | 198.10 | 516.00 | ..... |
| Binding frame..... | 200.10 | 516.00 | ..... |
| Piles cut..... | 198.10 | 516.00 | ..... |
| Longitudinal caps..... | 198.10 | 516.00 | ..... |
| Cross caps..... | 198.10 | 516.00 | ..... |
| Decking..... | 232.39 | 516.00 | ..... |
| Base blocks..... | 217.80 | 518.00 | ..... |
| "A B" course granite..... | 230.75 | 516.40 | ..... |
| "C" course granite..... | 231.01 | 515.60 | ..... |
| "D" course granite..... | 170.19 | 453.80 | 61.20 |
| "E" course granite..... | ..... | 9.30 | 505.70 |
| "F" extra course granite..... | ..... | 9.30 | 505.70 |
| Coping..... | ..... | ..... | 335.00 |
| Equivalent length of completed wall..... | 246.70 | 476.80 | 38.70 |

* Given in equivalent lengths of wall.

Pier, new 62, N. R.

Under Unanimous Resolution of the Board, March 16, 1886.

August 23, 1888.—A plank bulkhead was built across the railroad pit at the outer end of the pier.

December 4 to December 22, 1888.—The inshore end of the pier, with the shed thereon, was raised and blocked up to make up the settlement in the new bulkhead-wall at this point.

BUILDING PIER.

Under Contract No. 256.

November 17, 1887, to June 16, 1888.—A new pier, 500 feet long and 100 feet wide, with a central low level platform for a single railroad track and with a high level freight platform on each side of it, was built by Ranald Gillies, contractor. Begun November 17, 1887, and finished June 16, 1888.

SHED ON THE PIER.

Under Secretary's Order No. 7174.

May 1 to September 29, 1888.—A shed was erected upon the pier by the New York Central and Hudson River Railroad Company, lessees, under permit of the Board. Begun April 26, 1888.

BUMPER FRAMES.

Under Secretary's Order No. 6891.

October 5 to October 17, 1888.—Bumper frames were placed on the pier at the outer end of the railroad track by the lessees, under permit of the Board.

RAILROAD TRACKS.

Under Secretary's Order No. 7229.

November 6 to November 9, 1888.—A single line of railroad tracks was laid across the new-made land in rear of the pier on and to the outer end of the pier, by the lessees, under permit of the Board.

GANGWAYS IN PIER.

Under Secretary's Order No. 7440.

May 21 to May 28, 1888.—Gangways were placed in the openings left therefor on each side of the pier, by the lessees, under permit of the Board.

Gas Pipes to Piers, new 61 and new 62, N. R.

Under Secretary's Order No. 8353.

October 10 to October 31, 1888.—Gas-pipes were laid in the new-made land for the purpose of furnishing gas to the piers by the lessees, under permit of the Board.

Pier, new 63, N. R.

Under Unanimous Resolution of the Board, March 16, 1887.

DREDGING.

August 25 to December 22, 1888.—59,286 cubic yards of mud were excavated, removed and disposed of from the site of the new pier and from the half-slip on each side of the pier, by the Union Dredging Company, under Treasurer's Orders therefor.

BUILDING PIER.

Under Contract No. 285.

October 30 to November 22, 1888.—All that part of old pier at the foot of West Thirty-third street, North river, lying westerly of the new bulkhead line, at the time the contract was advertised, was removed by Ranald Gillies, contractor, to make room for the new pier, and the materials were taken from the premises by the contractor.

December 19, 1888, to date.—The work of building a new wooden pier, at the foot of West Thirty-third street, North river, to be known as Pier, new 63, North river, was begun December 19, 1888, by Ranald Gillies, contractor, is now in progress and is nearly completed. This pier will be 500 feet long and 60 feet wide, and is designed and built to carry five railroad tracks.

FILLING IN REAR OF WALL.—RETAINING STRUCTURES AT NORTH END.

Dredging.

February 7 to February 11, 1889.—4,917 cubic yards of mud were excavated, removed and disposed of at the north end of section for the purpose of placing a crib to retain the earth-filling, by the Union Dredging Company, under Treasurer's Order therefor.

Cribwork.

February 20 to May 1, 1889.—A crib was built by the force of the Department at the north end of section to retain the earth-filling in place, and it was sunk with rip-rap stone deposited in it by Brown & Fleming, under Treasurer's Orders therefor. It is not yet quite finished.

Close Row of Piles.

February 19, 1889.—A close row of piles was driven just south of the easterly end of the cribwork at the north end of the section, to retain the earth-filling in place.

REMOVING OLD WORK.

July 22 to August 13, 1888, and January 18 to February 6, 1889.—The old piles were pulled up and the old deck and square timbers were removed from the westerly portion of the old pier at the foot of West Thirty-third street, North river.

TEMPORARY LOADING ON WALL.

February 26 to March 7, 1889.—6 old concrete blocks were transferred from the East Seventeenth Street Yard, and were placed on the bulkhead-wall, between Piers, new 62 and new 63, North river, to make the wall settle more evenly.

FILLING IN REAR OF WALL.

May 1, 1888, to May 1, 1889.—6,442 loads of earth-filling on tickets, and 12,544 loads of filling from the Street Cleaning Department, without tickets, were received and placed in rear of the bulkhead-wall, westerly of Twelfth avenue.

Total to date, 21,090 loads on tickets, and 20,758 loads from the Street Cleaning Department, without tickets; total 41,848 loads.

Land Under Water, West Thirty-first Street to West Thirty-third Street, N. R.

May 1, 1888, to May 1, 1889.—The filling-in of the land under water, within the limits of this section, and covered by a water grant, was continued during the year by the New York Central and Hudson River Railroad Company, the alleged owners, under permit of the Board.

Pier at West Thirty-seventh Street, N. R.

DUMPING BOARD.

Under Secretary's Order No. 7764.

May 7 to June 11, 1888.—A new dumping-board was erected on the southerly side of the inner half of the new pier by the Department of Street Cleaning, under permit of the Board.

Health Department.

TEMPORARY STRUCTURES.

Under Secretary's Order No. 7552.

May 1 to May 24, 1888.—A temporary telegraph office, shed and a hoisting mast were put up under permit of the Board, on the outer 250 feet in length of the pier by the Contractor with the Health Department, for removing offal. Begun March 24, and finished May 24, 1888.

WATER PIPE.

Under Secretary's Order No. 7847.

May 19 to May 22, 1888.—A water pipe was laid under the pier to the outer end by the Health Department's Contractor, under permit of the Board.

AWNING POSTS.

Under Secretary's Order No. 7940.

June 25 to June 29, 1888.—18 spruce awning posts were put up on the pier, under permit of the Board, by the Contractor with the Health Department, for removing offal.

New Pier and Temporary Approach at West Thirty-eighth Street, N. R.

Under Unanimous Resolution of the Board, June 16, 1887.

June 11 to September 28, 1888.—40,577 cubic yards of mud have been excavated, removed and disposed of from the site of the new pier and approach, and from the half-slips on each side, by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 111,167 cubic yards.

NEW PIER AND APPROACH.

Under Contract No. 264.

May 1 to September 11, 1888.—The old pier at the foot of West Thirty-eighth street was removed and a new pier about 505 feet long, extending out to the established pier-head line and 60 feet wide, and a temporary approach thereto, about 248 feet long and 40 feet wide, connecting it with the existing crib-bulkhead, were built by Richard Cronin, contractor. The crib-bulkhead at the foot of the street was also repaired under this contract. Begun February 6, 1888.

New Pier and Temporary Approach at West Forty-seventh Street, N. R.

Under Unanimous Resolution of the Board, April 9, 1888.

NEW PIER AND APPROACH.

May 21 to December 7, 1888.—The old pier at the foot of West Forty-seventh street, North river, was removed and a new pier 500 feet long and 60 feet wide, on the established lines, with a temporary approach about 246 feet long and 60 feet wide, was built at the foot of said street by the force of the Department. A crib-bulkhead, with a wing or return on the southerly side, was built across the foot of said street, and the brick sewer was extended to the face of the crib-bulkhead with a wooden box, by the force of the Department at the same time the pier and approach was built.

DREDGING.

May 22 to November 30, 1888.—79,142 cubic yards of mud, 9,710 cubic yards of crib-work and 1 wreck were excavated, removed and disposed of from the site of the new pier and its approach, and from the half-slip on each side of it, by the Union Dredging Company, under Treasurer's Orders therefor.

REMOVAL OF OBSTRUCTIONS.

November 21, 1888, to January 5, 1889.—Sunken piles and timbers were removed from the half-slips on each side of the pier and approach by the divers.

New Dumping-board on the Pier at West Forty-seventh Street, N. R.

Under Contract No. 286.

January 5 to February 21, 1889.—A new dumping-board was built by the Department of Docks under contract with Richard Cronin, on the outer end of the south side of new pier, for the use of the Department of Street Cleaning. This dumping-board takes the place of the old one removed to make way for building the new pier.

WEST FIFTY-SECOND STREET SECTION, SOUTH END.

Under Unanimous Resolutions of the Board, October 6, 1887, and February 6, 1889.

Bulkhead-wall Proper.

DREDGING.

May 11 to October 10, 1888.—42,617 cubic yards of mud were excavated, removed and disposed of from site of bulkhead-wall by the Union Dredging Company, under Treasurer's Orders therefor. Total excavated to date, 45,331 cubic yards.

January 12 to April 16, 1889.—The area dredged was examined by divers.

STONE FILLING.

December 10, 1888, to January 15, 1889.—2,218 cubic yards of rip-rap stone were deposited on wall-foundation in rear of the foundation blocks by Brown & Fleming, under Treasurer's Orders therefor. Total to date, 2,218 cubic yards of rip-rap stone.

PUMPING MUD.

May 19, 1888, to May 1, 1889.—Mud, sand and gravel which could not be picked up by a dredge were removed from the rock bottom over the area of the new bulkhead-wall where concrete in bags was to be placed, by an 8-inch suction pump, operated from scows by the Chapman Derrick and Wrecking Co., and the Baxter Wrecking Co., assisted by Department divers.

GIVING LINES AND LEVELS.

May 19, 1888, to May 1, 1889.—Lines and levels were given at various times during the progress of the work, for guiding the divers in their work under water.

PLACING CONCRETE IN BAGS.

June 14, 1888, to April 11, 1889.—1,485 batches of concrete were mixed and put in bags and with aid of divers were placed on the rock bottom to form a foundation for the concrete foundation blocks. Total to date, 1,485 batches in bags.

PLACING CONCRETE IN MASS.

July 26 and 27, September 18 and 24, October 4, November 16, 17 and 30, December 15 and 18, 1888.—126 batches of concrete in mass were mixed and placed on the top of the concrete in bags to bring the foundation to the proper grade for the concrete foundation blocks. Total batches to date, 126.

CONCRETE BLOCKS.

July 20 and 24, September 24 to October 12, December 26, 1888, to January 5, 1889, April 2 to April 17, 1889.—60 concrete foundation blocks were loaded by the derrick "City of New York" on scows at the West Fifty-seventh Street Yard, and were set on the foundation prepared to receive them at this section.

December 7 to December 10, 1888, and March 13, 1889.—Holes were drilled in the concrete foundation blocks for placing irons to hold mould boards used in placing the concrete backing.

CHAIN HOLES.

July 9, 24 and 25, September 26 and December 31, 1888, January 2 and March 19, 1889.—The chain holes in the concrete blocks were filled with concrete in bags.

GRANITE.

August 1 to August 17, November 1 to December 8, 1888, February 16 to March 1, 1889.—205 pieces of granite were set and backed up with 291 batches of concrete.

January 19, 1889.—Several pieces of granite were transferred to the new pier at foot of West Fifty-seventh street, and then back to scow by the derrick "City of New York."

POINTING GRANITE.

October 15 to October 18, 1888.—Joints in the granite facing were pointed.

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

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED SOUTH OF NORTH SIDE OF WEST FIFTY-FIRST STREET. |
|---|-----------------|----------------|--|
| | In 1888-1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging | 404.66 | 404.66 | ..... |
| Cleaning rock bottom | 375.00 | 375.00 | 29.66 |
| Rip-rap | 120.00 | 120.00 | 284.66 |
| Concrete in bags | 335.00 | 335.00 | 69.66 |
| Concrete in mass | 326.14 | 326.14 | 78.52 |
| Base blocks | 322.07 | 332.07 | 82.59 |
| "A B" course granite | 186.64 | 186.64 | 218.02 |
| "C" course granite | 185.46 | 185.46 | 219.20 |
| "D" course granite | 181.30 | 181.30 | 223.36 |
| "E" course granite | 177.27 | 177.27 | 227.39 |
| Coping ..... | ..... | ..... | 284.66 |
| Wall actually completed ..... | ..... | 60.00 | 344.66 |
| Equivalent length of completed wall | 284.06 | 284.06 | 120.60 |

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

BUILDING PIER.

Under Contract No. 272.

May 1 to October 11, 1888.—All the old pier at the foot of West Fifty-first street, North river, was removed, as called for under the contract, and a new pier 500 feet long and 60 feet wide was built by Richard Cronin, contractor. Begun April 10, 1888.

Under Unanimous Resolution of the Board, April 9, 1889.

DREDGING.

May 1 to July 25, 1888.—12,816 cubic yards of mud were excavated, removed and disposed of from the site of the pier by the Union Dredging Company, under Treasurer's Orders therefor.

September 6 to October 7, 1888.—17,228 cubic yards of mud were excavated, removed and disposed of from the half-slips adjoining the new pier, by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 52,329 cubic yards.

RIP-RAP EMBANKMENT.

September 14 and September 15, 1888.—718 cubic yards of rip-rap stone were furnished by Brown & Fleming, under Treasurer's Order therefor, and were deposited over the 100 feet area in length of the inner end of pier at the foot of West Fifty-first street, North river, to afford sufficient holding for the bearing piles of the new pier.

Temporary Approach to Pier foot of West Fifty-first Street.

October 13 to October 15, 1888.—A temporary plank approach of second-hand material was placed over the earth-filling to form a roadway to the new pier.

January 8 to January 15, 1889.—A new plank approach of 4-inch yellow pine about 30 feet wide was built from foot of West Fifty-first street, North river, to connect with the new pier.

Temporary Sewer-box.

November 1 to November 10 and November 16 to November 28, 1888.—A temporary sewer-box was built from the brick sewer at the foot of West Fifty-first street, North river, to connect with the new bulkhead-wall at this point.

BUILDING CRIB.

August 21 to September 15, 1888.—A crib 12 feet wide was built and sunk in rear of wall just south of the north line of West Fifty-first street, to keep the rip-rap and earth-filling from sloping to the north.

939 cubic yards of rip-rap stone were furnished and deposited in the crib by Brown & Fleming, under Treasurer's Orders therefor.

REMOVING OLD WORK.

October 19 to October 21, 1888.—A portion of the old timber bulkhead near West Fiftieth street, in rear of the wall, was removed.

Old Platform South of West Fiftieth Street, N. R.

March 25 to March 30, 1889.—A portion of the old platform on piles south of West Fiftieth street, North river, was removed by Department labor and the material was cared for.

Secretary's Order No. 8853.

FILLING IN REAR OF WALL.

October 1 to December 22, 1888.—1,312 loads of earth-filling on tickets and 851 loads free were received and placed in rear of the bulkhead-wall.

Total to date, 1,312 loads on tickets, and 851 loads free.

January 11, 1889.—Leveled off mounds of earth on the dump.

April 24 to May 1, 1889.—An earth embankment in rear of wall westerly of Twelfth avenue was leveled to grade.

SECTION OFFICE.

November 9, 1888.—A small office built at the West Fifty-seventh Street Yard, for use at this section, was transferred and placed on the section.

WEST FIFTY-SEVENTH STREET SECTION.

Under Unanimous Resolution of the Board, December 20, 1888.

DRIVING TEST PILES.

December 22, 1888, to January 2, 1889.—26 test piles were driven to ascertain the nature of the river bottom.

Bulkhead-wall Proper.

DREDGING.

December 28, 1888, to March 26, 1889.—25,074 cubic yards of mud were excavated, removed and disposed of from the site of the bulkhead-wall by the Union Dredging Co., under Treasurer's Orders therefor. Total to date, 25,074 cubic yards.

STONE FILLING.

January 7 to May 1, 1889.—4,979 cubic yards of cobble and 3,210 cubic yards of rip-rap stone were delivered and placed on wall foundation by Brown & Fleming and John A. Bouker, under Treasurer's Orders therefor. Total to date, 4,979 cubic yards of cobble and 3,210 cubic yards of rip-rap.

March 5 to March 13 and April 9 to April 10, 1889.—Mud was washed from among the foundation piles with a water jet over area where the cobble stones were to be placed, also a plank bulkhead was built by the divers at the north end of the section transversely of the wall from low water down to retain the filling.

PILING AND WOODWORK.

Vertical Piling.

January 19 to May 1, 1889.—558 vertical piles were driven, regulated and stay-lathed. Total to date, 558 vertical piles.

Bracing Piles.

January 23 to March 7, 1889.—55 bracing piles were driven and regulated. Total to date, 55 bracing piles.

Binding Frames.

February 1 to May 1, 1889.—6 binding frames were made, and with aid of divers were sunk and keyed to place; and two additional binding frames are under way. Total to date, 6 binding frames.

Sawing off Piles.

February 8 to March 23, 1889.—120 foundation piles, on which the concrete blocks were to be placed, were sawed off by the saw cutting machine; also the platform piles on which the caps were to be placed were sawed off.

Locating Foundation Piles.

February 26 to March 4, 1889.—The foundation piles, on which the concrete blocks were to be placed, were located by the divers by means of wire screens.

Capping.

April 19 to May 1, 1889.—The bracing piles were sawed off by hand, and were prepared to receive the longitudinal caps. 210 linear feet of longitudinal capping, and 2 transverse caps were placed.

Pile Butts.

March 12 and March 13, 1889.—The pile butts sawed off the piles in the wall were rafted up.

MASONRY.

Concrete Blocks.

March 30 to April 5, 1888.—6 concrete foundation blocks were loaded on scows at the West Fifty-seventh Street Yard, by the derrick "City of New York." Mattresses were prepared for setting the concrete foundation blocks on, and six concrete blocks were set in the wall, by the derrick "City of New York," assisted by the divers.

Chain Holes.

April 4, 1889.—The chain holes in the concrete foundation block were filled with concrete in bags.

Recapitulation of work Done and to be Done on the Bulkhead-wall, West Fifty-seventh Street Section.

In Linear Feet of Wall.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|---|-------------------|----------------|-----------------------|
| | In 1888 and 1889. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging | 270.00 | 270.00 | 492.50 |
| Cobble | 115.00 | 115.00 | 647.50 |
| Rip-rap | 80.00 | 80.00 | 682.50 |
| Piles driven | 188.00 | 188.00 | 574.50 |
| Binding frame | 188.00 | 188.00 | 574.50 |
| Piles cut | 82.00 | 82.00 | 680.50 |
| Longitudinal caps | 71.00 | 71.00 | 691.50 |
| Cross caps | 43.00 | 43.00 | 719.50 |
| Decking ..... | ..... | ..... | 762.50 |
| Base blocks | 72.63 | 72.63 | 689.87 |
| "A B" course granite ..... | ..... | ..... | 762.50 |
| "C" course granite ..... | ..... | ..... | 762.50 |
| "D" course granite ..... | ..... | ..... | 762.50 |
| "E" course granite ..... | ..... | ..... | 762.50 |
| Wall actually completed ..... | ..... | ..... | ..... |
| Equivalent length of completed wall | 88.46 | 88.46 | 674.04 |

New Pier at foot of West Fifty-seventh Street, N. R.

Under Unanimous Resolution of the Board, February 6, 1889.

April 24 to May 1, 1889.—10,059 cubic yards of mud have been excavated, removed and disposed of from the site of the proposed new pier, by the Union Dredging Company, under Treasurer's Orders therefor.

FILLING IN REAR OF WALL.

March 11 and March 15, 1889.—6,314 cubic yards of mud were excavated and removed by the Union Dredging Co. at the north end of section, to make way to sink a crib to be placed thereat to retain the filling when received.

March 18 to May 1, 1889.—A crib is being built and loaded with rip-rap to sink it as fast as built up, for the purpose of retaining the earth-filling. 1,575 cubic yards of rip-rap therefor have been furnished and put in place by Brown & Fleming and John A. Bouker, under Treasurer's Orders therefor.

West Fifty-seventh Street Yard.

SAWED YELLOW PINE TIMBER.

Under Contract No. 259.

May 8 to October 17, 1888.—Receiving, inspecting and rafting yellow pine timber delivered under Contract No. 259.

May 8 to October 17, 1888.—Dexter Hunter has delivered twelve cargoes and one lot by teams of sawed yellow pine timber, aggregating 1,029,381 feet B. M., completing his contract therefor.

July 28 to November 29, 1888.—Getting out, rafting and delivering yellow pine timber purchased under Contract No. 259 and Treasurer's Order No. 13213, for new pier and approach at West Forty-seventh street, North river, under unanimous resolution of the Board, April 9, 1888.

May 29 to September 28, 1888.—Getting out, rafting and delivering yellow pine timber purchased under Contract No. 259 and Treasurer's Order No. 13031, for new pier at West Fifty-first street, North river, under Contract No. 272.

July 16 to December 4, 1888.—Getting out and rafting yellow pine timber purchased under Contract No. 259, for Pier, new 25, North river, under Contract No. 267.

November 22, 1888, to February 5, 1889.—Rafting yellow pine for the construction of two deck scows by floating property, under unanimous resolution of the Board, October 5, 1888.

December 26, 1888, and January 22, 1889.—Rafting yellow pine timber for spurs and gangways for Pier, new 24, North river, under unanimous resolution of the Board, December 20, 1888.

January 10 to January 12, 1889.—Getting out and rafting yellow pine timber for a plank approach to pier at West Fifty-first street, North river, under unanimous resolution of the Board, October 6, 1887.

Under Contract No. 297.

Receiving, inspecting and rafting of yellow pine, delivered under Contract No. 297, by Joseph W. Duryee. Begun March 22, 1889; in progress.

March 22 to May 1, 1889.—Joseph W. Duryee has delivered about 51,485 feet B. M. of sawed yellow pine timber under his contract therefor, No. 297.

EAST RIVER.

Ferry Premises foot of Whitehall Street.

Under Secretary's Order, No. 8254.

September 13, 1888, to date.—Extensive alterations and improvements in the ferry premises at and adjoining Pier 1, East river, at the foot of Whitehall street, have been carried on by the Staten, Island Rapid Transit Company, under permit of the board; in progress.

Pier, new 6, E. R.

Under Unanimous Resolution of the Board, December 20, 1888.

DREDGING.

January 7 to April 5, 1889.—6,833 cubic yards of mud and 2,362 cubic yards of crib-work were excavated, removed and disposed of from the site of Pier, new 6, East river, by the Union Dredging Company, under Treasurer's Orders therefor. The cribs were dredged only to a depth of 10 feet below low-water mark, to leave a holding ground for the piles of the new pier.

TEST PILES.

Under Secretary's Order No. 8166.

October 12 to October 29, 1888.—10 test piles were driven on the site of the proposed Pier new 6, East river, to ascertain the nature of the river bottom.

BUILDING NEW PIER AND APPROACH.

Under Contract No. 293.

February 11, 1889, to date.—The work of removing Pier, old 7, East river, at the foot of Counties Slip, East river, and of preparing for and building a new pier, to be known as Pier, new 6, East river, with a temporary approach thereto, about 512 feet long over all and 50 feet wide, on the established lines, was begun February 11, 1889, by John W. Flaherty, contractor, and is now in progress.

Pier, new 29, E. R.

Under Unanimous Resolution of the Board, September 8, 1887.

BUILDING NEW PIER AND APPROACH.

Contract No. 261.

May 1 to July 10, 1888.—The work of removing Pier, old 37, at the foot of Market Slip, and of building a new pier 288 feet long and 40 feet wide, to be known as Pier, new 29, East river, including a temporary approach thereto about 125 feet long and 40 feet wide, under Contract No. 261, Classes No. 2 and 3, by P. Sanford Ross, contractor, was begun December 13, 1887, and was finished July 10, 1888.

REMOVAL OF OBSTRUCTIONS.

July 21 to August 6, 1888.—An examination was made of the river bottom in the half-slip on each side of Pier, new 29, East river, by the force of the Department, assisted by divers, and old pile stumps and other obstructions were removed and taken to West Fifty-seventh Street Yard, North river, for storage.

Pier, new 36, E. R.

Under Unanimous Resolution of the Board, May 11, 1888.

TEST PILES.

August 1 to August 3, 1888.—6 test piles were driven through the crib-bottoms, after the cribs were dredged, to ascertain the nature of the river bottom.

BUILDING NEW PIER AND TEMPORARY APPROACH.

Under Contract No. 273.

May 28, 1888, to January 12, 1889.—The work of removing the old pier, known as Pier 46, at the foot of Jefferson street, East river, and of preparing for and building a new wooden pier and temporary approach thereto, about 432 feet long, measured on the centre line, and 40 feet wide over all, on the established lines, with a wooden sewer box under it, was begun May 28, 1888, by P. Sanford Ross, contractor, and was finished January 12, 1889.

REMOVAL OF OBSTRUCTIONS.

January 26 to February 1, 1889.—An examination was made of the river bottom in the half-slip on each side of Pier, new 36, East river, by the force of the Department, assisted by divers, and old pile stumps, logs and other obstructions were removed and cared for.

Pier 61, E. R.

Under Secretary's Order No. 8153.

October 24 to October 27, 1888.—8 test piles were driven to ascertain the nature of the river bottom, preparatory to making plans and form of contract and specifications for a new pier to take the place of the old one.

Removal of Dumping-board and a Portion of Pier 61, E. R.

March 28 to April 6, 1889.—The old Street Cleaning Department dumping-board and a portion of the superstructure of the pier under it were removed by the force of the Department, and the material was rafted and cared for.

EAST TWENTY-FOURTH STREET SECTION.

TEST PILES.

Under Secretary's Order No. 8869.

March 29 to April 4, 1889.—7 test piles were driven and removed, to test the nature of the river bottom.

STRATA BORINGS.

Under Secretary's Order No. 8869.

Three borings to hard bottom or rock to determine the nature of the strata of the river bottom were made by Charles B. Brush under a Treasurer's Order therefor, and the results were recorded.

EAST NINETY-FOURTH STREET SECTION.

TEST PILES.

Under Secretary's Order No. 8870.

April 5 to April 9, 1889.—3 test piles were driven and removed to test the nature of the river bottom.

HARLEM RIVER.

EAST ONE HUNDRED AND TENTH STREET SECTION.

TEST PILES.

Under Secretary's Order No. 8871.

March 29 to April 9, 1889.—8 test piles were driven to test the nature of the river bottom.

Crib-bulkhead, from the Centre-line of Block between East One Hundred and Fourteenth and East One Hundred and Fifteenth Streets to North Side of East One Hundred and Fifteenth Street.

Under Unanimous Resolution of the Board, April 9, 1888.

TEMPORARY SEWER BOX.

Under Secretary's Order No. 7641.

August 2 to October 6, 1888.—A temporary wooden sewer box, 16 inches square, inside dimensions, was built in the new-made land about on the centre line of East One Hundred and Fifteenth street to connect the new crib-bulkhead with the drain-pipe sewer at the foot of the street; 38 bearing-piles were driven and 5,073 feet B. M. of yellow pine timber was used.

FILLING IN REAR OF CRIBWORK.

Under Secretary's Order No. 7872.

June 1 to December 8, 1888.—The basin in rear of the new cribwork was filled in with 10,370 wagon-loads and 8,920 cart-loads of clean earth, ashes and small stones received free. It was spread by the force of the Department.

Pier at East One Hundred and Seventeenth Street, H. R.

Under Unanimous Resolution of the Board, January 13, 1888.

May 1 to June 7, 1888.—The work of extending the pier at the foot of East One Hundred and Seventeenth street, in course of construction under Contract No. 262, about 39 feet out to the established pier-head line of the new plan, approved and adopted by the Commissioners of the Sinking Fund for this section of the water-front on December 19, 1887, was begun April 14, 1888, by John W. Flaherty, under Treasurer's Order No. 12846 therefor, and was finished June 7, 1888.

Crib-bulkhead at East One Hundred and Nineteenth Street, H. R.

Contract No. 277.

June 27 to September 27, 1888.—The work of building a crib-bulkhead on the established bulkhead line of 1887, across the foot of East One Hundred and Nineteenth street, was begun June 27 by Mr. John W. Flaherty, contractor, and was finished September 27, 1888.

New Pier at East One Hundred and Nineteenth Street, H. R.

Under Contract No. 280.

October 9 to December 13, 1888.—A new pier 109 feet long and 40 feet wide, was begun October 9, 1888, at the foot of East One Hundred and Nineteenth street on the established lines, by William H. Jenks, contractor, and was finished December 13, 1888.

Crib-bulkhead between One Hundred and Fifty-ninth and One Hundred and Sixty-first Streets, H. R.

Under Secretary's Order No. 7460.

May 1, 1888, to May 1, 1889.—The work of dredging for and building a crib-bulkhead on piles by the Manhattan Elevated Railroad Company on the lines of the new plan for the improvement of the westerly side of the Harlem river, between the southerly line of One Hundred and Fifty-ninth street and High Bridge, approved and adopted by the Commissioners of the Sinking Fund on August 31, 1887, was begun March 29, 1888, and has been carried on during the year. The work to be done covers a length of about 550 feet of the bulkhead line, extending northerly from a point about 125 feet northerly of the south line of One Hundred and Fifty-ninth street, with a slip of 200 feet in length by 100 feet wide at its entrance and with return and wing-cribs, to make a total of about 1,304 linear feet of wharfage room when completed. The work is carried on under the supervision of the Engineer-in-Chief and in accordance with the resolution of the Board of December 12, 1887, and is now nearly completed, except the filling in rear.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

Pier at the Foot of West Seventieth Street, N. R.

Under Secretary's Order No. 8178.

September 17, 1888, to March 13, 1889.—The work of extending the coaling pier at the foot of West Seventieth street, about 380 feet with a width of 60 feet, was begun September 17, 1888, by the New York Central and Hudson River Railroad Company, under permit of the Board.

West Seventy-fifth Street to West Seventy-seventh Street, N. R.

NEW CRIB-BULKHEAD.

Under Contract No. 276.

June 30, 1888, to January 18, 1889.—The work of dredging for and building a crib-bulkhead from the south line of West Seventy-fifth street to connect with the existing crib-work near the south line of West Seventy-seventh street, a distance of about 520 feet, together with a temporary sewer-box to connect the new crib-bulkhead with the railroad culvert between West Seventy-fifth street and West Seventy-sixth street, was begun June 30, 1888, by John W. Flaherty, contractor, and was finished January 18, 1889.

FILLING IN REAR OF NEW CRIB.

Under Resolution of the Board, May 31, 1889.

April 2 to May 1, 1889.—3,962 truck-loads and 849 cart-loads of clean earth, ashes and small stone have been received on tickets and deposited in rear of the new crib-work from West Seventy-fifth street to West Seventy-seventh street. Total to date, 3,962 truck-loads and 849 cart-loads on tickets. The force of the Department has spread the material received.

New-made Land at West Ninety-sixth Street, N. R.

Under Resolution of the Board, April 5, 1888.

May 1 to July 12, 1888.—238 wagon-loads of earth and small stone have been received from Thomas Smith & Co., and 1,366 wagon-loads and 137 cart-loads from other parties, and all have been deposited upon the land under water in rear of the crib-bulkhead at the foot of the street and formerly occupied by a pile pier. The work was begun April 11, 1888, and was finished July 12, 1888. Total to date, 358 wagon-loads and 440 cart-loads, from Thomas Smith & Co., and 1,366 wagon-loads and 137 cart-loads from other parties, aggregating 1,724 wagon-loads, 577 cart-loads. This material was all received free and was spread by the force of the Department.

New Crib-bulkhead from the Centre Line of West One Hundred and Thirty-third Street to the Centre Line of One Hundred and Thirty-fourth Street, N. R.

Under Secretary's Order No. 7098.

May 1, 1888, to April 1, 1889.—The work of building a crib-bulkhead on piles at these premises, by the alleged owner of the land under water, begun April 10, 1888, under permit of the Board, was finished April 1, 1889.

Under Secretary's Orders Nos. 7713 and 7763.

April 10, 1888, to April 1, 1889.—The work of building coal-pockets in rear of the new crib, by the alleged owner, and of filling in rear of the crib, under permit of the Board, was carried on during the year. The coal-pockets which were nearly completed were destroyed by fire on the night of April 19, 1889.

Crib-bulkhead from the Centre Line of West One Hundred and Thirty-fourth Street to the Centre Line of West One Hundred and Thirty-fifth Street, N. R.

Under Secretary's Order No. 8568.

April 1 to May 1, 1889.—The work of dredging for and building a new crib-bulkhead at these premises, under permit of the Board, was begun April 1, 1889, and is in progress.

Crib-bulkhead at the Foot of West One Hundred and Fifty-eighth Street, N. R.

Under Contract No. 260.

May 1 to December 6, 1888.—The work of dredging for and building a crib-bulkhead at the foot of West One Hundred and Fifty-eighth street, North river, by Duncan A. Gillies, contractor, was begun December 24, 1887, and was finished December 6, 1888. The structure is about 118 feet long on the south side, about 95 feet long on the north side, and 60 feet wide. The dredging for its site was temporarily suspended on account of the ice on January 3, 1888. The work was begun again on April 11, 1888. The premises are now in use.

EAST RIVER.

Pier 60, E. R.

Under Contract No. 269.

May 1 to September 18, 1888.—The work of removing old Pier 60, at the foot of Rivington street, East river, and of building a new pier about 241 feet long and 50 feet wide, extending out to the established pier line, and of repairing the crib-bulkhead under the pier, by Duncan A. Gillies, contractor, was begun March 19, 1888, and was finished September 18, 1888.

Dredging Shoal from Pier 56, E. R., to East Third Street, E. R.

Under Contract No. 288.

January 16 to May 1, 1889.—24,338 cubic yards of material were excavated, removed and disposed of by the contractor, outside of the ends of the piers within the above named limits, to obtain a depth of 15 feet of water at mean low-water mark.

New Pier at East Thirty-eighth Street, E. R.

TEST PILES.

Under Secretary's Order No. 8007.

July 10 to July 11, 1888.—2 test piles were driven to ascertain the nature of the river bottom.

BUILDING PIER.

Under Contract No. 281.

October 29, 1888, to March 16, 1889.—The work of removing the old pier and dumping-board thereon at the foot of East Thirty-eighth street, and of preparing for and building a new pier about 159 feet 3 inches long and 60 feet wide on the site thereof, was begun October 29, 1888, by Joseph Walsh, contractor, and was finished March 16, 1889. The premises are now in use.

Dumping Pier at East Forty-sixth street, E. R.

Under Contract No. 271.

May 1 to August 7, 1888.—The work of removing the old dumping pier and of building a new high level dumping pier about 404 feet long on its centre line and 36 feet wide, with dumping-boards 12 feet wide on each side and across its outer end, and of building a new block of crib-work averaging about 40 feet wide by 20 feet long at the inner end of the pier, by O'Connell & Coffey, contractors, was begun March 26, 1888, and was finished August 6, 1888, and the premises are now in use.

Small Landing Pier at the Foot of East Fifty-first Street, E. R.

Under Secretary's Order No. 7636.

May 1 to May 2, 1888.—A small landing pier, 30 feet long and 12 feet wide, with an approach 15 feet long and 6 feet wide, was built by the force of the Department at the foot of East Fifty-first street, East river, for the use of the Department of Public Charities and Correction. Begun January 8 and finished May 2, 1888.

Dumping-board Foundation at Foot of East Seventieth Street, E. R.

TEST PILES.

Under Secretary's Order No. 8077.

August 20 to August 21, 1888.—3 test piles were driven to ascertain the nature of the river bottom.

DREDGING.

Under Secretary's Order No. 8077.

November 8 to November 9, 1888.—360 cubic yards of mud and small stone were excavated, removed and disposed of from the site of the proposed new structure by the Union Dredging Company, under Treasurer's Order No. 13380, to make it possible to draw exact plans.

BUILDING STRUCTURE.

Under Contract No. 289.

January 8 to March 19, 1889.—The work of removing the old dumping-board at the foot of East Seventieth street, East river, and of building a new dumping-board foundation on the site thereof, for the use of the Department of Street Cleaning, was begun January 8, 1889, by Richard Cronin, contractor, and was finished March 19, 1889. The Department of Street Cleaning at once put on the deck, etc., and began to use the premises.

Crib-bulkhead between East Seventy-first and East Seventy-second Streets, E. R.

Under Secretary's Order No. 7871.

June 28 to December 1, 1888.—A crib-bulkhead about 41 feet long to carry a dumping-board with an approach thereto, was built, extending northerly from a point about 89 feet north of East Seventy-first street, by John A. Bouker, under permit of the Board.

HARLEM RIVER.

New Pier and Crib-bulkhead at the Foot of East One Hundred and Seventeenth Street, H. R.

Under Contract No. 262.

May 1 to June 7, 1888.—The work of dredging for and building a new crib-bulkhead on piles across the foot of East One Hundred and Seventeenth street, on the proposed bulkhead line of 1885, with a wing-crib on the southerly side, and of dredging for and building a new pier on its site, about 137 feet long and 50 feet wide, extending from the new crib-bulkhead to the established bulkhead and pier line of 1857, was begun on January 7, 1888, by John W. Flaherty, contractor, and was completed June 7, 1888.

This pier was subsequently extended under unanimous resolution of the Board, January 13, 1888, as specified under work of construction under the new plans.

New Crib-bulkhead and Appurtenances at the Foot of Lincoln Avenue, H. R.

TEST PILES.

Under Secretary's Order No. 7986.

September 29 to October 1, 1888.—13 test piles were driven to ascertain the nature of the river bottom.

BUILDING CRIBS AND APPURTENANCES.

Under Contract No. 291.

January 28 to May 1, 1889.—The work of dredging for and building a crib-bulkhead and appurtenances across the foot of Lincoln avenue, with a close row of piles backed up with rip-rap stone along the northerly line of Lincoln avenue, from the new crib to the shore, was begun January 28, 1889, by John W. Flaherty, and is now in progress.

PILES FOR CLOSE ROW.

January 19 and 24, and February 19, 1889.—Small spruce piles were rafted at West Thirtieth street basin and were subsequently towed up to Lincoln avenue, where they were turned over to the contractor for use in the work as provided in the specifications of the contract, and they were so used.

Mott Haven Canal.

Under Secretary's Order No. 8068.

July 20 to September 12, 1888.—A bulkhead platform 100 feet long was built by Mr. Robert J. Gray, under permit of the Board, on the east side of the canal, extending southerly from a point 125 feet south of the upper end of the canal.

Under Secretary's Order No. 8066.

August 1 to September 12, 1888.—A bulkhead platform 25 feet long was built by Mr. Robert Hall, under permit of the Board, on the east side of the canal, extending southerly from a point 225 feet south of the upper end of the canal.

Under Secretary's Order No. 8067.

August 13 to September 12, 1888.—A bulkhead platform 75 feet long was built by Mr. W. G. Lathrop, under permit of the Board, on the west side of the canal.

Under Secretary's Order No. 8065.

December 18, 1888, to May 1, 1889.—A bulkhead platform, 75 feet long was begun December 18, 1888, by Mr. David Hall, under permit of the Board, on the east side of the canal, extending southerly from a point 300 feet south of upper end of canal; in progress.

Under Secretary's Order No. 8567.

December 18, 1888, to May 1, 1889.—A bulkhead platform about 50 feet long was begun December 18, 1888, by Mr. D. M. Smith, under permit of the Board, on the east side of the canal, extending southerly from a point about 350 feet south of One Hundred and Forty-fourth street; in progress.

New Crib-bulkhead between Railroad Avenue and Mott Haven Canal.

Under Secretary's Order No. 8622.

November 30, 1888, to April 15, 1889.—The work of building a crib-bulkhead at the above-named premises, by Mr. John H. Cheever, on land under water claimed by him, was begun November 30, 1888, under permit of the Board, and was temporarily suspended April 15, 1889, when about 355 feet of the total length of about 1,200 contemplated had been completed, except the filling in rear.

Crib-bulkhead at One Hundred and Forty-ninth Street, H. R.

Under Secretary's Order No. 7425.

May 1, 1888, to May 1, 1889.—The work of building a crib-bulkhead with available waterfront of about 1,500 feet, with its outer faces on the established bulkhead line, on the easterly side of Harlem river, begun March 26, 1888, by Messrs. Morris & Adams, under permit of the Board, has been continued during the year. About 1,000 linear feet have been completed; in progress.

Cromwell's Creek and One Hundred and Sixty-first Street, H. R.

Under Secretary's Order No. 8182.

October 22 to November 1, 1888.—A platform on piles has been erected at the above-named premises by Mr. James W. Colwell, under permit of the Board.

Proposed Crib-bulkhead at One Hundred and Fifty-fifth Street and Seventh Avenue.

Under Treasurer's Order No. 13467.

December 5 and 22, 1888.—50 pile-butts were rafted and towed for temporary storage to East Ninety-fourth street, for use in the above work. Work not yet begun.

One Hundred and Eighty-first Street, H. R.

Under Secretary's Order No. 5608.

May 1, 1888, to January 16, 1889.—A platform on piles was erected at the above-named premises on the east side of the Harlem river by the estate of William B. Ogden, deceased, under permit of the Board. The work was begun August 5, 1886, and was finished January 16, 1889.

North of Morris Dock, H. R.

Under Secretary's Order No. 7745.

May 1 to November 3, 1888.—A platform on piles, begun April 14, 1888, by the Gas Engine and Power Co., under permit of the Board, was finished about November 3, 1888.

Under Secretary's Order No. 7601.

May 1 to May 31, 1888.—A platform on piles, begun March 29, 1888, by the Gas Engine and Power Co., under permit of the Board, was finished May 31, 1888.

LONG ISLAND SOUND.

South of One Hundred and Thirty-eighth Street.

Under Secretary's Order No. 8175.

September 12 to December 1, 1888.—The work of building a concrete masonry bulkhead-wall, about 234 feet long, south of One Hundred and Thirty-eighth street, by the De la Vergne Refrigerating Co., under permit of the Board, was begun September 12 and was finished December 1, 1888.

New Wharfage Room, in linear feet, made during the Year ending April 30, 1889.

WORK UNDER THE "NEW PLAN."

| | |
|--|----------|
| North River— | |
| New wall at Franklin Street Section | 51.76 |
| " North Moore Street Section | 193.00 |
| " Beach Street Section | 4.00 |
| " West Thirty-second Street Section | 246.70 |
| New wall at West Fifty-second Street Section, south end | 284.06 |
| New wall at West Fifty-seventh Street Section | 88.46 |
| Total new wall | 867.98 |
| Pier, new 24, sides and outer end | 1,195.00 |
| Pier, new 25, sides and outer end | 1,194.80 |
| Pier at West Twelfth street, sides and outer end | 314.05 |
| Pier, new 62, sides and outer end | 1,099.21 |
| New pier at West Thirty-eighth street, sides and outer end | 1,060.27 |
| Temporary approach to the same, sides | 503.65 |
| New pier at West Forty-seventh street, sides and outer end | 1,060.00 |
| Temporary approach to the same, sides | 470.95 |
| New pier at West Fifty-first street, sides and outer end | 1,060.00 |
| East River— | |
| Pier, new 29, sides and outer end | 614.51 |
| Temporary approach to the same, sides | 244.00 |
| Pier, new 36, sides and outer end | 646.85 |
| Temporary approach to the same, sides | 257.00 |

| | |
|---|-----------|
| Harlem River— | |
| Pier at East One Hundred and Seventeenth street, extension, sides | 78.00 |
| New pier at East One Hundred and Nineteenth street, sides and outer end | 259.40 |
| Total pier line | 10,057.69 |
| Harlem River— | |
| Crib-bulkhead at East One Hundred and Nineteenth street | 62.94 |
| Total wall, pier and crib-bulkhead line under "New Plan" .. | 10,988.61 |

WORK NOT UNDER "NEW PLAN."

| | |
|--|-----------|
| North River— | |
| Crib-bulkhead, West Seventy-fifth to West Seventy-seventh street | 524.00 |
| Crib-bulkhead at West One Hundred and Fifty-eighth street, sides and outer end | 273.00 |
| Harlem River— | |
| Crib-bulkhead at East One Hundred and Seventeenth street | 50.00 |
| Total crib-bulkhead line | 847.00 |
| East River— | |
| Pier 60, sides and outer end | 515.36 |
| New pier at East Thirty-eighth street, sides and outer end | 422.46 |
| Dumping pier at East Forty-sixth street, sides and outer end | 356.11 |
| Landing pier at East Fifty-first street, outer end | 30.00 |
| Dumping-board foundation at East Seventy-first street | 61.00 |
| Harlem River— | |
| Pier at East One Hundred and Seventeenth street, sides and outer end | 324.00 |
| Total pier line | 1,708.93 |
| Total crib-bulkhead and pier line, not under "New Plan" .. | 2,555.93 |
| Total new wall, crib-bulkhead and pier line for the year | 13,544.54 |
| Total new wall, crib-bulkhead and pier line for the year | 13,544.54 |
| Deduct for bulkhead line which comes under the new piers, included in the above, as follows: | |
| Linear feet. | |
| New wall under Pier, new 24, North river | 60.18 |
| New wall under Pier, new 25, North river | 75.18 |
| New wall under Pier, new 62, North river | 100.01 |
| New wall under Pier at West Fifty-first street, North river | 60.00 |
| Crib-bulkhead under Pier at East One Hundred and Seventeenth street, Harlem river | 50.00 |
| Crib-bulkhead under Pier at East One Hundred and Nineteenth street, Harlem river | 42.00 |
| Total | 387.37 |
| Total new wharfage room for the year | 13,157.17 |

The net increase during the year in the length of wharfage room is 3,073.16 linear feet, and the superficial areas of piers has been increased by 40,584 square feet during the year.

New Wharfage Room, in linear feet, to be made by Work Began, but not Finished, during the Year ending April 30, 1888.

WORK UNDER THE "NEW PLAN."

| | |
|--|----------|
| North river— | |
| New wall at Franklin street section | 4.41 |
| " " West Thirty-second street section | 38.70 |
| " " West Fifty-second street section, south of the north line of West Fifty-first street | 120.60 |
| " " West Fifty-seventh street section | 181.54 |
| Total wall line | 345.25 |
| North river— | |
| Pier, new 63, sides and outer end | 1,060.00 |
| New pier at West Fifty-seventh street, sides and outer end | 1,070.00 |
| East river— | |
| Pier, new 6, sides and outer end | 1,069.00 |
| Temporary approach to the same, sides | 258.00 |
| Total wall and pier line under "New Plan," begun but not finished | 3,802.25 |
| WORK NOT UNDER "NEW PLAN." | |
| East river— | |
| New pier at east Thirty-eighth street, sides and outer end | 378.50 |
| Harlem river— | |
| Crib-bulkhead at foot of Lincoln avenue | 107.00 |
| Total crib-bulkhead and pier line not under "New Plan," begun but not finished | 485.50 |
| Total begun during the year, but not finished | 4,287.75 |

DEPARTMENT YARDS.

West Fifty-seventh Street Yard, N. R.—Maintenance.
Under Resolution of the Board, November 21, 1883.

MAINTENANCE OF YARD.

August 7, 1888.—Mooring posts were chocked with second-hand material.
August 18 to August 22, 1888.—Mooring-posts were reset and some loose chocks were refastened.

November 1 to December 6, 1888.—Bearing and spring-piles were replaced and fastened, new fenders and chocks were put on, mooring-piles were redriven, fastened and chocked, and deck sheathing was patched with 1,101 feet, B. M., of 4-inch yellow pine, and 1,804 feet, B. M., of 3-inch spruce.

November 2 to November 7, 1888.—A new tar and gravel roof was put on the General Repairs store-room building by Mr. T. New, under Treasurer's Order No. 13321.

WORK DONE AT THE YARD.

May 1, 1888, to May 1, 1889.—Iron-work was made and repaired by the blacksmith for work on construction, general repairs, floating property, West Fifty-seventh Street Yard, and for the surveying party; also, scows were loaded with cement, sand and broken stone for use on sections. 8,566 barrels of Portland cement were received and stored for Department use, and samples tested and recorded.

May 1, 1888, to May 1, 1889.—Concrete moulds and cores were made, set up and taken down as required, to make the concrete foundation blocks. 82 concrete foundation blocks were made, containing 2,662 cubic yards of concrete.

June 9, 1888, to April 23, 1889.—Tests were made of sample brands of the following-named brands of Portland cement, and the results reported and recorded:

Under Secretary's Order No. 7027, "Burham" brand.
Under Secretary's Order No. 8261, "Globe" brand.
Under Secretary's Order No. 8742, "Coronet" brand.
Under Secretary's Order No. 8757, "Phoenix" brand.
Under Secretary's Order No. 8771, "Eagle" brand.
Under Secretary's Order No. 8938, "Francis" brand.
Under Secretary's Order No. 8938, "Gillingham" brand.

East Seventeenth Street Yard.

MAINTENANCE OF YARD.

October 18 to October 31, 1888.—The old dog-pound derrick was taken down and stored among the old material in the yard.

November 6 to November 30, 1888.—Old lumber and other material about the yard was collected and piled for sale at auction.

May 1, 1888, to February 9, 1889.—A fence to inclose premises of the Department of Docks from the Health Department was put up by Department labor, under Secretary's Order No. 3794. Begun October 21, 1884, worked upon from time to time as required, and finished February 9, 1889.

December 16 to December 28, 1888.—Holes in the bulkhead washed out by high tides were filled in with granite spawls.

January 1 to January 4, and January 11 to January 12, 1889.—The wire guys of the yard derrick were painted and oiled.

January 25 to January 31, 1889.—The old pile-driver ways, piles and concrete blocks were moved by the derrick "City of New York," also coping stones were turned over for cutting their bottom beds, and the granite in the yard was consolidated and moved back from the bulkhead, to prepare for repairing of crib-bulkheads of the yard by contract.

February 16 to February 18, 1889.—Coping stone and the mortar mixer were moved back from face of bulkhead, and sample pieces of granite were properly placed for inspection by the derrick "City of New York."

March 1 to March 12, April 1 to April 15, and April 19 to April 30, 1889.—Low places about the yard were graded up.

WORK DONE AT THE YARD.

May 7 to November 20, 1888.—Granite was received, inspected and stored at various times from J. Goss, Jr., under Contract No. 268.

November 14 to November 15, 1888.—Granite was transferred to scow "D" for use at sections south of West Twenty-third street, North river.

June 1 to June 5, 1888.—Granite was received, inspected and stored, under Contract No. 265 and agreement from Keenan & Neary.

June 9 to June 11, 1888.—Granite was transferred to scow "B" for use at sections south of West Twenty-third street, North river.

June 25 to June 26, 1888.—Granite was transferred to scow "D" for use at sections south of West Twenty-third street, North river.

July 2 to July 7, 1888.—Granite was received, inspected and stored under Contract No. 265 and agreement from Keenan & Neary.

July 15 to July 19, 1888.—Granite was transferred to scow "D" for use at sections south of West Twenty-third street, North river.

July 25 to July 28, 1888.—Granite was transferred to scow "D" for use at the West Fifty-second street section (south end).

August 1 to August 4, 1888.—Granite was transferred to Scow "I" for use at the West Thirty-second street section.

August 6 to August 29, 1888.—Granite delivered in the yard not in accordance with Contract Nos. 265 and 268 was repaired by contractors.

August 13 to August 18, 1888.—Granite was transferred to scows for use at sections south of West Twenty-third street, North river.

September 7 to September 8, 1888.—Granite was transferred to scow "D" for use at the West Thirty-second street section.

September 22, 1888.—Granite was transferred to the derrick "City of New York" for use at West Thirty-second street section.

October 13 to October 17, 1888.—Granite was transferred to scows "I" and "H" for use at sections south of West Twenty-third street, North river.

November 1 to November 4, 1888.—Granite was transferred from scow for use at the North Moore Street Section.

November 14 to November 17, 1888.—Coping stones were turned over for masons to cut bottom beds of same.

December 1 to December 15, 1888.—Bottom beds of coping stone were cut for use at the North Moore Street Section.

December 29 to December 31, 1888.—Granite was transferred to scow for use at the North Moore Street Section.

January 5, 1889.—Granite was transferred to scow for use at the North Moore Street Section.

February 1 to February 5, 1889.—Granite was transferred to scows for use at the North Moore Street Section.

February 13 to February 14, 1889.—Old concrete blocks were transferred to scow for use in placing on the new bulkhead-wall at West Thirty-second Street Section, between Piers, new 62 and 63, North river, to make same settle more evenly.

April 5, 1889.—Granite was transferred to the tug "Manhattan" for use at the West Fifty-second Street Section.

April 16 to April 18, 1889.—Coping stone was transferred to scow "H" for use at Franklin and North Moore Streets Sections.

March 23 to April 4, 1889.—Bottom beds of coping stone were cut by James F. Dolan for use at the North Moore, Franklin and West Fifty-second Streets Sections, under Treasurer's Order No. 13665.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on August 15, 1888, and was removed by the purchasers:

At West Fifty-seventh Street.

- Lot 1—Old wrought-iron, about 6,800 pounds.
- Lot 2—Old cast-iron, about 800 pounds.
- Lot 3—About 9 pair old rubber boots, 6 old hoes, 7 pair old ash oars, 24 old canal barrows.
- Lot 4—Raft of old timber, about 40 feet by 17 feet by 1 foot.
- Lot 5—Raft of old timber, about 42 feet by 24 feet by 1 foot.
- Lot 6—Raft of old timber, about 30 feet by 17 feet by 1 foot.

At West Thirtieth Street.

- Lot 7—Raft of old 3-inch plank and pile butts, about 18 feet by 24 feet by 4 feet.
- Lot 8—Raft of old piles, about 30 feet by 18 feet by 4 feet.
- Lot 9—Raft of old square timber and short pile butts, 24 feet by 15 feet by 3½ feet.
- Lot 10—Raft of old square timber, old piles and short pile butts, 100 feet by 28 feet by 4 feet.
- Lot 11—Raft of old square timber and short pile butts, 37 feet by 16 feet by 4 feet.
- Lot 12—Raft of old 3-inch plank and pile butts, 22 feet by 14 feet by 3 feet.
- Lot 13—Raft of old 3-inch plank, square timber and short pile butts, 41 feet by 18 feet by 3 feet.
- Lot 14—Raft of old 3-inch plank, 29 feet by 15 feet by 5 feet.
- Lot 15—Raft of old 3-inch plank, 29 feet by 20 feet by 6 feet.
- Lot 16—Raft of old piles (about 25), 46 feet by 17 feet by 5 feet.
- Lot 17—Raft of old 4-inch plank, 25 feet by 26 feet by 5 feet.
- Lot 18—Raft of old 3-inch plank and square timber, 25 feet by 16 feet by 5 feet.
- Lot 19—Raft of old 3-inch plank, 25 feet by 17 feet by 4 feet.
- Lot 20—Raft of old square timber, pile butts and plank, 100 feet by 20 feet by 5 feet.

At West Street, between North Moore and Beach Streets.

- Lot 21—1 two-story shed, about 28 feet wide by 57 feet deep by 36 feet high, including siding, gates, posts, guard-timbers, and also one pile of about 30 old pile butts, from 10 feet to 30 feet long.
- Lot 22—1 one-story shed, about 54 feet long, 69 feet deep and 24 feet high, including gates, posts, guard timbers and siding on east and south sides.
- Lot 23—1 one-story shed, 123 feet long, 69 feet deep and 24 feet high; 1 one-story shed, 58 feet long, 61 feet deep and 26 feet high, including siding, gates, posts, guard-timbers and 1 fence, about 10 feet by 10 feet.

At East Seventeenth Street Yard.

- Lot 24—Lot wrought-iron screw bolts, about 7,647 pounds.
- Lot 25—Lot old wrought-iron, about 13,508 pounds.
- Lot 26—Lot old cast-iron, about 3,868 pounds.

Lot 27—Lot old dock plank, 72 feet long, 12 feet wide and 9 feet high.
 Lot 28—Lot old wood, 26 feet long, 15 feet wide and 5 feet high.
 Lot 29—Lot old centres covering or arches, 34 feet long, 5 feet wide and 5 feet high.
 Lot 30—13 old sky-light sashes.
 Lot 31—7 old wooden concrete buckets.
 Lot 32—5 old iron concrete buckets.
 Lot 33—2 old gravel heaters.
 Lot 34—2 old iron buckets.
 Lot 35—1 old oil can.
 Lot 36—2 old oil barrels.
 Lot 37—1 old ladder.
 Lot 38—1 old stove.
 Lot 39—5 old double blocks.

The following old material was sold at public auction on December 5, 1888, and was removed by the purchasers:

At Basin Foot of West Thirtieth Street, N. R.

Lot 1—Raft of old square timber, 67 feet by 25 feet by 2 feet, on top of which was about 200 old pile butts, 6 to 15 feet long.
 Lot 2—Raft of old spruce plank, 10 inches, 26 feet by 24 feet by 2 feet.
 Lot 3—Raft of old spruce plank, 20 feet by 15 feet by 1½ feet.
 Lot 4—Raft of old pile butts, 20 feet by 45 feet by 3 feet.
 Lot 5—Raft of old pile butts, 20 feet by 50 feet by 3 feet.
 Lot 6—Raft of old pile butts, 60 feet by 20 feet by 2 feet.
 Lot 7—Raft of old pile butts, 70 in number, from 15 to 25 feet long.
 Lot 8—Raft of old pile butts, 15 in number, from 15 to 25 feet long.
 Lot 9—Raft of old 10-inch spruce plank, 25 feet by 18 feet by 2 feet.
 Lot 10—Raft of old plank, 30 feet by 40 feet by 3 feet.
 Lot 11—1 Osgood dredging machine, No. 3, with tackle and apparel. (This lot was sold subsequently on March 20, 1889.)
 Lot 12—1 Osgood dredging machine, No. 4, with tackle and apparel.

At East Seventeenth Street Yard.

Lot 13—Old wrought-iron, about 1,375 pounds.
 Lot 14—Sheet copper, about 1,013 pounds.
 Lot 15—Composition nails, about 49 pounds.
 Lot 16—1 old engine and boiler.
 Lot 17—About 25 old oak piles, about 10 feet long.

STATEMENT OF GENERAL REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1889, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

Raising and Repairing Battery Boat Landing and Approach to Pier "A."

Contract No. 249.—The work of raising and repairing the Battery Boat Landing was finished and completed by Robert L. Darragh, contractor. Begun work on the premises April 16, 1888, and finished June 7, 1888.

LAYING PAVEMENTS.

Treasurer's Order No. 13391.—190 square yards of paving were laid on the new-made land to complete the approach to Pier "A," North river, and on the bulkhead between Pier "A" and Pier, new 1, North river, by George F. Doak, under Treasurer's Order No. 13391. The joints between the paving blocks were filled in with coal tar and gravel by the force of the Department. Begun November 28 and finished December 5, 1888.

SILT-BASINS.

Engineer's Order.—The silt-basin adjoining the boat landing was cleaned out. Begun and finished September 22, 1888.

RAILING.

Engineer's Order.—Holes were drilled for the railing on the Battery Boat Landing. Begun August 3 and finished August 13, 1888.

Pier "A," N. R.

PAINTING SHED.

Treasurer's Order No. 13307.—The exterior of the building on Pier "A" was painted, and leaks in the bay windows and leaders were repaired by Hugh Nesbitt. Begun October 8 and finished November 5, 1888.

FENDERING ON PIER.

Secretary's Order No. 8193.—2 new wearing pieces were placed on the north side of the pier, 160 feet B. M., of 6 inches by 10 inches white oak being used therefor. Begun and finished September 9, 1888.

FENDER PILES.

Secretary's Order No. 8391.—One oak pile was refastened in the south side of the pier. Begun December 7 and finished December 21, 1888.

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

Secretary's Order No. 8391.—A floating fender was constructed with second-hand material and placed in front of the bulkhead and was secured with 207 pounds of galvanized iron chain, the backing-log on the bulkhead was repaired with 768 feet, B. M., of 12" x 12" yellow pine, and one second-hand iron cleat was placed thereon. The fenders around the water hydrant on the bulkhead were replaced and the gutter leading from the hydrant to the face of the bulkhead was recut. Begun December 7 and finished December 21, 1888.

Engineer's Order.—The floating fender at bulkhead was refastened. Begun and finished January 14, 1889.

Pier, old 34, N. R.

Secretary's Order No. 8840.—New sheathing was laid on the deck of the northerly half of the pier, with 23,393 feet, B. M., of 3-inch spruce, 7 spruce bearing piles were driven, and the pavement at the entrance to the pier was repaired. Begun April 10 and finished April 17, 1889.

Bulkhead South of Pier, old 35, N. R.

Secretary's Order No. 8459.—A hole in the pavement on the westerly edge of the bulkhead, south of the southerly line of the pier, was repaired. Begun and finished November 14, 1888.

Pier, old 35, N. R.

Secretary's Order No. 8722.—10 spruce bearing piles were driven, interior piles were blocked up, side caps were spliced, 12 fender piles were driven and fastened and the deck and backing-log were repaired on the northerly half of the pier, 420 feet, B. M., of yellow pine and 660 feet, B. M., of 3-inch spruce being used therefor. Begun February 12 and finished February 20, 1889.

Bulkhead South of Approach to Pier, new 24, N. R.

Secretary's Order No. 8611.—The pavement adjoining the sheathing on the bulkhead south of the approach to the pier was taken up and properly relaid. Begun January 12 and finished January 18, 1889.

Pier, old 42, N. R.

Secretary's Order No. 7747.—The deck and deck sheathing were repaired, several fender piles were refastened, about 7 new white oak fender piles were driven and fastened, 40 pounds of chain being used therefor, and the backing-log was renewed in several places. Begun May 2 and finished May 5, 1888.

Secretary's Order No. 7862.—The side cap and deck sheathing were repaired with second-hand material, and 6 fender piles at outer end of pier were refastened. Begun June 19 and finished June 20, 1888.

Secretary's Order No. 8106.—2 spring piles on the outer corner of the pier were refastened. Begun and finished August 6, 1888.

Secretary's Order No. 8305.—The pavement at the entrance to the pier was repaired, and the approach to the pier and the sheathing on deck of pier were repaired with 2,860 feet, B. M., of 4-inch and 378 feet, B. M., of 3-inch spruce. Begun October 4 and finished October 6, 1888.

Secretary's Order No. 8654.—The deck sheathing along the centre of the pier was patched with 9,999 feet, B. M., of 3-inch spruce. Begun January 10 and finished January 14, 1889.

Secretary's Order No. 8930.—A leak in the sewer box under the pier was repaired. Begun April 16 and finished April 17, 1889.

Secretary's Order No. 8962.—Necessary repairs to the outer end of pier are being made; 7 spruce bearing piles have been driven, and old deck has been removed; also the backing-log preparatory to renewal of same. Begun April 24, 1889; in progress.

Spring to West Tenth Street.

Resolution of the Board, June 2, 1886.—Silt-basins on the newly-made land were cleaned out and the mud swept from around them at various times, as required, during the year.

Pier, new 34, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 8205.—About 35 feet of the north and south crosswalks leading to the pier were taken up and rejointed where worn, were then replaced, and the joints filled with coal tar and gravel. Begun September 10 and finished September 20, 1888.

Pier, new 34, N. R.

Engineer's Order.—An examination was made by the divers, below low water, to ascertain the condition of the piles and columns of the pier, and obstructions consisting of old stumps of piles were removed therefrom. Begun April 12 and finished April 24, 1889.

Pier, new 35, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 8203.—About 50 feet of the south crosswalk and about 10 feet of the north crosswalk leading to the pier were taken up, cleaned, rejointed, replaced, and the joints filled with coal tar and gravel. Begun September 11 and finished September 14, 1888.

Pier, new 36, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 7891.—About 75 square yards of the crosswalk stones on the new-made land leading to the pier were taken up, cleaned, rejointed and replaced, and the joints filled with coal tar and gravel. Begun June 30 and finished July 10, 1888.

Pier, new 37.

REPAIRING CROSSWALK.

Secretary's Order No. 7892.—About 80 square yards of the crosswalk stones on the new-made land leading to the pier were taken up, cleaned, rejointed, replaced and the joints filled with coal tar and gravel. Begun June 23 and finished July 2, 1888.

REPAIRING PAVEMENT.

Secretary's Order No. 7948.—A portion of the pavement on the new-made land in front of the shed on Pier, new 37, North river, was taken up and the old tar and gravel cleaned from the paving blocks; they were then replaced to the proper grade and the joints filled with coal tar and gravel. Begun June 27 and finished July 11, 1888.

Pier, new 38, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 7605.—About 97 square yards of the crosswalk stones on the new-made land in front of the pier were taken up, cleaned, rejointed, replaced and the joints filled with coal tar and gravel. Begun April 30 and finished May 8, 1888.

REPAIRING PAVEMENT.

Secretary's Order No. 7895.—A portion of the paving-blocks were taken up on the new-made land just south of the railroad track leading to the pier, where settlement had taken place, and the coal tar and gravel were cleaned from them; they were then replaced to the proper grade and the joints were filled with coal tar and gravel. Begun July 5 and finished July 14, 1888.

Pier, new 39, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 7894.—Crosswalk stones on the new-made land leading to the pier were taken up, cleaned, rejointed, replaced and the joints filled with coal tar and gravel. Begun June 20 and finished June 30, 1888.

REPAIRING PAVEMENT.

Secretary's Order No. 8559.—An area of about 60 square yards of paving adjacent to Pier, new 39, and immediately in front of it, where settlement had taken place, were taken up and the paving-blocks were cleaned by Department labor; the pavement was then relaid by George F. Doak under Treasurer's Order No. 13445. Begun December 10 and finished December 14, 1888.

Pier, new 40, N. R.

Secretary's Order No. 8426.—The sewer-box under the pier was repaired and the plank covering and bottom planks were refastened. Begun November 1 and finished November 19, 1888.

REPAIRING CROSSWALKS.

Secretary's Order No. 7604.—Crosswalk stones on the new-made land leading to Pier, new 40, were taken up, cleaned, rejointed, replaced and the joints filled with coal tar and gravel. Begun April 21 and finished May 3, 1888.

LOWERING SILT-BASIN.

Secretary's Order No. 8204.—The paving about the silt-basin near Pier, new 40, was taken up and the silt-basin lowered to the proper grade. The pavement was then replaced and joints filled with coal tar and gravel. Begun September 18 and finished September 24, 1888.

Bulkhead between Piers, new 41 and new 42, N. R.

REPAIRING HOLE IN BULKHEAD.

Secretary's Order No. 8206.—A settlement in the earth-filling in rear of the bulkhead-wall between Piers, new 41 and new 42, immediately over the tunnel of the Hudson River Tunnel Company, was brought up to the proper grade with earth-filling, received free, and the pavement was replaced. Begun September 4 and finished September 8, 1888.

Pier, new 42, N. R.

REPAIRING CROSSWALKS.

Secretary's Order No. 7603.—The crosswalk stones on the new-made land leading to the pier were taken up, cleaned, rejointed, replaced and the joints filled with coal tar and gravel. Begun April 21 and finished May 3, 1888.

Bulkhead between Piers, new 42 and new 43, N. R.

Secretary's Order No. 7937.—Two second-hand iron cleats were put on and fastened. Begun and finished June 12, 1888.

Secretary's Order No. 8119.—One iron cleat was refastened. Begun September 5 and finished September 6, 1888.

Pier, new 43, N. R.

Secretary's Order No. 7736.—The deck sheathing was patched with 2,035 feet, B. M., of 3-inch spruce, and the angle-iron on door was fastened. Begun June 12 and finished June 30, 1888.

Secretary's Order No. 8318.—A bracing pile on northerly side near the outer end of the pier was refastened and rechecked. Begun and finished October 5, 1888.

Secretary's Order No. 8619.—Bearing piles were pulled to place and fastened on the northerly side of pier and a new chock was put on. Begun January 5 and finished January 10, 1889.

UNDER CONTRACT NO. 292.

February 19, 1889, to date.—The work of repairing the outer end of the pier was begun by Thomas Hayden, contractor, on February 19, 1889, and is now nearly completed. The work consisted principally in driving bearing-piles between the columns of the three outer column rows of the pier, and in renewing the understructure and superstructure of the outer about 35 feet in length of the pier. On February 27, 1889, the contract was assigned to William H. Morton.

REPAIRING PAVEMENT.

Secretary's Order No. 7135.—A portion of the pavement just south of Pier, new 43, North river, was taken up and cleaned. The filling under pavement was then excavated to about low water, the old piles that had been left standing in the work and had caused the uneven settlement of the earth-filling were cut off, and the earth-filling was replaced and rammed to grade. The paving-blocks were replaced by George F. Doak, under Treasurer's Order No. 12938. The coal tar and gravel were then filled in the joints by Department labor. Begun May 8 and finished May 31, 1888.

Secretary's Order No. 7136.—A portion of the pavement just north of Pier, new 43, was taken up and cleaned, the filling under the pavement was then excavated to about low water; the old piles that had been left standing in the work and that had caused the uneven settlement of the earth-filling were cut off, and the earth-filling was replaced and rammed to grade. The paving-blocks were replaced by George F. Doak, under Treasurer's Order No. 12939. Coal tar and gravel were then filled in the joints by Department labor. Begun May 23 and finished June 22, 1888.

REPAIRING CROSSWALKS.

Secretary's Order No. 7893.—About 150 square yards of stones of crosswalk leading to Pier, new 43, were taken up, cleaned, rejoined, replaced, and the joints filled with coal tar and gravel. Begun June 13, finished June 26, 1888.

Secretary's Order No. 8505.—About 50 lineal feet of the westerly portion of the crosswalk leading to Pier, new 43, were taken up, cleaned, rejoined, replaced, and the joints filled with coal tar and gravel. Begun November 27, finished December 1, 1888.

Secretary's Order No. 8506.—About 50 lineal feet of crosswalk, just north of Pier, new 43, were taken up and the crosswalk stones were cleaned, rejoined, replaced, and the joints filled with coal tar and gravel. Begun November 22 and finished November 27, 1888.

Pier, new 44, N. R.

Secretary's Order No. 8477.—An examination of the outer end of the structure was made by the divers' force to ascertain the condition of the piles and columns of the pier. Begun November 30 and finished December 4, 1888.

REPAIRING CROSSWALKS.

Secretary's Order No. 8208.—About 45 lineal feet of the stones of crosswalk leading to Pier, new 44, were taken up, cleaned, rejoined, replaced, and the joints filled with tar and gravel. Begun September 25 and finished September 27, 1888.

Pier, new 45, N. R.

Secretary's Order No. 8477.—An examination of the structure was made by the divers' force, to ascertain the condition of the piles and columns of the pier. Begun December 28 and finished December 31, 1888.

REPAIRING CROSSWALK.

Secretary's Order No. 8207.—About 30 feet of the south crosswalk leading to Pier, new 45, were taken up, cleaned, rejoined, replaced, and the joints filled with coal tar and gravel. Begun September 26, finished September 29, 1888.

Bulkhead between Piers, new 45 and new 46, N. R.

Secretary's Order No. 6829.—The backing-log on northerly half of bulkhead was repaired. Begun January 8 and finished January 11, 1889.

Pier, new 46, N. R.

Secretary's Order No. 8263.—1 bearing and 1 spring-pile were driven; square fenders, chocks, braces and side caps were placed and fastened, and an armature plate was put on; 4,283 feet, B. M., of yellow pine and 75 pounds of chain were used. Begun September 25 and finished October 5, 1888.

Engineer's Order.—An examination to ascertain the condition of the columns on outer end of pier was made by the divers' force. Begun January 19 and finished January 22, 1889.

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

Secretary's Order No. 8436.—The sheathing thereon was patched with 2,990 feet, B. M., of 3-inch spruce. Begun November 5 and finished November 14, 1888.

Secretary's Order No. 8907.—Dangerous hole in the approach was fenced off with second-hand spruce. Begun April 12 and finished April 13, 1889.

Approach to Pier, new 47, N. R.

Secretary's Order No. 7983.—The deck was resheathed with 9,973 feet, B. M., of new 4-inch and 1,896 feet, B. M., of new 3-inch spruce. Begun June 28 and finished June 30, 1888.

Bulkhead along southerly side of West Eleventh Street and Pier at West Eleventh Street, N. R.

Under Contract No. 274.

May 23 to September 8, 1888.—The crib-bulkhead along the southerly side of West Eleventh street and across the foot of West Eleventh street was rebuilt from about low-water mark up, and a new superstructure, with extensive repairs to the understructure of the pier at the foot of West Eleventh street, were made by John Gillies, contractor, under his contract therefor.

Pier at West Eleventh Street, N. R.

Secretary's Order No. 8245.—Old sunken logs and piles near the bulkhead were removed with the aid of divers, and were conveyed to West Fifty-seventh street basin. Begun September 12 and finished September 14, 1888.

Secretary's Order No. 7394.—Obstructions consisting of earth and rubbish were removed from its surface. Begun and finished April 15, 1889.

Pier at West Twelfth Street, N. R.

Secretary's Order No. 8880.—The centre iron mooring-post on north side of pier was removed. Begun and finished April 3, 1889.

Bulkhead North of Gansevoort Street, N. R.

Secretary's Order No. 8926.—A second-hand oak spring pile was driven and fastened. Begun and finished April 15, 1889.

Bulkhead South of Bogart Street, N. R.

Secretary's Order No. 8854.—The 3 top courses of timber were renewed with second-hand timber. Begun April 2 and finished April 16, 1889.

Pier at Bogart Street, N. R.

Secretary's Order No. 8833.—4 second-hand spruce fender piles were placed on south side, and 2 loose fender piles at outer southerly corner were refastened. Begun March 22 and finished March 23, 1889.

Secretary's Order No. 7394.—Obstructions consisting of earth, stone and rubbish, were removed from its surface. Begun September 25 and finished September 26, 1888; begun March 29 and finished April 4, 1889.

Pier North of Bloomfield Street (old 58), N. R.

Secretary's Order No. 8236.—The iron corner bands and armature plates on outer northerly corner of pier were straightened and refastened at low water. Begun September 22 and finished October 8, 1888.

Secretary's Order No. 8857.—5 half round fenders were renewed, 3 second-hand oak fender piles were driven, fastened and chocked on each side of pier, fender piles at outer corner were refastened, and 6 old stumps of piles were pulled. Begun April 2 and finished April 6, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone and rubbish, were removed from its surface. Begun and finished May 1, 1888; begun September 26 and finished September 28, 1888; begun and finished April 9, 1889.

Bulkhead at Little West Twelfth Street, N. R.

Secretary's Order No. 8562.—Dangerous portion of bulkhead was fenced off from public use with 770 feet, B. M., of 3-inch spruce. Begun and finished December 13, 1888.

Secretary's Order No. 8237.—A hole in the bulkhead was filled in with stone and earth. Begun January 18 and finished January 19, 1889.

Secretary's Order No. 8523.—A hole in the deck was repaired with 315 feet, B. M., of 5-inch yellow pine plank. Begun and finished November 27, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of earth, bricks and rubbish, were removed from its surface. Begun May 1 and finished May 2, 1888; begun September 28 and finished September 29, 1888; begun April 9 and finished April 13, 1889.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 7802.—5 bearing and 4 mooring and 4 spring piles were driven, chocked and fastened on both sides of pier, the sheathing around the mooring piles and backing pieces were

repaired, the pier was shimmed up underneath and 6 fender piles were pulled and redriven; second-hand material and 720 feet, B. M., of 12 inches by 12 inches and 334 feet, B. M., of 4-inch yellow pine was used. Begun May 15 and finished May 24, 1888.

Secretary's Order No. 8404.—The deck sheathing was patched with 495 feet, B. M., of 3-inch spruce. Begun and finished November 2, 1888.

Secretary's Order No. 8813.—The horizontal sheathing at outer end was repaired with second-hand 4-inch yellow pine and the fender piles thereat were refastened; 2 new and 6 second-hand bearing piles and 6 second-hand fender piles were driven and fastened; deck sheathing was patched and mooring piles were refastened; 700 feet, B. M., of second-hand and 2,025 feet, B. M., of new 3-inch spruce was used. Begun March 11 and finished March 25, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun April 10 and finished April 13, 1889.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 7965.—Oak fender pile and fender on outer northerly corner of pier were refastened and rechecked with second-hand material. Begun and finished June 26, 1888.

Secretary's Order No. 8643.—The pavement at entrance to pier was taken up and relaid. Begun January 7 and finished January 11, 1889.

Pier at West Sixteenth Street, N. R.

Secretary's Order No. 8293.—Projecting spikes in fenders and fender piles were redriven and several fender piles were reset and refastened with 75 pounds of chain. Begun October 1 and finished October 6, 1888.

Secretary's Order No. 8902.—1 bearing pile was driven and fastened, fender piles were refastened, 8 new and second-hand half-round fenders were put on in place of broken and decayed ones, and projecting spikes in fenders and deck were redriven. Begun April 15 and finished April 18, 1889.

Secretary's Order No. 7394.—Obstructions consisting of dirt, rubbish, stone and earth were removed from its surface. Begun and finished September 29, 1888.

Pier at West Eighteenth Street, N. R.

Secretary's Order No. 7803.—Deck-sheathing was patched with 2,249 feet, B. M., of 3-inch second-hand plank. Begun May 18 and finished May 22, 1888.

Secretary's Order No. 7967.—Deck-sheathing was patched with second-hand plank. Begun June 25 and finished June 27, 1888.

Secretary's Order No. 8033.—Dangerous hole in surface of bulkhead was filled in with stone and earth, and the pavement relaid. Begun and finished July 14, 1888.

Secretary's Order No. 8146.—Deck-sheathing was patched with second-hand plank. Begun August 16 and finished August 17, 1888.

Secretary's Order No. 8278.—The bottom of the river on south side of pier was examined by divers to ascertain whether any projecting timbers or spikes, which might be dangerous to vessels, existed thereat. Also 2 dangerous holes in surface of pier were repaired with second-hand material. Begun October 2 and finished October 3, 1888.

Secretary's Order No. 8644.—Deck-sheathing was repaired with 315 feet, B. M., of 3-inch spruce. Begun and finished January 5, 1889.

REPAIRS TO PIER AND CRIB-BULKHEAD.

Under Contract No. 290.—The pile work portion of the inner end of the pier was entirely removed, the outer portion of the pier built of crib-work was removed down to about one foot above mean low-water mark, the old crib-work at the foot of West Eighteenth street was removed to about mean low-water mark, the area of the pile work of the pier and the half-slip on each side of the pier was dredged to about 25 feet of water at mean low-water mark, and the work of rebuilding the crib-work across the foot of the street, of rebuilding the removed portions of the pier, and of straightening it and of building a wooden sewer box under the pier, to extend the brick sewer to a discharge in deep water at the outer end of the pier, was begun January 12, 1889, by Richard Cronin, contractor, and is now in progress. 17,491 cubic yards of mud were excavated, removed and disposed of by the contractor. Begun January 12, 1889; in progress.

Pier at West Nineteenth Street, N. R.

Secretary's Order No. 8465.—2 tender piles, on the southerly side, were refastened. Begun and finished November 17, 1888.

Secretary's Order No. 8927.—The pavement at the entrance to the pier was repaired, and the sheathing on the deck of the pier and approach was patched with 650 feet, B. M., of 3-inch spruce. Begun April 17 and finished April 20, 1889.

Pier, new 54, N. R.

Secretary's Order No. 7919.—The pavement at the entrance of the approach was taken up and relaid. Begun September 24 and finished September 26, 1888.

Pier, new 56, N. R.

Secretary's Order No. 8659.—A bearing pile on south side was pulled to place and fastened, and one oak fender was put on and fastened. Begun and finished January 14, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun May 17 and finished May 18, 1888.

Pier, new 57, N. R.

Secretary's Order No. 7851.—The deck sheathing which was rotten was taken up and was conveyed to East Seventeenth Street Yard for storage. Begun May 31 and finished June 20, 1888.

Engineer's Order.—An examination of the understructure was made by the divers' force. Begun January 11 and finished January 12, 1889.

Engineer's Order.—The deck was opened up for examination and was then patched with 945 feet, B. M., of 3-inch spruce. Begun and finished January 15, 1889.

Secretary's Order No. 8855.—4 chocks were refastened between the vertical fenders on the south side, near the inner end of the pier. Begun and finished April 9, 1889.

Pier, new 59, N. R.

Secretary's Order No. 7687.—The deck sheathing was patched with 867 feet, B. M., of 3-inch spruce. Finished May 3, 1888.

Secretary's Order No. 7422.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from surface of pier. Begun May 2 and finished May 8, 1888.

Secretary's Order No. 7856.—The deck sheathing was patched with 412 feet, B. M., of 3-inch spruce. Begun May 20 and finished May 29, 1888.

Secretary's Order No. 7972.—A chock between the vertical fenders on the south side was refastened and the deck sheathing was patched with 1,428 feet, B. M., of 3-inch spruce. Begun and finished June 22, 1888.

Secretary's Order No. 8027.—The deck sheathing was patched with 2,220 feet, B. M., of 3-inch spruce. Begun July 16 and finished July 21, 1888.

Secretary's Order No. 8164.—The deck sheathing was patched with 1,065 feet, B. M., of 3-inch spruce. Begun September 1 and finished September 5, 1888.

Secretary's Order No. 8561.—New sheathing was laid through the centre of pier, 29,889 feet, B. M., of 3-inch spruce was used. Begun December 10 and finished December 20, 1888.

Pier at West Thirty-fourth Street, N. R.

Secretary's Order No. 8627.—Spring piles were pulled to place and fastened with 60 pounds of chain, one spring pile was reset and one chock was put on. Begun and finished January 3, 1889.

Secretary's Order No. 8753.—Chocks between the vertical fenders on the south side near the outer end of the pier were refastened. Begun and finished February 14, 1889.

Bulkhead at West Forty-first Street, N. R.

Secretary's Order No. 8048.—A sunken canal-boat was raised and removed by the Baxter Wrecking Company, under Treasurer's Order No. 13320, and towed to Hoboken, N. J. Begun October 16 and finished October 19, 1888.

Pier at West Forty-sixth Street, N. R.

Secretary's Order No. 7654.—The pier and approach were repaired, blocked and braced, cross and side caps, stringers and chocks, were replaced with 21,905 feet, B. M., of 3-inch and 733 feet, B. M., of 4-inch spruce, and 540 feet, B. M., of new and 3,524 feet of second-hand 12-inch by 12-inch yellow pine. Begun May 7 and finished May 23, 1888.

Secretary's Order No. 8001.—The deck sheathing was patched with 1,387 feet, B. M., of 3-inch spruce. Begun and finished July 17, 1888.

Secretary's Order No. 8144.—Dangerous holes in the deck were repaired with second-hand plank and 2,848 feet, B. M., of new 3-inch spruce. Begun August 25 and finished September 1, 1888.

Contract No. 283.—The work of repairing the damage alleged to have been done by the ferry-boat "Oswego," belonging to the West Shore Railroad Company, was done for the Department of Docks by Richard Cronin, under his contract therefor, upon the failure of said railroad company to do the work as ordered. Begun October 16 and finished November 27, 1888.

Secretary's Order No. 8387.—1 second-hand bearing-pile was driven; the deck sheathing was patched with 5,500 feet, B. M., of 3-inch spruce, 1 oak fender was placed and chocked and the backing-log was repaired with 160 feet, B. M., of 6-inch by 10-inch oak, and 576 feet, B. M., of 8-inch by 8-inch yellow pine. Begun November 20 and finished November 27, 1888.

Secretary's Order No. 8727.—A mooring post was repaired with 120 feet, B. M., of yellow pine, and the deck sheathing was patched with 517 feet, B. M., of 3-inch spruce. Begun February 12 and finished February 14, 1889.

Pier at West Forty-eighth Street, N. R.

Secretary's Order No. 8056.—The pier being in a dangerous condition was fenced off from public use with second-hand material, the alleged owners having neglected to proceed with the repairs ordered to be done. Begun July 17 and finished July 18, 1888.

Bulkhead at West Fiftieth Street, N. R.

Secretary's Order No. 8044.—The work of removing stone and other obstructions was done by James Gillies & Sons. Begun April 8 and finished April 17, 1889.

Pier at West Fifty-first Street, N. R.

Secretary's Order No. 8603.—Scupper holes were bored along the sides of the pier. Begun and finished December 21, 1888.

Pier at West Fifty-fifth Street, N. R.

Secretary's Order No. 7690.—1 oak fender pile was driven, fastened and chocked at the upper outer corner, and several others were refastened; 48 feet, B. M., of 12 inches by 12 inches yellow pine was used. Finished May 4, 1888.

Secretary's Order No. 7811.—The deck sheathing was patched with 3,393 feet, B. M., of 3-inch spruce. Begun May 14 and finished May 25, 1888.

Secretary's Order No. 8002.—The deck sheathing was patched with 1,450 feet, B. M., of 3-inch spruce. Begun July 19 and finished July 25, 1888.

Secretary's Order No. 8120.—The deck sheathing was patched with 2,318 feet, B. M., of 3-inch spruce. Begun August 9 and finished September 6, 1888.

Secretary's Order No. 8273.—The deck sheathing was patched with 1,308 feet, B. M., of 3-inch spruce. Begun September 24 and finished September 25, 1888.

Secretary's Order No. 8388.—The deck sheathing was patched with 7,574 feet, B. M., of 3-inch spruce. Begun October 27 and finished November 5, 1888.

Secretary's Order No. 8528.—The deck sheathing was patched with 2,865 feet, B. M., of 3-inch spruce, and a mooring pile was placed and chocked at the inner end of the pier. Begun December 4 and finished December 12, 1888.

Secretary's Order No. 8774.—Spring and fender piles on the upper and lower corners of the outer end of the pier were refastened. Begun and finished February 20, 1889.

Secretary's Order No. 8827.—The deck sheathing was patched with 836 feet, B. M., of 3-inch spruce. Begun March 19 and finished March 20, 1889.

Secretary's Order No. 8978.—The deck sheathing is being repaired, 855 feet, B. M., of 3-inch spruce has thus far been used. Begun April 26, 1889; in progress.

Bulkhead between West Seventy-seventh and Seventy-ninth Streets, N. R.

Secretary's Order No. 8696.—The backing-logs were renewed and repaired and fenders were patched where necessary with 6,190 feet, B. M., of 12 inches by 12 inches creosoted yellow pine and 996 feet, B. M., of 8 inches by 8 inches yellow pine. Begun February 1 and finished February 11, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from an area of about 16 feet back from the backing-logs. Begun August 21 and finished September 1, 1888.

Bulkhead at West Seventy-eighth Street, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from an area of about 16 feet back from the backing-log. Begun and finished August 20, 1888.

Bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from an area of about 16 feet back from the backing-log. Begun August 10 and finished August 18, 1888.

Pier at West Seventy-ninth Street, N. R.

Secretary's Order No. 8240.—1 fender pile was driven, fastened and chocked and the armature plates were refastened. Begun October 11 and finished October 15, 1888.

Secretary's Order No. 8676.—The backing log and fenders were repaired with 761 feet, B. M., of yellow pine. Begun January 23 and finished February 11, 1889.

Secretary's Order No. 8683.—The armature plates on outer lower corner were refastened. Begun and finished February 11, 1889.

New-made Land between West Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 7876.—The sunken places were filled in with earth, etc., removed from time to time from the piers and bulkheads along the water-front of the city. Begun May 26, 1888, and finished January 22, 1889.

Bulkhead between West Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 8605.—The backing logs and fenders were renewed and repaired where necessary, with 3,960 feet, B. M., of 12 inches by 12 inches creosoted yellow pine, and 297 feet, B. M., of 8 inches by 8 inches yellow pine. Begun February 1 and finished February 11, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from an area of about 16 feet back from the backing-log. Begun September 3 and finished September 11, 1888.

Pier at West Ninety-sixth Street, N. R.

Secretary's Order No. 7582.—The inner end of pier was removed, the sewer was repaired, a new approach to pier was made and the deck of outer end of pier was patched with second-hand material. Finished July 25, 1888.

Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 7316.—Obstructions, consisting of dirt and sand, were removed from its surface. Begun May 1 and finished May 3, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun August 4 and finished September 21, 1888; begun April 17 and finished April 22, 1889.

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

Secretary's Order No. 7710.—A mooring-post was driven and planked around with 45 feet, B. M., of 3-inch spruce. Finished May 1, 1888.

Secretary's Order No. 8125.—3 spring piles were refastened. Begun September 21 and finished September 22, 1888.

Secretary's Order No. 8955.—6 fender piles were renewed at the outer end and a second-hand iron cleat was placed at the upper outer corner. Begun April 18 and finished April 19, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun May 3 and finished May 4, 1888; begun September 17, and finished September 18, 1888; begun and finished April 16, 1889.

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

Secretary's Order No. 7711.—11 fender piles were driven and the armature plates were refastened on the north side of pier. Finished May 3, 1888.

Secretary's Order No. 8313.—The washout along the north side of the pier was repaired by inserting 12 inches by 12 inches second-hand timber in rear of bulkhead for a distance of about 100 feet. Begun October 8 and finished October 15, 1888.

Secretary's Order No. 8862.—The close fender piling at the outer northerly end of the pier was repaired by driving and fastening 19 second-hand piles; old stumps of piles were pulled. Begun April 15 and finished April 16, 1889.

Secretary's Order No. 8894.—8 second-hand fenders were driven and fastened at the outer northerly corner in place of that number missing, 2 new armature plates were put on and old stumps of piles were pulled. Begun April 12 and finished April 23, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from the surface of the north side of the pier. Begun May 4 and finished May 8, 1888; begun April 23, 1889; in progress.

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

Secretary's Order No. 8359.—The bulkhead was tied back and 6 close fender piles were driven. Begun October 18 and finished October 25, 1888.

Secretary's Order No. 8365.—Temporary repairs to the approach to the pier at foot of West One Hundred and Thirty-second street were made, filling in with rip-rap for a width of about 20 feet in rear of the bulkhead and in front of the pier. Begun October 17 and finished November 3, 1888.

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

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun November 2 and finished November 5, 1888.

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

Secretary's Order No. 8259.—1 fender pile was driven, fastened and chocked, and 1 fender pile was refastened; second-hand material was used. Begun October 8 and finished October 9, 1888.

Secretary's Order No. 7394.—Obstructions consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun May 24 and finished May 26, 1888; begun September 12 and finished September 17, 1888.

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

Secretary's Order No. 8863.—1 spring pile was driven and fastened, and fender piles refastened with 84 pounds of chain; also patched deck sheathing with 840 feet, B. M., of 3-inch spruce. Begun April 9 and finished April 12, 1889.

EAST RIVER.

Pier 2, E. R.

Contract No. 287.—The work of repairing the remains of Pier 2, East river, being the westerly half of the original pier, was begun on January 24, 1889, for the Department of Docks, by Messrs. O'Connell & Coffey, under their contract therefor, the South Brooklyn Ferry Co., having failed to do the work as ordered. The work consists of rebuilding the cribs from low water up, of renewing the pile work and of putting on a new superstructure. Begun January 24, 1889; in progress.

Pier 7, E. R.

Secretary's Order No. 7692.—The deck sheathing was repaired with 6,539 feet, B. M., of 3-inch spruce, and loose spring piles were refastened. Begun April 25, 1888, and finished May 5, 1888.

Secretary's Order No. 7971.—11 spruce fender piles were driven, fastened and chocked on the westerly side of the pier, with 180 feet, B. M., of 4-inch spruce, and the iron strap on the outer westerly corner was repaired. Begun June 21 and finished June 28, 1888.

Secretary's Order No. 8096.—2 bearing piles were pulled to place and fastened, and 3 second-hand piles were driven. Begun August 3 and finished August 6, 1888.

Secretary's Order No. 8348.—The deck sheathing was patched with 1,995 feet, B. M., of 3-inch spruce. Begun October 11 and finished October 13, 1888.

Secretary's Order No. 8632.—Dangerous holes in deck were repaired with 660 feet, B. M., of 3-inch spruce. Begun and finished January 4, 1889.

Pier 12 (west half), E. R.

Secretary's Order No. 7739.—Fender piles on the outer corner were refastened. Begun May 5 and finished June 15, 1888.

Secretary's Order No. 8053.—The deck sheathing was repaired with 1,430 feet, B. M., of 3-inch spruce. Begun and finished July 31, 1888.

Secretary's Order No. 8495.—The deck sheathing was patched with 2,000 feet, B. M., of 3-inch spruce. Begun December 1 and finished December 3, 1888.

Secretary's Order No. 8679.—3 oak piles were driven and fastened, and several fender piles were refastened with 60 pounds of chain. Begun January 21 and finished January 22, 1889.

Secretary's Order No. 8953.—The pavement at the westerly side of the approach was taken up and relaid. Begun April 22 and finished April 25, 1889.

Pier 18 (east half), E. R.

Secretary's Order No. 7918.—1 mooring post was reset and chocked with 304 feet, B. M., of 4-inch spruce. Begun and finished June 15, 1888.

Secretary's Order No. 7934.—The deck sheathing was patched with 1,000 feet, B. M., of 3-inch spruce. Begun and finished June 16, 1888.

Secretary's Order No. 8790.—Fender piles on the upper corner were repaired, refastened and rechecked with 840 feet, B. M., of second-hand yellow pine, and 2 half round oak fenders were put on and fastened. Begun March 1 and finished March 4, 1889.

Secretary's Order No. 8688.—The frame of the shed on the easterly half of the pier, with its iron covering, are being repaired by C. L. Morgan, under Treasurer's Order No. 13716 therefor. Begun April 15, 1889; in progress.

Bulkhead between Piers 18 and 19, E. R.

Secretary's Order No. 7917.—The box drain on the west end of the bulkhead was relaid. Begun and finished June 14, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun November 13 and finished November 14, 1888.

Pier 19 (west half), E. R.

Secretary's Order No. 7743.—The deck sheathing was patched with 230 feet, B. M., of 3-inch spruce. Begun and finished May 4, 1888.

Secretary's Order No. 7935.—The deck sheathing was patched with 940 feet, B. M., 3-inch spruce. Begun and finished June 15, 1888.

Secretary's Order No. 7414.—6 half-round oak fenders were put on and fastened. Begun June 15 and finished July 13, 1888.

Secretary's Order No. 8026.—The deck sheathing was patched with 792 feet, B. M., of 3-inch spruce. Begun and finished July 13, 1888.

Secretary's Order No. 8325.—The deck sheathing was patched with second-hand plank. Begun and finished October 13, 1888.

Secretary's Order No. 8274.—The deck sheathing was patched with 473 feet, B. M., of 3-inch spruce. Begun and finished September 20, 1888.

Secretary's Order No. 8338.—The deck sheathing was patched with 3055 feet, B. M., of 3-inch spruce. Begun October 23 and finished October 29, 1888.

Secretary's Order No. 8453.—The deck sheathing was patched with 115 feet, B. M., second-hand 3-inch spruce. Begun and finished November 12, 1888.

Secretary's Order No. 8581.—Dangerous holes in deck were repaired with 440 feet, B. M., of 3-inch spruce. Begun and finished December 14, 1888.

Secretary's Order No. 8749.—A mooring post was reset, fastened and chocked with 136 feet, B. M., of 4-inch spruce. Begun and finished February 14, 1889.

Secretary's Order No. 8791.—The mooring pile on the lower side was reset and chocked, and the deck sheathing was repaired with 268 feet, B. M., of yellow pine, and 267 feet, B. M., of 4-inch and 1,963 feet, B. M., of 3-inch spruce. Begun March 1 and finished March 6, 1889.

Bulkhead under Pier, new 29 (old 37), E. R.

Contract No. 261.—The work of tearing up the crib-bulkhead for about 81 feet 6 inches in length, and of rebuilding it from low water up, under and westerly of Pier, old 37, E. R., was finished by P. Sanford Ross, contractor, in connection with the construction of Pier, new 29, E. R. Begun December 13, 1887, and finished July 10, 1888.

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

Secretary's Order No. 8609.—The bulkhead having become dangerous was fenced off from public use with 1,045 feet, B. M., of 3-inch spruce, upon the failure of the alleged owner to repair the same as ordered. Begun December 22 and finished December 24, 1888.

Pier, new 32, E. R.

Secretary's Order No. 7885.—The chocks between the fenders on the outer lower corner were replaced and fastened. Begun and finished June 21, 1888.

Secretary's Order No. 8000.—Loose and projecting spikes in the deck were redriven. Begun and finished July 27, 1888.
 Secretary's Order No. 8784.—1 new oak fender pile was driven and fastened and several others were replaced, fastened and chocked with 84 feet, B. M., of yellow pine and 100 pounds of chain. Begun February 25 and finished February 26, 1889.
 Secretary's Order No. 8887.—Loose and projecting spikes in sheathing were redriven. Begun and finished April 8, 1889.

Bulkhead at Pier, new 36 (old 46), E. R.

Contract No. 273.—The crib-bulkhead under Pier, old 46, E. R., at the foot of Jefferson street, E. R., was taken down and rebuilt from low water up by Joseph B. Sanford, contractor, in connection with the construction of Pier, new 36, E. R. Begun May 28, 1888, and finished January 12, 1889.

Bulkhead between Piers 43 and 44, E. R.

Secretary's Order No. 8427.—Holes in the bulkhead were filled in with earth and the pavement was relaid. Begun November 1 and finished November 2, 1888.

Pier 44, E. R.

Secretary's Order No. 7769.—2 spring piles were fastened, loose spikes were redriven and deck sheathing was patched with 540 feet, B. M., of second-hand material. Begun May 5 and finished May 7, 1888.

Secretary's Order No. 7331.—Obstructions on surface of pier were removed. Begun May 15 and finished May 16, 1888.

Secretary's Order No. 7740.—6 half-round oak fenders were put on and fastened, 1 mooring post was set and chocked, braces were put in and spring piles were refastened, all with second-hand material. Begun June 20 and finished June 21, 1888.

Secretary's Order No. 8019.—Spring piles and chocks at the outer end of the pier were refastened. Begun and finished July 10, 1888.

Secretary's Order No. 8275.—The deck sheathing was patched with 1,415 feet, B. M., of 3-inch spruce. Begun September 20 and finished September 21, 1888.

Secretary's Order No. 8799.—4 second-hand oak fender piles were driven on outer corners and others were repaired and chocked. Begun March 4 and finished March 6, 1889.

Secretary's Order No. 8810.—The deck sheathing was repaired with 6,000 feet, B. M., of 3-inch spruce. Begun March 8 and finished March 11, 1889.

Secretary's Order No. 8951.—The pavement at the entrance is being taken up preparatory to relaying the same properly. Begun April 26, 1889; in progress.

Bulkhead between Piers 44 and 45, E. R.

Secretary's Order No. 7331.—Obstructions on its surface were removed. Begun May 16 and finished May 17, 1888.

Pier 48, E. R.

Secretary's Order No. 8088.—Cluster piles at the outer end were refastened. Begun and finished July 27, 1888.

Secretary's Order No. 8246.—The pavement at the entrance was repaired and the deck sheathing was patched with 1,808 feet, B. M., of 3-inch spruce. Begun September 17 and finished September 22, 1888.

Secretary's Order No. 8287.—The spring-pile on the outer lower corner was redriven and refastened with 25 pounds of chain. Begun and finished September 26, 1888.

Secretary's Order No. 8733.—The deck sheathing was repaired with 960 feet, B. M., of 3-inch spruce. Begun February 15 and finished February 16, 1889.

Secretary's Order No. 8773.—The spring piles on the westerly end and the fender piles on the westerly side were refastened with 75 pounds of chain. Begun and finished February 21, 1889.

Pier 54 (west half), E. R.

Secretary's Order No. 7996.—The deck and backing-log on the west side near outer end were repaired with second-hand material. Begun June 28 and finished June 29, 1888.

Bulkhead at Corlears Street, E. R.

Secretary's Order No. 8217.—The backing-log was repaired with new 3-inch spruce and second-hand 12 inches by 12 inches yellow pine, and 4 fender-piles were refastened with 50 pounds of chain. Begun September 7 and finished September 8, 1888.

Secretary's Order No. 8645.—The bulkhead across the foot of Corlears street was rebuilt from low water up, by the owner of the water grant at these premises, and in accordance with the covenants therein contained, which require the grantee to build and maintain it and to allow its use to the City. Begun January 18 and finished March 23, 1889.

Pier 55, E. R.

Secretary's Order No. 8099.—The outer 63 feet having become dangerous was fenced off from public use with second-hand material, the lessees having failed to repair it as ordered. Begun August 1 and finished August 2, 1888.

The fence above mentioned was torn down by parties unknown, and was replaced. Begun and finished August 4, 1888.

2 day and 2 night watchmen were placed on the above-mentioned premises to protect fence from being torn down or destroyed. Begun August 4 and finished September 21, 1888.

Secretary's Order No. 8743.—Driving of test-piles. 7 test-piles were driven to test the nature of the river bottom preparatory to making plans and specifications for repairs by contract. 1 yellow pine pile was used. Begun February 20 and finished February 23, 1889.

Pier 59, E. R.

Secretary's Order No. 7819.—Loose and decayed timbers on the site of the old pier were removed, rafted and conveyed to West Fifty-seventh street basin. Begun May 25 and finished May 26, 1888.

Bulkhead at Foot of Rivington Street, E. R.

Contract No. 269.—The work of removing the old crib-bulkhead at the foot of Rivington street, under Pier 60, East river, and for a distance of about 54 feet northerly of the inner end of Pier 60, East river, along the easterly line of Rivington street, and of rebuilding it from low water up, was begun on March 19, 1888, by Duncan A. Gillies, contractor, and was finished September 18, 1888.

Pier 60, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun January 25 and finished January 30, 1889.

Bulkhead along Easterly side of Rivington Street, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun January 22 and finished January 25, 1889.

Pier 61, E. R.

Secretary's Order No. 7388.—Obstructions were removed from its surface. Begun May 14 and finished May 15, 1888.

Bulkhead at East Sixteenth Street, E. R.

Secretary's Order No. 8080.—The old mooring post was replaced with new one. Begun and finished July 30, 1888.

Secretary's Order No. 8347.—A new mooring post was set and same was chocked with second-hand material. Begun October 30 and finished October 31, 1888.

Bulkhead at East Seventeenth Street Yard.

Engineer's Order.—Examination of bulkhead for repairs to same. Begun January 23 and finished January 24, 1889.

Engineer's Order.—Driving of test piles. 8 test piles were driven to ascertain the nature of the river bottom preparatory to making plans and specifications for repairs by contract; 6 were used. Begun February 1 and finished February 4, 1889.

Under Contract No. 203.—200 pile butts were rafted up at the West Thirtieth street timber basin for use at crib-bulkhead foot of East Seventeenth Street Yard. Begun and finished April 4, 1889.

Bulkhead between East Seventeenth and Eighteenth Streets, E. R.

Secretary's Order No. 8458.—The guard fence, which was torn down by parties unknown, was replaced with 1,020 feet, B. M., of 3-inch spruce plank. Begun November 14 and finished November 16, 1888.

Bulkhead at East Eighteenth Street, E. R.

Secretary's Order No. 7970.—8 second-hand fender piles were driven, braced and fastened in a cluster, 4 others were reset and the mooring posts were repaired. Begun June 23 and finished June 25, 1888.

Bulkhead Platform at East Eighteenth Street, E. R.

Secretary's Order No. 8475.—The deck was replanked with 873 feet, B. M., of 4-inch spruce, the deck sheathing was patched with 425 feet, B. M., of 3-inch spruce; 1 oak and 2 spruce fender piles were driven and fastened. Begun November 27 and finished December 15, 1888.

Bulkhead at East Twenty-second Street, E. R.

Secretary's Order No. 8642.—A dangerous hole was filled-in with stone and earth. Begun January 5 and finished January 7, 1889.

Pier at East Twenty-eighth Street, E. R.

Secretary's Order No. 7770.—Loose and protruding spikes and bolts were redriven and fender piles were refastened. Begun May 15 and finished May 16, 1888.

Secretary's Order No. 7860.—8 half round oak fenders were refastened, and the vertical sheathing and deck on outer end were repaired with second-hand material. Begun May 24 and finished May 25, 1888.

Secretary's Order No. 7998.—The deck sheathing was patched with 990 feet, B. M., 3-inch spruce. Begun and finished July 12, 1888.

Secretary's Order No. 8081.—The deck sheathing was patched with 1,768 feet, B. M., 3-inch spruce. Begun and finished July 28, 1888.

Secretary's Order No. 8260.—The deck sheathing was patched with 2,555 feet, B. M., 3-inch spruce. Begun September 15 and finished September 19, 1888.

Secretary's Order No. 8321.—The deck sheathing was patched with 1,000 feet, B. M., of 3-inch spruce. Begun and finished October 8, 1888.

Secretary's Order No. 8579.—The pavement at the entrance was taken up and relaid, and the deck sheathing was repaired with 1,045 feet, B. M., of 3-inch spruce. Begun December 15 and finished December 20, 1888.

Secretary's Order No. 8775.—The deck sheathing was patched with 660 feet, B. M., of 3-inch spruce. Begun and finished February 28, 1889.

Secretary's Order No. 8806.—Holes in the deck of the pier were repaired with second-hand plank, spring piles were refastened, and a broken fender pile on the south side was removed. Begun March 7 and finished March 8, 1889.

Secretary's Order No. 8970.—The deck sheathing was repaired with 4,114 feet, B. M., of 3-inch spruce. Begun April 20, 1889, and finished April 29, 1889.

Pier at East Thirty-eighth Street, E. R.

Secretary's Order No. 7810.—The backing was repaired with second-hand material and the fence on the south side of the pier was removed. Begun May 14 and finished May 15, 1888.

Secretary's Order No. 7837.—The south side of the pier and the bulkhead were fenced off from public use with second-hand material. Begun and finished May 15, 1888.

Secretary's Order No. 7920.—The fence near bulkhead on southerly side of pier was removed. Begun and finished June 18, 1888.

Secretary's Order No. 8127.—A new mooring post was set and the deck sheathing was repaired with second-hand material. Begun August 10 and finished August 15, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun May 7 and finished May 9, 1888.

Bulkhead at Foot of East Thirty-eighth Street, E. R.

Contract No. 281.—The crib-bulkhead at the foot of East Thirty-eighth street was rebuilt from low water up by Joseph Walsh, contractor, in connection with the construction of a new pier at the foot of said street. Begun October 29, 1888, and finished March 16, 1889.

Contract No. 281.—87 pile butts were rafted up by the force of the Department at the West Thirtieth street timber basin for use under the above contract in repairing the crib-bulkhead. Begun December 3 and finished December 5, 1888.

Bulkhead at Foot of East Forty-second Street, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun May 2 and finished May 7, 1888.

Bulkhead at Foot of East Forty-third Street, E. R.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun and finished May 1, 1888.

Bulkhead at East Forty-eighth Street, E. R.

Secretary's Order No. 8216.—The pavement was taken up and relaid. Begun September 11 and finished September 14, 1888.

Bulkhead at East Fifty-third Street, E. R.

Secretary's Order No. 7580.—6 test piles were driven to ascertain the nature of the river bottom preparatory to making plans and specifications for repairs by contract, and one broken pile was removed. Begun October 16 and finished October 23, 1888.

Contract No. 296.—The work of rebuilding the crib-bulkhead from low water up, and of extending it southerly to the south line of East Fifty-third street was begun by Richard Cronin, contractor. Begun March 6, 1889; in progress.

Contract No. 296.—50 pile butts were rafted up at the West Thirtieth street timber basin by the force of the Department for use at the crib-bulkhead at foot of East Fifty-third street, East river. Begun March 29 and finished April 1, 1889.

Bulkhead Platform between East Sixtieth and East Sixty-first Streets and Foot of East Sixty-first Street, E. R.

Secretary's Order No. 8848.—Obstructions, consisting of sand, dirt and rubbish, were removed, horizontal and deck sheathing were repaired, 6 new spruce bearing piles were driven and 7 half round oak fenders were put on, at the cost and expense of the lessees. Begun March 26 and finished April 1, 1889.

Bulkhead at East Seventy-fifth Street, E. R.

Secretary's Order No. 8022.—The obstructions on its surface were removed. Begun September 18 and finished September 25, 1888.

Secretary's Order No. 8587.—The retaining wall on the northerly side and the backing-log were repaired; 45 feet, B. M., of 3-inch spruce was used. Begun December 18 and finished December 19, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun January 15 and finished January 18, 1889.

South Pier at East Eighty-sixth Street, E. R.

Secretary's Order No. 7973.—A pile and a fender were refastened on the south side of the pier. Begun and finished June 25, 1888.

Secretary's Order No. 8524.—Loose fenders on the outer end of the pier were refastened. Begun and finished November 28, 1888.

Secretary's Order No. 8931.—Fenders on the south side of the pier were refastened. Begun and finished April 25, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun September 15 and finished September 17, 1888.

North Pier at Foot of East Eighty-sixth Street, E. R.

Secretary's Order No. 8277.—The oak fender piles and chocks on outer corner of pier were refastened. Begun and finished September 21, 1888.

Secretary's Order No. 8524.—Fender piles on the upper outer corner of the pier were refastened. Begun and finished November 28, 1888.

Secretary's Order No. 8737.—4 oak piles were pulled and reset, piles were refastened, fenders were spliced and 1 new oak pile was driven and fastened. Begun February 14 and finished February 20, 1889.

Secretary's Order No. 8931.—Chocks between fenders were refastened. Begun and finished April 25, 1889.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun September 5 and finished September 14, 1888; begun January 11 and finished January 15, 1889.

Bulkhead North of East Eighty-sixth Street, E. R.

Secretary's Order No. 8535.—6 fender piles were driven and fastened and 2 mooring piles were placed at bulkhead, opposite the Swift Beef-house. Begun December 10 and finished December 12, 1888.

HARLEM RIVER.

Bulkhead at East One Hundred and Seventh Street, H. R.

Secretary's Order No. 8471.—The rip-rap wall on the northerly side was repaired and a hole in front of the backing-log was filled in with stone and earth and graded. Begun November 21 and finished November 22, 1888.

Pier at East One Hundred and Ninth Street, H. R.

Secretary's Order No. 7741.—The deck sheathing was patched with second-hand 3-inch spruce. Begun and finished June 16, 1888.

Bulkhead at East One Hundred and Twelfth Street, H. R.

Secretary's Order No. 7314.—The obstructions on the surface of the bulkhead were removed. Begun May 10 and finished May 14, 1888.

Pier at East One Hundred and Seventeenth Street, H. R.

Secretary's Order No. 8192.—The sunken canal boat "John Pease," was raised and removed to Hoboken, N. J., by the Baxter Wrecking Co., under Treasurer's Order No. 13319. Begun October 12 and finished October 15, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, rubbish, stone and earth, were removed from its surface. Begun January 4 and finished January 8, 1889.

Pier at East One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 8647.—The obstructions along the sides of pier were removed with the assistance of the divers' force. Begun January 24 and finished January 25, 1889.

LONG ISLAND SOUND.

Leggett's Creek.

Secretary's Order No. 8834.—The public dock in Leggett's Creek is being repaired by building a bulkhead platform in front of it. Piles have been driven and caps have been put on with second-hand material. Begun April 18, 1889; in progress.

GENERAL EXPENSE.

Pier "A" N. R.

Secretary's Order No. 8925.—A temporary stand was put up on the deck of Pier "A" for use at the auction sale of leases of piers, and it was taken down after the sale. Begun April 16 and finished April 18, 1889.

Engineer's Order.—Old books and incumbrances on the pier were removed and taken to East Seventeenth Street Yard for storage, and the surface of the pier was cleaned. Begun June 20 and finished June 22, 1888.

Bulkhead between Piers, old 41 and 42, N. R.

Engineer's Order.—Inspection of work done by private parties under permit. Begun July 30 and finished August 2, 1888.

Pier, new 43, N. R.

Engineer's Order.—Examination of structure. Begun and finished December 5, 1888.

Pier at West Thirteenth Street, N. R.

Secretary's Order, No. 7965.—Repairing of Dock Master's Office. Repairs consisted of renewing one window sash and painting the interior and exterior of office by the Department's force, and the putting on of a new roof on office by S. A. Suydam, under Treasurer's Order No. 13162. Begun August 20, 1888, and finished March 12, 1889.

Timber Basin at West Fifty-seventh Street, N. R.

The boom logs to secure timber and piles were refastened with 50 pounds of chain. Begun and finished September 8, 1888.

Pile butts were placed and regulated in the old basin. Begun and finished September 11, 1888.

The boom logs to secure timber and piles were fastened. Begun and finished July 20, 1888. Yellow pine piles delivered under Treasurer's Order No. 13090 were received and inspected. Begun November 1 and finished November 10, 1888.

The rejected yellow pine piles delivered under Treasurer's Order No. 13090 were bunched. Begun and finished November 16, 1888.

The timber in the basin was regulated and secured. Begun and finished November 21, 1888.

The boom logs were refastened with 50 pounds of chain. Begun and finished December 20, 1888.

Piles were staylathed and the boom logs were refastened to secure the timber; 75 pounds of chain and 2 spruce piles for staylathing were used. Begun January 14 and finished January 16, 1889.

The yellow pine timber and other materials in the basin were watched and cared for. Begun February 1, 1889; in progress.

Resolution of Board October 5, 1888.—Yellow pine was unloaded from scow for the construction of 2 new scows. Begun December 8 and finished December 10, 1888.

Pier 12 (dump), E. R.

Engineer's Order.—Noted the dumping of 101 cart-loads of stone and 947 cart-loads of earth. Begun October 3 and finished October 10, 1888.

Pier, old 35, E. R.

Secretary's Order No. 8488.—Inspection of work done by private parties. Begun January 1 and finished January 25, 1889.

Bulkhead Foot of Corlears Street, E. R.

Engineer's Order.—Examination of bulkhead. Begun December 19 and finished December 20, 1888.

Secretary's Order No. 8645.—Inspection of work done by private parties. Begun January 18 and finished March 6, 1889.

Bulkhead along Easterly Side of Corlears Street, E. R.

Secretary's Order No. 8538.—Inspection of work done by private parties. Begun December 29, 1888, and finished March 6, 1889.

At Foot of Broome Street, E. R.

Engineer's Order.—Inspection of work done by private parties. Begun July 26 and finished July 30, 1888.

At East Seventeenth Street Yard, E. R.

Oak piles, delivered under Treasurer's Order No. 13396, were received and inspected. Begun and finished November 14, 1888.

Bulkhead between East Sixty-first and East Sixty-second Streets, E. R.

Secretary's Order No. 8057.—An examination of the river bottom in front of bulkhead was made by the divers. Begun July 18 and finished July 20, 1888.

At Foot of East Seventy-third Street, E. R.

Engineer's Order.—Inspection of work done by private parties under permit. Begun July 21 and finished July 25, 1888.

At Foot of East Eightieth Street, E. R.

Engineer's Order.—Inspection of work done by private parties under permit. Begun July 13 and finished July 20, 1888.

NUMBERING PIERS.

Secretary's Order No. 7773.—The work of restoring the numbers and designation of the piers on the North, East and Harlem rivers was begun May 24, 1888, and was suspended, on account of bad weather, on January 7, 1889.

SANITARY CONDITION OF WATER-FRONT.

Secretary's Order No. 8372.—Examination of the water-front was made, in conjunction with a sanitary expert of the Health Department, on the North, East and Harlem rivers. Begun November 16, 1888; suspended, on account of the weather, on December 14, 1888; resumed April 25, 1889; in progress.

WORK DONE, OTHER THAN DREDGING, FOR THE DEPARTMENT OF STREET CLEANING.

NORTH RIVER.

Dumping-board at Canal Street, N. R.

Secretary's Order No. 7822.—New rangers were placed on the overhang of dump; new caps were put on, 6 oak fender piles were pulled and redriven, the understructure was blocked up and the bulkhead was built up. Also, the deck sheathing was repaired; 528 feet, B. M., of 12 inches by 12 inches, 108 feet, B. M., of 5-inch and 323 feet, B. M., of 4-inch yellow pine, 998 feet, B. M., of 3 inch spruce and 4 oak piles (219 linear feet) were used. Begun May 16 and finished May 23, 1888.

Pier at West Twelfth Street, N. R.

The southerly side of new pier at the foot of West Twelfth street, built by the Department under Contract No. 279, was assigned to the use of the Department of Street Cleaning by resolution of the Board of January 9, 1889.

Dumping-board on Pier at West Twelfth Street, N. R.

Secretary's Order No. 8504.—Plans and form of contract and specifications for building a new dumping-board on the south side of the pier at West Twelfth street, North river were made by the force of the Department for the use of the Department of Street Cleaning, and were transmitted to that Department by whom the new dumping-board was built in accordance therewith. Begun March 16 and finished April 3, 1889.

Dumping-board, South Side of Pier at West Forty-sixth Street, N. R.

Secretary's Order No. 7829.—The dumping-board was lengthened and 3 spruce fender piles were driven, rangers, braces and caps were put on and new sheathing was laid; 1,728 feet, B. M., of second hand material, 384 feet, B. M., of 8 inches by 8 inches, 990 feet, B. M., of 4 inches by 10 inches, yellow pine, and 493 feet, B. M., of 3-inch spruce were used. Begun May 18 and finished May 21, 1888.

New Pier at West Forty-seventh Street, N. R.

The outer end of the southerly side of the new pier built by the force of the Department, under unanimous resolution of the Board, April 9, 1888, was assigned to the use of the Department of Street Cleaning, by resolution of the Board of October 25, 1888.

Dumping-board South Side of Pier at West Forty-seventh Street, N. R.

Contract No. 286.—A new dumping-board, to take the place of the old one removed, was built on the outer end of the south side of the Pier at the foot of West Forty-seventh street, North river, by Richard Cronin, contractor. The work was begun January 5, and was finished February 21, 1889.

EAST RIVER.

Pier 60, E. R.

Secretary's Order No. 8816.—A temporary dumping-board was built on the south side of pier with second-hand material, and with 4,224 feet, B. M., of 4-inch and 1,008 feet, B. M., of 3-inch spruce. Begun March 12 and finished March 27, 1889.

Pier 61, E. R.

Engineer's Order.—The old dumping-board on the south side of Pier 61, East river, was removed by the force of the Department to make way for building a new pier. The Department of Street Cleaning removed the deck plank from the dump. Begun March 28 and finished April 6, 1889.

Pier at East Third Street, E. R.

Secretary's Order No. 8335.—The damage done to the backing-log and outer end of pier by the steam tug "Municipal" of the Department of Street Cleaning was repaired with 147 feet, B. M., of 4-inch yellow pine. Begun December 22 and finished December 24, 1888.

Dumping-board at East Twenty-second Street, E. R.

Secretary's Order No. 8269.—8 new and 6 second-hand bearing piles were driven and fastened and the rangers and side-caps were renewed, where necessary, with second-hand material. Begun October 13 and finished October 25, 1888.

Dumping Pier at East Forty-sixth Street, E. R.

Contract No. 271.—The new high level dumping pier for use in part by the Department of Street Cleaning was finished August 7, 1888, and by resolution of the Board of August 9, 1888, the southerly side thereof was assigned to the Department of Street Cleaning, who began to use it on or about August 15, 1888.

Dumping-board at East Forty-eighth Street, E. R.

Secretary's Order No. 8116.—The temporary dump located thereat was removed. Begun August 15 and finished August 20, 1888.

Dumping-board at East Seventieth Street, E. R.

Secretary's Order No. 8077.—3 test piles were driven to ascertain the nature of the river bottom preparatory to making plans and specifications for a new dumping-board foundation thereat.

Contract No. 289.—A foundation on piles for a dumping-board at the foot of East Seventieth street, was built by Richard Cronin, contractor. Begun January 8 and finished March 19, 1889.

Resolution of the Board of July 28, 1886.—By the term of this resolution these premises were assigned to the use of the Department of Street Cleaning.

HARLEM RIVER.

Pier at East One Hundred and Ninth Street, H. R.

Secretary's Order No. 8116.—A temporary dump was erected on the outer end of pier with second-hand material and 5 new piles were driven. Begun August 21 and finished September 8, 1888.

Bulkhead at Foot of Lincoln Avenue, H. R.

Contract No. 291.—The work of building a crib-bulkhead with appurtenances across the foot of Lincoln avenue, for the use of the Department of Street Cleaning, was begun January 29, 1889, by John W. Flaherty, contractor, and is now in progress.

WORK DONE, OTHER THAN DREDGING, FOR THE DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

EAST RIVER.

Pier at East Twenty-sixth Street, E. R.

Secretary's Order No. 8531.—21 old oak piles were reset, fastened and chocked; 10 new oak spring piles were driven and fastened, and 2 old ones were pulled and redriven and fastened; mooring posts were chocked with second-hand material; backing-log was repaired and deck sheathing was patched; 2,961 feet, B. M., of 3-inch spruce, 240 feet, B. M., of 12 inches by 12 inches, and 176 feet, B. M., of 8 inches by 8 inches yellow pine, and 50 pounds of chain were used. Begun December 7 and finished December 20, 1888.

Secretary's Order No. 8337.—The pavement at entrance of pier was taken up and relaid, and the deck sheathing was patched with 1,530 feet, B. M., of 3-inch spruce. Begun October 9 and finished October 13, 1888.

Secretary's Order No. 8940.—Fender and spring piles were refastened; new mooring posts were replaced; chocks were made, put on and fastened, and deck sheathing was patched with 1,970 feet, B. M., yellow pine and 2,273 feet, B. M., of 3-inch spruce. Begun April 19, 1889; in progress.

HARLEM RIVER.

Foot of One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 8198.—Landing facilities for a steam launch were made, consisting of a platform 10 feet by 10 feet on piles; a float 12 feet by 30 feet; a gangway on wheels leading from platform to float, about 20 feet long; also the necessary fender piles. Begun September 19 and finished September 27, 1888.

Bulkhead Platform Foot of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 8330.—3 new bearing piles and 2 new fender piles were driven and fastened. Begun October 30 and finished November 5, 1888.

Bulkhead at and North of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 8367.—1 bearing and 14 oak spring piles were driven and braced. Begun October 25 and finished November 2, 1888.

Bulkhead between One Hundred and Twentieth and One Hundred and Twenty-first Streets, H. R.

Secretary's Order No. 8401.—A landing place for steam launch was made by cutting the backing-log and erecting a stairway and placing fender piles at end of same. Begun October 30 and finished November 9, 1888.

Bulkhead Platform North of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 8395.—New rangers were placed and new deck was laid on north side of platform with 5,000 feet, B. M., of 4-inch and 1,287 feet, B. M., of 3-inch spruce, and at foot of One Hundred and Twentieth street, in the vicinity of the gangway, 3 oak fender piles were driven, fastened and chocked. Begun October 30 and finished November 8, 1888.

Blackwell's Island, E. R.

MATERNITY HOSPITAL PIER.

Secretary's Order No. 7637.—Repairs were made to pier and deck, spring piles were refastened, 2 oak piles were driven, chocks were put on and fastened; second-hand material was used, also 408 feet, B. M., of 12 inches by 12 inches and 83 feet, B. M., of 5-inch yellow pine. Begun May 2 and finished May 4, 1888.

CHARITY HOSPITAL PIER.

Secretary's Order No. 7776.—Old piles were pulled, backing-log was repaired, 16 oak piles were pulled, reset and fastened; 4 oak spring piles were driven, braces and chocks were put on and the vertical and deck sheathing were repaired; 1,788 feet, B. M., of 12 inches by 12 inches yellow pine, 1,613 feet, B. M., of 4-inch and 630 feet, B. M., of 3-inch spruce and 75 pounds of chain were used. Begun May 4 and finished May 12, 1888.

Engineer's Order.—17 test piles were driven to ascertain the nature of the river bottom preparatory to making plans for repairs. Begun November 23 and finished November 27, 1888.

Secretary's Order No. 8503.—39 second-hand piles were closely driven at the centre and south end of pier, and 5 new oak fender piles were driven and fastened. Begun November 28 and finished December 6, 1888.

Secretary's Order No. 8547.—5 clusters of second-hand piles (3 in each cluster) were driven near the pier and were fastened and braced with 605 feet, B. M., of 3-inch spruce and 100 pounds of chain. Begun December 7 and finished December 8, 1888.

Storehouse Pier.

Secretary's Order No. 8503.—4 mooring posts were set in the rear of sea-wall adjoining the pier, 2 on the north side and 2 on the south side of the pier. Begun December 1 and finished December 3, 1888.

Ward's Island, H. R.

Secretary's Order No. 8309.—A platform was built for a landing for steam launch at the upper end of the westerly side of the island; 21 piles were driven, rangers were placed thereon and deck laid with second-hand material, and 3,769 feet, B. M., of new 3-inch spruce. Begun November 10 and finished November 21, 1888.

Randall's Island, H. R.

Secretary's Order No. 8210.—The coal dock was repaired by patching the sheathing on same with 4,023 feet, B. M., of 3-inch spruce. Begun September 28 and finished October 3, 1888.

Secretary's Order No. 8309.—A platform landing for steam launch was built at the south side of the pier with 1,579 feet, B. M., of 3-inch spruce. Begun October 4 and finished October 15, 1888.

Secretary's Order No. 8360.—The pier was repaired by resetting and rechocking 3 new white oak fender piles, driving and fastening 6 new spruce piles, renewing the mooring posts, cleats and a portion of the backing-log and the sheathing on deck; second-hand material and 199 feet, B. M., of yellow pine and 5,940 feet, B. M., of 3-inch spruce were used. Begun October 16 and finished October 25, 1888.

Secretary's Order No. 8354.—6 close fender piles were driven and fastened at upper corner of bulkhead at pier. Begun and finished October 22, 1888.

WORK DONE, OTHER THAN DREDGING, FOR THE DEPARTMENT OF PUBLIC WORKS.

Pier at East Twenty-fourth Street, E. R.

Secretary's Order No. 8658.—9 spruce bearing-piles were driven and fastened, piles were pulled under the side caps and fastened, fenders and split piles were refastened and 9 half round oak fenders were put on and fastened. Begun January 14 and finished January 17, 1889.

Secretary's Order No. 8875.—Rangers were repaired and interior rangers were put in; second-hand material was used. Begun April 8 and finished April 9, 1889.

PUBLIC BATHS.

NORTH RIVER.

Pier, new 21, N. R.

Secretary's Order No. 7875.—The gangway was opened on south side for access to the Public Bath. Begun and finished June 19, 1888.

Secretary's Order No. 8015.—The platform at bulkhead leading to the Public Bath was patched with 1,512 feet, B. M., of 3-inch spruce. Begun July 7 and finished July 10, 1888.

Pier at Horatio Street, N. R.

Secretary's Order No. 7875.—The gangway was opened for access to the Public Bath. Begun and finished June 13, 1888.

Secretary's Order No. 8368.—The gangway was closed with second-hand material and 425 feet, B. M., of 4-inch spruce. Begun October 24 and finished October 25, 1888.

Pier, new 57, N. R.

Secretary's Order No. 7875.—The gangway was opened on north side for access to the Public Bath. Begun and finished June 14, 1888.

Pier at West Forty-sixth Street, N. R.

Secretary's Order No. 7875.—The gangway was opened on south side for access to Public Bath. Begun June 12 and finished June 13, 1888.

Secretary's Order No. 8368.—The gangway was closed. Begun and finished October 23, 1888.

EAST RIVER.

Bulkhead Foot of Corlears Street, E. R.

Secretary's Order No. 7875.—The gangway was opened for access to the Public Bath with 192 feet, B. M., of yellow pine and 420 feet, B. M., of 4-inch spruce and 1 mooring-post was set. Begun June 8 and finished June 9, 1888.

Pier 62, E. R.

Secretary's Order No. 7875.—The gangway was opened for access to the Public Bath. Begun June 8, and finished June 11, 1888.

Secretary's Order No. 8368.—The gangway to the Public Bath was closed with second-hand material and 375 feet, B. M., of 4-inch spruce. Begun October 25 and finished October 26, 1888.

Pier at East Nineteenth Street, E. R.

Secretary's Order No. 7875.—The gangway was opened for access to the Public Bath. Begun June 13 and finished June 14, 1888.

Pier at East Fifty-first Street, E. R.

Secretary's Order No. 7875.—The gangway was opened and an approach was built for access to the Public Bath; 2 mooring posts were set and a cluster of piles were driven and fastened with 40 pounds of chain. Begun July 12 and finished July 13, 1888.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 7875.—The gangway was opened on upper side for access to the Public Bath, with 100 feet of 8 inches by 8 inches yellow pine. Begun June 13 and finished June 14, 1888.

HARLEM RIVER.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 7875.—The gangway was opened and an approach made for access to the Public Bath, with 96 feet, B. M., of 8 inches by 8 inches, yellow pine. Begun June 15 and finished June 16, 1888.

Bulkhead Foot of One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 7875.—The gangway was opened for access to the Public Bath. Begun June 16 and finished June 18, 1888.

WORK DONE, OTHER THAN DREDGING, FOR THE HEALTH DEPARTMENT.

Bulkhead North of East Sixteenth Street, E. R.

Secretary's Order No. 8586.—The backing-log and gangway were renewed with second-hand material, and 2 oak fender piles were driven, fastened and chocked. Begun December 15 and finished December 21, 1888.

Pier at North Brother Island, E. R.

Secretary's Order No. 8534.—The deck sheathing was repaired with 7,040 feet, B. M., of new 3-inch spruce, 14 half round oak fenders were put on, and 4 oak spring piles were driven and fastened. Begun December 20 and finished December 28, 1888.

WORK DONE, INCLUDING DREDGING, FOR ALLEGED OWNERS, LESSEES AND OTHERS, 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, old 35, N. R.

Secretary's Order No. 8948.—4 spring piles were driven and fastened along the southerly side of the pier for and at the expense of the Saugerties and New York Steamboat Co. Begun and finished April 17, 1889.

Slip between Piers, old 35 and new 24, N. R.

Secretary's Order No. 8443.—Old timber adrift from Union Dredging Company's dredging operations was collected and rafted by the force of the Department and the cost thereof was charged to said company. Begun October 2 and finished November 12, 1888.

Pier, new 24, N. R.

Secretary's Order No. 7997.—Two gangways were made on the north side of the pier and one on the south side by the force of the Department, for and on account of Homer Ramsdell Transportation Co. Begun July 2 and finished July 14, 1888.

Drain-pipes near Foot of Franklin Street, N. R.

Secretary's Order No. 8107.—Drain-pipes were connected by the force of the Department from Nos. 219, 220 and 221 West street with the sewer-box at foot of Franklin street by a wooden box along the face of the old crib-bulkhead, for W. L. Skidmore, at his request. Begun August 3 and finished August 11, 1888.

Pavement near Pier, new 37, N. R.

Secretary's Order No. 7948.—The pavement in front of the bulkhead shed at these premises was raised and relaid by the force of the Department for the lessees of the shed. Begun June 27 and finished July 11, 1888.

Bulkhead between Piers, new 45 and new 46, N. R.

Secretary's Order No. 8660.—The backing-log on the southerly half of the bulkhead was repaired for and at the expense of lessee, the Oceanic Steam Navigation Co. (White Star Line). Begun January 12 and finished January 14, 1889.

Bulkhead South of West Thirty-ninth Street, N. R.

Secretary's Order No. 7704.—2,702 cubic yards of material were excavated, removed and disposed of from the bulkhead south of West Thirty-ninth street, North river, for Bechstein & Co. and C. Vorbach. Begun May 16 and finished May 18, 1888.

Pier at Foot of West Forty-sixth Street, N. R.

Contract No. 283.—The outer end of the pier alleged to have been damaged on March 12, 1888, by the ferryboat "Oswego" of the West Shore Railroad Company, was repaired by Richard Cronin, contractor. Begun October 16 and finished November 27, 1888.

FLOATING PROPERTY.

Pile Driver No. 7.

Secretary's Order No. 7868.—The house of pile-driver No. 7, damaged by the tug "Rattler" on May 29, 1888, was repaired by the force of the Department.

Pile Driver No. 1.

Secretary's Order No. 8171.—The damage done to pile-driver No. 1 by the schooner "Wm. Roe" on August 28, 1888, was repaired by the force of the Department.

EAST RIVER.

Pier 2, E. R.

Contract No. 287.—The work of repairing the westerly half of Pier 2, East river, made necessary by the cutting away of the easterly half of said pier and the establishment of ferry premises thereat, by the New York and South Brooklyn Ferry Co., was begun by O'Connell & Coffey, contractors, January 24, 1889, and is now in progress.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 8815.—306 cubic yards of material were excavated, removed and disposed of from the bulkhead between Piers 47 and 48, East river, for F. C. Bohmer, C. A. Decker, J. P. Joralemon, Smith Ely and the estate of D. Borrows. Begun and finished March 21, 1889.

Pier at East Third Street, E. R.

Secretary's Order No. 8335.—The damage done to the pier by the tug-boat "Municipal" on September 25, 1888, was repaired by the force of the Department. Begun December 22 and finished December 24, 1888.

Bulkhead Platform between East Sixtieth and East Sixty-first Streets, and Pier at Foot of East Sixty-second Street, E. R.

Secretary's Order No. 8848.—The above premises were repaired by the force of the Department at the cost and expense of Messrs. Cavanagh & Collins, lessees. Begun March 26 and finished April 1, 1889.

FLOATING PROPERTY.

The floating property of the Department consists of the following:

100-ton derrick, "City of New York."

10-ton derrick.

Tug "Manhattan."

10 pile drivers, Nos. 1, 2, 3, 5, 6, 7, 8, 9, 10 and 11.

11 deck scows, "B," "C," "D," "E," "F," "H," "I," "K," "L," "Jim" and "Willie."
 Boring machine "Woodcock."
 Divers' scows, "A" and "G."
 Small divers' scow.
 Naphtha engine launch.
 9 yawls, 3 skiffs, 2 bateaux and 4 sounding boats.
 2 sets land ways—One 30 feet high and one 45 feet high.

The 100-ton Derrick, "City of New York."

May 7, 1888.—Placed the old ways of pile-driver No. 9 on deck of pile-driver No. 1 at West Fifty-seventh Street Yard.
 May 8 and 9, 1888.—Loaded 9 concrete base blocks on scows "D," "H" and "I" (3 each) at West Fifty-seventh Street Yard, for Franklin and North Moore Street Sections, and towed to Franklin street, set the 9 blocks in the bulkhead-wall, and on May 17 towed back to West Fifty-seventh Street Yard.
 June 26, 1888.—Placed the new hull of pile-driver No. 9 in the water at West Fifty-seventh Street Yard.
 June 29, 1888.—Removed the 60 feet ways from pile-driver No. 3 and placed them on deck of new pile-driver No. 9.
 July 2 and 3, 1888.—Loaded 6 concrete base blocks on scows "C" and "E" (3 each) at West Fifty-seventh Street Yard for West Fifty-second Street Section, south end, and on July 5 towed to West Fifty-second Street Station, south end, and set the 6 blocks in the bulkhead-wall, and on July 7 towed back to West Fifty-seventh Street Yard.
 July 9, 1888.—Loaded 4 concrete base blocks on scows "C" and "E" (2 each) at West Fifty-seventh Street Yard for West Thirty-second Street Section, and on July 10 towed to West Thirty-second street, set the 4 blocks in the bulkhead-wall and towed back to West Fifty-seventh Street Yard on July 13.
 July 20, 1888.—Loaded 5 concrete base blocks on scows "B" (2) and "C" (3) at West Fifty-seventh Street Yard for West Fifty-second Street Section, south end, and on July 23 towed to West Fifty-second street and set the 5 blocks in the bulkhead-wall, and on July 24 towed to East Seventeenth Street Yard and loaded granite on scow for West Fifty-second Street Section.
 August 24, 1888.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard.
 August 6 and 7, 1888.—Loaded 6 concrete base blocks on scows "D" and "I" (3 each) at West Fifty-seventh Street Yard for North Moore Street Section.
 August 7, 1888.—Placed new 50 feet vertical ways on deck of pile-driver No. 3.
 August 8, 1888.—Towed from West Fifty-seventh Street Yard to North Moore Street Section and set the 6 concrete base blocks in the bulkhead-wall, and while at North Moore street removed the new 45 feet land ways from deck of scow "Jim" and set them up for driving piles.
 August 11, 1888.—Towed from North Moore street to West Thirty-second Street Section and set granite in the bulkhead-wall, and on August 29 towed back to West Fifty-seventh Street Yard.
 August 30, 1888.—Loaded 4 concrete base blocks on scows "E" and "I" (2 each) at West Fifty-seventh Street Yard for West Thirty-second Street Section, and on August 31 towed to West Thirty-second Street Section and set the four blocks in the bulkhead-wall.
 September 13, 1888.—Towed from West Thirty-second street (having been laid up there since September 5, 1888) to West Fifty-seventh Street Yard.
 September 18, 1888.—Loaded 2 concrete base blocks on scow "C" at West Fifty-seventh Street Yard for West Thirty-second Street Section, then towed to North Moore street and placed the 45 feet land ways on deck of scow "B," then towed to West Thirty-second Street Section and set the 2 concrete base blocks in the bulkhead-wall.
 September 21, 1888.—Towed from West Thirty-second street to East Seventeenth Street Yard and removed the 45 feet land ways from scow "B" and placed them on bulkhead for storage.
 September 22, 1888.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard.
 September 24, 1888.—Loaded 6 concrete base blocks on scows "B" and "C" (3 each) at West Fifty-seventh Street Yard for West Fifty-second Street Section, and on September 25 towed to West Fifty-second Street Section and set the 6 blocks in the bulkhead-wall, south end, and on September 26 towed back to West Fifty-seventh Street Yard.
 October 10, 1888.—Loaded 6 concrete base blocks on scows "E" and "H" at West Fifty-seventh Street Yard for West Fifty-second Street Section, and on October 11 towed to West Fifty-second Street Section and set the 6 blocks in the bulkhead-wall, south end, and handled granite, and on October 25 towed back to West Fifty-seventh Street Yard.
 October 26, 1888.—Lifted out of the water deck scow "E" (displacement from 83 to 86 tons) and placed it on the platform at West Fifty-seventh Street Yard for repairs. Also placed new divers' scow "A" in the water at West Fifty-seventh Street Yard from deck of scow "Willie."
 October 27 and 29, 1888.—Loaded 5 concrete base blocks on scows "C" (2) and "K" (3) at West Fifty-seventh Street Yard for North Moore Street Section, and on October 30 towed to North Moore street and set the 5 blocks in the bulkhead-wall. November 1, 1888, towed back to West Fifty-seventh Street Yard.
 November 3, 1888.—Loaded 3 concrete base blocks on scow "K" at West Fifty-seventh Street Yard for North Moore Street Section, towed to North Moore Street and set the 3 blocks in the bulkhead-wall.
 November 8, 1888.—Towed from North Moore street to West Fifty-second Street Section and set granite, etc., in the bulkhead-wall, south end.
 November 20, 1888.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Yard.
 December 3 and 4, 1889.—Loaded 5 concrete base-blocks on scows "C" (2) and "I" (3) at West Fifty-seventh Street Yard for West Thirty-second Street Section, and on December 5 towed to West Thirty-second street and set the 5 blocks in the bulkhead-wall, and on December 15 towed back to West Fifty-seventh Street Yard.
 December 17, 1888.—Loaded 3 concrete base blocks on scow "D" at West Fifty-seventh Street Yard for West Thirty-second Street Section, and on December 21 towed to West Thirty-second street and set the 3 blocks in the bulkhead-wall; December 24 towed back to West Fifty-seventh Street Yard.
 December 26 and 27, 1888.—Loaded 9 concrete base-blocks on scows "D," "H" and "I" (3 each) at West Fifty-seventh Street Yard for West Fifty-second Street Section, towed to West Fifty-second street and set the 9 blocks in the bulkhead-wall, south end, and on December 31 towed back to West Fifty-seventh Street Yard, loaded 3 more concrete base-blocks on scow "D" and towed back to West Fifty-second Street Section and set 3 blocks in the bulkhead-wall, south end.
 January 15, 1889.—Towed from West Fifty-second street to West Fifty-seventh Street Yard.
 January 16, 1889.—Loaded 3 concrete base blocks on scow "E" for West Fifty-second Street Section and towed to West Fifty-second Street Section and set the 3 blocks in the bulkhead wall south end, and on January 22 towed back to West Fifty-seventh Street Yard.
 January 25, 1889.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard to handle granite, concrete blocks, etc.
 February 25, 1889.—Towed from East Seventeenth Street Yard to West Thirty-fourth street, North river; February 27 towed to West Fifty-seventh Street Yard.
 March 6, 1889.—Towed from West Fifty-seventh Street Yard to West Thirty-second Street Section and unloaded from scow "K" and placed on bulkhead-wall concrete blocks brought from East Seventeenth Street Yard.
 March 12, 1889.—Hauled from West Thirty-second street to West Thirty-fourth street; March 13 towed from West Thirty-fourth street to West Fifty-seventh Street Yard.
 March 14, 1889.—Loaded 6 concrete base blocks on scows "E" and "K" at West Fifty-seventh Street Yard for West Fifty-second Street Section, and on March 15 towed to West Fifty-second Street Section and set the 6 blocks in the bulkhead-wall, south end, and on March 19 towed back to West Fifty-seventh Street Yard.
 March 29 and April 1, 1889.—Loaded 6 concrete base blocks on scows "K" and "I" at West Fifty-seventh Street Yard for West Fifty-second Street Section, and on April 2, 1889, commenced and set the 6 blocks in the bulkhead-wall, shifted concrete base blocks on platform at West Fifty-seventh Street Yard for West Fifty-second Street Section.
 April 4 and 5, 1889.—Loaded 5 concrete base blocks on scows "I" and "K" at West Fifty-seventh Street Yard for West Fifty-second Street Section, towed to West Fifty-second Street Section and set the 5 concrete base blocks in the bulkhead-wall, south end.
 April 11, 1889.—Towed back to West Fifty-seventh Street Yard.
 April 12, 1889.—Loaded 5 concrete base blocks on scows "I" and "K" at West Fifty-seventh Street Yard for West Fifty-second Street Section, and on April 15, towed to West Fifty-second Street Section, and set the 5 blocks in the bulkhead-wall, south end.
 April 22, 1889.—Towed from West Fifty-first street to East Twenty-fourth street and pulled 3 test piles, thence to East Ninety-fifth street and pulled 2 test piles, making 5 test piles in all removed, thence to East Seventeenth Street Yard and laid up.
 April 26, 1889.—Towed from East Seventeenth Street Yard to Pier "A," North river, and on account of tide could not go further; on April 27 towed to West Thirty-eighth street and laid up.
 The force of the Department cut out old and put in new back leg; shingling and repairing house; put in new braces; repaired circle, sheave, house top, sides, deck, brackets, capstan gear, keys in tower, machinery, boiler, etc.; put in lights of glass; overhauled and painted wire rope around tower; painted new work, yawl boat, etc.; made rope fenders and ladder; fitted up the repaired smoke-stack; laid new canvas on tower and roof; cleaned boiler, engines and machinery; caulked deck, circle, top sides, etc.; put canvas coats on steam pipes; scraped boom; oiled fall and head ropes, and did the general work on board the derrick.

November 10, 1888.—The Police Department inspected boiler.
 June 30, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13046, repaired smoke-stack.
 September 7, 1888.—Alexander Pollock, under Treasurer's Order No. 13233, furnished 92 yards cotton canvas and 24½ pounds sheet lead.

The 10-ton Derrick.

May 16, 1888.—Towed from West Fifty-seventh Street Yard to North Moore Street Section, and set concrete and granite in the bulkhead-wall.
 June 8, 1888.—Towed from North Moore street to West Fifty-second Street Section.
 June 12, 1888.—Towed from West Fifty-second Street Section to North Moore Street Section.
 July 27, 1888.—Towed from Franklin Street Section to West Fifty-second Street Section.
 August 17, 1888.—Towed from West Fifty-second Street Section to North Moore Street Section.
 September 1, 1888.—Towed from North Moore Street Section to West Fifty-seventh Street Yard, and laid up.
 September 8, 1888.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard and handled granite.
 September 10, 1888.—Towed from East Seventeenth Street Yard to West Thirty-second Street Section.
 October 9, 1888.—Towed from West Thirty-second Street Section to West Fifty-seventh Street Yard.
 October 10, 1888.—Towed from West Fifty-seventh Street Yard to West Fifty-second Street Section.
 October 11, 1888.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Yard and laid up.
 October 15, 1888.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard.
 October 17, 1888.—Towed from East Seventeenth Street Yard to North Moore Street Section.
 October 30, 1888.—Towed from North Moore Street Section to East Seventeenth Street Yard.
 November 1, 1888.—Towed from East Seventeenth Street Yard to North Moore Street Section.
 November 13, 1888.—Towed from North Moore Street Section to East Seventeenth Street Yard.
 November 19, 1888.—Towed from East Seventeenth Street Yard to West Fifty-second Street Section.
 December 8, 1888.—Towed from West Fifty-second Street Section to West Fifty-seventh Street Yard.
 December 10, 1888.—Pumped out old deck scow "Willie" at West Fifty-seventh Street Yard, then laid up.
 December 17, 1888.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard.
 December 18, 1888.—Towed from East Seventeenth Street Yard to North Moore Street Section.
 December 28, 1888.—Towed from North Moore Street Section to East Seventeenth Street Yard.
 January 2, 1889.—Towed from East Seventeenth Street Yard to North Moore Street Section.
 January 14, 1889.—Towed from North Moore Street Section to East Seventeenth Street Yard, took on board a few pieces of granite and towed back to North Moore Street Section.
 March 12, 1889.—Towed from North Moore Street Section to West Fifty-second Street Section.
 April 10, 1889.—Towed from West Fifty-second Street Section to West Thirty-second Street Section.
 April 15, 1889.—Towed from West Thirty-second Street Section to East Seventeenth Street Yard.
 April 18, 1889.—Towed from East Seventeenth Street Yard to North Moore Street Section.
 April 25, 1889.—Towed from North Moore Street Section to West Fifty-seventh Street Yard, and laid up.
 June 16, 1888.—The Police Department inspected boiler.
 The force of the Department overhauled rigging, painted block, oiled boom, recaulked deck, cleaned boiler, repaired and cleaned machinery and fitted up new smoke stack.
 October 1, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13234, finished one new smoke-stack.
 August 24, 1888.—William B. Ferguson & Son, under Treasurer's Order No. 13181, furnished 2 blocks.
 December 24, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13508, furnished 1 galvanized reducer.
 January 19, 1888.—Alexander Pollock, under Treasurer's Order No. 13569, furnished 1 ½-inch sling chain.

Tug "Manhattan."

Laid up to clean boiler, repair machinery, put in new grate-bars, etc., on May 5, July 14, August 18, September 15, December 20, 1888, February 7 and March 22, 1889.
 May 7, 1888.—The United States Local Inspectors inspected hull, boilers, etc., and refused to grant a license until a record of the donkey boiler was obtained, new braces put in main boiler and 4 new life-preservers placed on board. A sample of iron, 5½ inches by 2 inches, was cut out of the donkey boiler and was delivered to the United States Local Inspectors for testing tensile strain.
 May 14, 1888.—Resumed running, as the United States Local Inspectors had granted license.
 June 8, 1888.—Laid up for the purpose of having the propeller-wheel refastened; waited until June 11, at 10 A. M., then hauled on ways foot of Twenty-sixth street, South Brooklyn, and the Pioneer Iron Works, under Treasurer's Order No. 13051, refastened propeller-wheel, finished on June 12 and resumed running. Pioneer Iron Works, under Treasurer's Order No. 12963, put new braces in main boiler and cut hand-hole in donkey boiler.
 May 9, 1888.—Robert M. Gilmour, under Treasurer's Order No. 12962, furnished 4 cork life-preservers.
 October 22 to 25, 1888, inclusive.—Laid up for repairs at Tebo's dry dock, Twenty-third street, South Brooklyn, and William M. Tebo, under Treasurer's Orders No. 13357, removed the old copper from hull, recaulked seams under copper and put on hull all new copper.
 October 30, 1888.—The hired tugs of Victor Vierow, under Treasurer's Order No. 13356, assisted the "Manhattan" in towing the derrick "City of New York" from West Fifty-Seventh Street Yard to North Moore Street Section.
 The force of the Department cut out old and put in new oak bits on deck rear of house, finished same on May 23, 1888; laid and painted new canvas on upper deck; cut up old propeller-wheel and placed same in hold aft for ballast; made and painted new oak and hickory fenders for sides; made, painted and fitted up 4 new flagstaves on upper deck; repaired steering gear, rail on upper deck, house, ice-breaker, rope bow-fender, engines, machinery, floor in engine-room, etc.; painted decks, hull, house, life-boats and engine-room; put paraffine varnish on smoke-stack; put new grate-bars in boiler; covered steam-pipes with hair felt; regilded sign-board with name "Manhattan"; fitted up davits on upper deck for use of life-boats; put saddle under boiler; recaulked deck, sides, etc.; made small gang-plank.
 The old copper removed from the hull of the "Manhattan," 1,564½ pounds in all, was left at East Seventeenth Street Yard. The hired tugs of Victor Vierow, under Treasurer's Orders Nos. 12959, 13052 and 13356, did all the towing required by the Department while the "Manhattan" was laid up, as follows: May 8 to 12, 1888, June 8 to 14, 1888, and October 22 to 30, 1888.
 April 22, 1889, the hired tug "Reba" (of Vierow's Towing Line), under Treasurer's Order No. 13714, assisted the "Manhattan" in towing the 100-ton derrick from East Twenty-fourth street to East Ninety-fifth street.
 August 11, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13153, furnished 81 grate bars, 4,010 pounds.
 August 24, 1888.—Alexander Pollock, under Treasurer's Order No. 13165, furnished 4 wrought-iron socket boat hooks, 1 pair cutting pliers and 6 pounds copper wire, and, under Treasurer's Order No. 13166, furnished 1 cask sal soda.
 September 7, 1888.—Alexander Pollock, under Treasurer's Order No. 13233, furnished 2 pieces hair felt, 132 square feet; and August 22, 1888, under Treasurer's Order No. 13152, furnished 5 pounds Garlock's packing.
 September 27, 1888.—McLoughlin & Loyd, under Treasurer's Order No. 13286, furnished 8 7/8-inch wrought-iron turnbuckles, 82½ pounds.
 November 1, 1888.—Samuel A. Suydam, under Treasurer's Order No. 13283, furnished 8 feet 6 inches galvanized iron pipe, with cap, and 2 lengths stove-pipe for galley stove.
 September 14, 1888.—H. A. Rogers, under Treasurer's Order No. 13252, furnished 30 feet 3/8-inch B. B. wrought-iron chain, and two 7-inch cast-iron sheaves with patent rollers.
 January 22, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13562, furnished labor and material to lengthen and strengthen davits for life boats.
 December 22, 1888.—James S. Barron, under Treasurer's Order No. 13496, furnished a lot of cooking and table utensils.
 February 11, 1889.—Alexander Pollock, under Treasurer's Order No. 13615, furnished 1 cask sal soda.
 April 15, 1889.—F. W. Devoe & Co., under Treasurer's Order No. 13724, furnished 1 pound oil gold size, 1½ packages extra deep gold leaf, 1 camel's hair pointed duster, and 2 pounds genuine English vermilion.
 April 18, 1889.—Annin & Co., under Treasurer's Order No. 13729, furnished 1 American ensign, 6 feet by 10 feet.

April 22, 1889.—Victor Vierow, under Treasurer's Order No. 13714, furnished the tug "Reba" to assist the "Manhattan" in towing the derrick "City of New York" from East Twenty-fourth street to East Ninety-fifth street, and back to East Seventeenth Street Yard.

April 27, 1889.—Robert M. Gilmour, under Treasurer's Order No. 13750, furnished 10 solid cork life-preservers.

Pile-drivers.

Pile-driver No. 1.—May, 1888, was thoroughly overhauled by the force of the Department and put in first-class order. Repaired and fitted up the old ways of pile-driver No. 9 on No. 1; painted house, ways, hull, etc.; repaired house, ways, machinery, etc.; fastened cleats; cleaned boiler and machinery; caulked deck; lettered house and marked scale on ways. The pile-driver is now at East Twenty-sixth street at work.

April 9, 1889.—Police Department inspected boiler.

May 8, 1888.—McNab & Harlin Manufacturing Co., under Treasurer's Order No. 12964, furnished 1 1-inch ejector and 1 1½-inch safety valve.

January 11, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13544, furnished grate bars.

Pile-driver No. 2.—June 19, 1888.—Police Department inspected boiler. The force of the Department put on new cast-iron chocks; repaired and caulked water-tank; painted, caulked deck, cleaned machinery and fitted boom on ways for placing concrete in the bulkhead-wall. The pile-driver is now at West Washington Market Section at work.

January 11, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13544, furnished grate bars.

Pile-driver No. 3.—June 16, 1888.—Police Department inspected boiler. June 29, 1888, the force of the Department removed the 60 feet of vertical ways, which are now on new pile-driver No. 9. August 7, 1888, the force of the Department placed a new set of 50 feet vertical ways on deck and fitted up same with new wire guy ropes, etc.; painted, marked scale on ways, fitted up boom on ways for setting concrete, etc., in the bulkhead-wall; caulked side and deck, put on wearing pieces, cleats, etc.; repaired machinery. The pile-driver is now at work at Pier, old 42, North river.

July 28, 1888.—Eckford Iron Works, under Treasurer's Order No. 13150, furnished 1 No. O half gypsy.

August 28, 1888.—H. A. Rogers, under Treasurer's Order No. 13189, furnished lubricators.

August 24, 1888.—J. A. Roebeling's Sons Co., under Treasurer's Order No. 13197, furnished wire rope, 216 feet, and 8 open sockets for new ways.

Pile-driver No. 5 (fitted up as a pile cutter).—May 18, 1888.—The force of the Department shifted the Worthington duplex pump to pile-driver No. 8. May 24, 1888, Police Department inspected boiler. The force of the Department repaired ways, house, machinery, hatch cover, etc.; put 2 lights of glass in windows; caulked deck; cleaned boiler and machinery. The pile-driver is now at work at West Fifty-seventh Street Section. November 24, 1888, Pioneer Iron Works, under Treasurer's Order No. 13398, furnished new smoke-stack 5 feet long by 12 inches diameter with adjustable umbrella.

January 11, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13544, furnished grate bars.

Pile-driver No. 6.—The force of the Department repaired machinery, house, ways, steam pipes, etc.; caulked water-tank and deck; fastened cleats (2 cast-iron); removed the old engine-house; building new engine-house; cleaned boiler and machinery, and is now putting up new engine-house.

July 23, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13114, furnished new compression fork.

September 12, 1888.—Police Department inspected boiler.

November 24, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13398, furnished new smoke-stack 5 feet long by 12 inches diameter with adjustable umbrella.

March 20, 1889.—Pioneer Iron Works, under Treasurer's Order No. 13647, furnished one new steam winch.

April 12, 1889.—George Karr & Co., under Treasurer's Order No. 13708, furnished 60 pieces novelty siding, 60 roofing boards and 40 pieces, 3 inches by 4 inches, spruce, 16 feet long, for new engine-house.

The pile-driver is now under repairs at West Fifty-seventh Street Yard.

Pile-driver No. 7.—The force of the Department repaired ways, house, machinery and window-sash; fastened cleats; painted, put on one new smoke-stack and bonnet; cleaned boiler, machinery, etc., and on May 29, 1888, repaired damage done to the roof by the tug "Rattler" on May 21, 1888, under Secretary's Order No. 7868.

July 24, 1888.—Police Department inspected boiler.

June 30, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13047, furnished one new compression fork.

January 11, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13544, furnished grate bars.

The pile-driver is now at work in Leggett's Creek.

Pile-driver No. 8 (fitted up with batter ways).—May 18, 1889, the force of the Department fitted up the Worthington duplex pump, transferred from pile-driver No. 5; also, fitted up boom on ways for West Fifty-second Street Section, the boom to be used in lowering concrete, etc., in the bulkhead-wall; repaired machinery, house, smoke-stack, ways, etc.; caulked deck, painted pump, marked scale on ways, cleaned boiler and machinery.

October 1, 1888.—Police Department inspected boiler.

November 19, 1888.—A. J. Murray, under Treasurer's Order No. 13402, furnished 1,258 feet, B. M., yellow pine.

January 17, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13546, furnished 2 eccentrics, fitted to straps, and 2 slide valves for No. 8. The pile-driver is laid up at West Fifty-seventh Street Yard.

Pile-driver No. 9 (new).—April 27, 1888, the old hull or scow of old pile-driver No. 9 was taken out of the water at West Fifty-seventh Street Yard for examination and repairs, and on examination of hull it was found in such a decayed and rotten condition that it was condemned May 4, 1888, as not being worth repair and was broken up, finished May 7, 1888, in accordance with Secretary's Order No. 7801. May 5, 1888, the force of the Department removed the house from scow of old pile-driver No. 9 and placed it on West Fifty-seventh street pier, where it is now used for storing the chains, blocks, tools, etc., of floating property. The old engine and boiler of No. 9 was fitted upon pile-driver No. 1 last April, 1888. The old ways of No. 9 were repaired with new bed-pieces, etc., and placed on pile-driver No. 1 on May 7, 1888, by the force of the Department.

May 16, 1888.—Under Secretary's Order No. 7830 the force of the Department commenced building a new hull of the following dimensions: Length on deck, 45 feet; breadth, 22 feet; depth, 5 feet forward and 4 feet 6 inches aft, and finished it July 11, 1888.

The force of the Department fitted up new upright tubular boiler 42 inches diameter by 90 inches high, one double cylinder 8¼ inches by 10 inches horizontal engine and double drum, steam winch, smoke-stack and steam fittings, which were furnished by the Lidgerwood Manufacturing Company, under Treasurer's Order No. 12932.

July 21, 1888.—Police Department inspected boiler.

June 29, 1888.—The force of the Department placed the 60 feet vertical ways removed from pile-driver No. 3 on No. 9, and fitted them up.

The force of the Department built a new engine-house; painted and lettered same, and finished complete on July 21, 1888. July 23.—Towed to West Forty-seventh street and commenced driving piles for new pier and approach, under Resolution of Board April 9, 1888.

May 16, 1888.—Hilton Timber and Lumber Company, under Treasurer's Order No. 12982, furnished 8,315 feet, B. M., of 12 inches by 12 inches, 12 inches by 14 inches and 9 inches by 14 inches yellow pine for new hull.

May 29, 1888.—C. & R. Poillon, under Treasurer's Order No. 13208, furnished the 6 inches hackmatack knees used in hull and resawed 1,344 lineal feet yellow pine.

June 7, 1888.—George Karr & Co., under Treasurer's Order No. 13036, furnished 65 pieces novelty siding, 50 pieces 3 inches by 4 inches spruce 16 feet long, 20 pieces 1¼ inches by 9 inches spruce 13 feet long, and 65 pieces roofing for new engine-house.

June 19, 1888.—Charles L. Bucki & Co., under Treasurer's Order No. 13009, furnished yellow pine 3 inches by 10 inches, 5,225 feet, B. M.

July 13, 1888.—New York Roofing Company, under Treasurer's Order No. 13111, furnished 3 rolls 3-ply roofing paper, 6 gallons coating and 6 pounds tin.

January 26, 1889.—The Ashcroft Manufacturing Company, under Treasurer's Order No. 13584, furnished one new steam-gauge and repaired one old steam-gauge.

The force of the Department fitted up new gypsy on ways and cast-iron chocks on deck; put on thimble; made and put new window-sash in house; repaired ways and machinery; caulked deck and painted ways.

October 1, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13180, furnished one brass thimble and one brass number plate.

The pile-driver is now at work at West Fifty-seventh Street Section.

Pile-driver No. 10.—May 24, 1888.—Police Department inspected boiler. The force of the Department cut out old deck under ways; removed old and made new bed-logs for vertical ways, put in new 8-inch and 6-inch hackmatack knees, oak bits, etc.; repaired ways, beams, house, machinery, etc., laid and caulked new deck; put iron caps on bed-logs of ways; put new braces in hull; varnished smoke-stack; cut man-hole in deck; put on cast-iron cleats and other iron-work; painted; marked scale on ways; put new canvas on roof, cleaned boiler and machinery.

May 8, 1888.—McNab & Harlin Manufacturing Co., under Treasurer's Order No. 12964, furnished ejectors.

August 27, 1888.—C. & R. Poillon, under Treasurer's Order No. 13183, furnished 2 square 8-inch hackmatack knees.

August 28, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13198, furnished ¾-inch bolts, nuts and washers.

August 29, 1888.—Lidgerwood Manufacturing Co., under Treasurer's Order No. 13200, put new friction on drum of No. 73 engine and 1 2½-inch throttle valve.

October 23, 1888.—A. J. Murray, under Treasurer's Order No. 13191, furnished 4 pieces 12 inches by 12 inches white oak 8 feet long, and 40 pieces 4 inches by 10 inches yellow pine plank, 26 feet long.

December 24, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13508, furnished 8 cast caps.

The pile-driver is now laid up for repairs to deck at West Fifty-seventh Street Yard.

Pile-driver No. 11.—The force of the Department repaired machinery, ways, house, etc.; caulked deck; put glass in windows of house; fastened chocks on deck; covered smoke-stack with paraffine varnish; lettered house; cleaned boiler and machinery.

October 12, 1888.—Lidgerwood Manufacturing Co., under Treasurer's Order No. 13332, furnished 2 valves and stems for 2½-inch throttle valves.

April 12, 1889.—Police Department inspected boiler. The pile-driver is now laid up at West Fifty-seventh street.

Boring Machine "Woodcock."

June 4, 1888.—Police Department inspected boiler. The force of the Department repaired house, hatches, pump and machinery; caulked deck; painted house; lettered side of house; put paraffine varnish on smoke-stack and kept in repair.

May 8 and 9, 1888.—Made 4 borings at Pier 61, East river, under Secretary's Order No. 7551, for examination for preparing form of contract and specifications for rebuilding pier.

June 28 to 30, 1888.—Made 5 borings at West Ninety-sixth street, under Secretary's Order No. 7579.

The borer has been used from time to time as a diver's scow. It is now laid up at West Fifty-seventh Street Yard.

Dredges Nos. 3 and 4.

November 24, 1888.—All the patterns, ironwork, etc., belonging to dredges Nos. 3 and 4, were placed on them by the force of the Department, at West Twenty-eighth street, North river, and were sold therewith.

December 5, 1888.—Dredge No. 4 was sold at public sale at West Twenty-eighth street, North river.

March 20, 1889.—Dredge No. 3, was sold at public sale at West Thirtieth street, North river, and on March 23, 1888, pile-driver No. 6 raised the spuds of dredge No. 3, so that it could be towed away, and it was removed by the purchaser.

Deck Scows.

Scow "B."—Has been in use from time to time. The force of the Department painted and lettered sides and repaired a corner band. It is now in good order.

Scow "C."—Has been in use from time to time. The force of the Department painted and lettered sides, repaired chock, rail fenders and deck. It is now in good order.

Scow "D."—Has been in use from time to time. The force of the Department painted and lettered sides; repaired corner band and rail. It is now in good order.

Scow "E."—Has been in use from time to time.

October 26, 1888.—Placed on platform at West Fifty-seventh Street Yard for repairs.

Launched January 3, 1889. Repairs were finished January 14, 1889. This scow has been thoroughly overhauled and repaired by the force of the Department, with new deck, side and end plank, new timbers where required, new 6-inch hackmatack knees, brace and bits. It has been caulked all over and the sides have been painted and lettered. It is now in good order.

November 30, 1888.—Charles L. Bucki & Co., under Treasurer's Order No. 13435, furnished 876 feet, B. M., yellow pine.

December 24, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13508, furnished 5¼-inch strap bolts.

Scow "F."—(Fitted up with 10 pockets and used for carrying coal to different parts of the work)—Has been kept in good repair.

Scow "H."—Has been in use from time to time and is in good order.

Scow "I."—Has been in use from time to time. The force of the Department repaired corner fender, chock on rail, ring bolt, etc. It is now in good order.

Scow "K."—Built at West Fifty-seventh Street Yard by the force of the Department, under unanimous resolution of the Board, December 8, 1886. It was begun March, 1888, and was launched September 25, 1888. It was finished October 13, 1888. Its dimensions are 70 feet long, 30 feet wide, and 7 feet 6 inches deep, with a displacement of 325 tons. It has been in use from time to time, since October 13, 1888, and is now in good order. This scow is the last one of the three ordered by the above-named resolution.

Scow "L."—Built at West Fifty-seventh Street Yard by the force of the Department, under unanimous resolution of the Board, October 5, 1888. It was begun December, 1888, was launched April 2, 1889, and was finished April 15, 1889. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. It has been in use from time to time since its completion.

Scow "M."—Now under construction at West Fifty-seventh Street Yard, by the Department's force, under unanimous resolution of the Board, October 5, 1888. This is the last one of the two ordered by the above resolution, and is to be used as a derrick scow. Begun April 5, 1889.

The following material has been furnished for the two new scows under unanimous resolution of the Board, October 5, 1888:

November 24, 1888.—South Brooklyn Saw Mill Company, under Treasurer's Order No. 13415, furnished 16,383 feet, B. M., yellow pine. December 11, 1888.—William B. Ferguson, under Treasurer's Order No. 13417, furnished 1,000 1-inch locust treenails, 2,000 1-inch yellow pine wedges, 4,000 1-inch white pine deck plugs, and 75 6-inch hackmatack knees. December 24, 1888.—General Repairs Account, under Treasurer's Order No. 12309, furnished 2,652 feet, B. M., yellow pine; and under Contract No. 259, furnished 35,248 feet, B. M., yellow pine. December 6, 1888.—C. & R. Poillon, under Treasurer's Order No. 13454, resawed 3,840 lineal feet of yellow pine. January 10, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13523, furnished galvanized and black, wrought-iron, composition sleeve nuts and cast-iron. January 22, 1889.—Fairbanks & Co., under Treasurer's Order No. 13574, furnished services of machine and labor to prepare and test 6 samples of wrought-iron. January, 1889.—F. S. Shurick, under Treasurer's Order No. 13460, furnished white oak. March 25, 1889.—John F. Walsh, under Treasurer's Order No. 13650, furnished white oak.

Scow "Jim" is laid up at West Fifty-seventh Street Yard, where it is used for storing timber, etc., as it is not fit to tow or to carry a heavy load.

Scow "Willie" is laid up at West Fifty-seventh Street Yard, where it is used for storing timber, etc., as it is not fit to tow or to carry a heavy load.

December 10, 1888.—The 10-ton derrick pumped out the scow "Willie," it having sunk to the deck; it was then beached, and the force of the Department removed the wearing pieces on the end; recaulked the ends and refastened the wearing pieces, and floated off of beach. Iron davits have been fitted up on the deck for hoisting out of the water the naphtha launch and other small boats belonging to the Department.

Small divers' scow is laid up at West Fifty-seventh Street Yard, where it is used for storing lines, etc., not being serviceable for other work, as it is decayed and worn out.

Divers' scow "G" has been in use from time to time. The force of the Department made new ladders for use of divers; made fenders; laid and painted new canvas on roof of house and kept in repair. It is now in good repair.

October, 1888.—Samuel A. Suydam, under Treasurer's Order No. 13334, furnished one grate for stove.

Divers' scow "A."—Was built by the Department force at West Fifty-seventh Street Yard under unanimous resolution of the Board, August 21, 1888, and Secretary's Order No. 8174. Its dimensions are 34 feet long, 17 feet wide, 3 feet 6 inches deep, and it has a house for shelter on it. It was begun August 29, 1888, was launched October 26, 1888, and was finished November 12, 1888. It was first used November 13, 1888, and has been in use since that date. It is now in good order.

The following materials were furnished for it:

August 27, 1888.—Hilton Timber and Lumber Company, under Treasurer's Order No. 13157, furnished 6,875 feet, B. M., of yellow pine. September 8, 1888.—George Karr & Co., under Treasurer's Order No. 13231, furnished 20 pieces 3 inches by 4 inches spruce 16 feet long, 30 roof boards and 50 pieces of novelty siding. September 15, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13230, furnished 200 pounds ¾-inch square washers, 200 pounds 7 inches galvanized spikes, 10 ¾-inch by 37 inches and 10 ¾-inch by 5½ inches bolts and nuts, and 1,000 1-inch deck plugs.

September 29, 1888.—George Walker & Co., under Treasurer's Order No. 13299, furnished 1 barrel of Walker's wood-creosote oil. October, 1888.—Samuel A. Suydam, under Treasurer's Order No. 13334, furnished 1 Globe stove-blazer No. 80, 4 lengths stove pipe, 1 galvanized iron pipe with cap, and 1 deck iron.

Naphtha Engine Launch.

November 16, 1888.—The Gas Engine and Power Co., under Treasurer's Order No. 13400, furnished one naphtha engine launch of 2-horse power, built strong, with high combings, 21 feet

long, 5 feet wide, ash and oak finish, with lockers under seats, oars and row locks, boat hook, chocks and cleats, rope fenders, canvas covered around outside of boat, galvanized iron bilge pump, and galvanized iron funnel for naphtha and 55 gallons 76°, deod. naphtha in tank for the sum of \$800.

This launch has been in use from time to time, on examinations of water front on the North and East rivers, also used for carrying small parcels of material and tools. The force of the Department made a canvas cover for the launch, and made extra rope-fenders covered with canvas, and made ridge pole for holding up canvas cover. The launch has also been painted and lettered.

November 24, 1888.—The force of the Department made a hook ladder for use in examining piers.

November 22, 1888.—Pratt Manufacturing Co., under Treasurer's Order No. 13423, furnished 1 barrel, 50 gallons of naphtha 76°.

January 23, 1888.—Pratt Manufacturing Co., under Treasurer's Order No. 13437, furnished two 100-gallons wrought-iron drums filled with 76° naphtha.

New Land Ways, 45 feet high.

The force of the Department finished these ways on July 12, 1888, and they have been in use from time to time since that, as required.

May 4, 1888.—Eckford Iron Works, under Treasurer's Order No. 12907, furnished one No. 1 gypsy winch.

May 4, 1888.—Pierson & Co., under Treasurer's Order No. 12906, furnished 581 pounds, 4 inches by 1/2-inch, refined iron.

Engineer's Order No. 7993.

September 27, 1888.—The force of the Department commenced breaking up the old condemned pile-driver ways at East Seventeenth Street Yard, and finished October 4, 1888.

Land Ways, 30 feet high.

Have been kept in repair by the force of the Department.

Small Boats.

The force of the Department have repaired and painted the yawl boats, skiffs, bateaux and sounding boats, from time to time, as required to keep them serviceable. Built and painted two new bateaux, 17 feet by 4 feet wide and 16 inches deep, have been built and painted by the force of the Department. They were begun May 11, 1888, and were finished May 19, 1888. The force of the Department finished 15 feet yawl boat No. 21. This boat was commenced November, 1887, but work was stopped on same on account of other work. It was resumed July 24, 1888.

April 18, 1889.—The force of the Department commenced building a new 15 feet yawl boat No. 22, which is now under way.

Yawl boats Nos. 3 and 4 were sold at public auction with dredges Nos. 3 and 4.

Automatic Tide-Gauges.

November 13, 1888.—Fitted up automatic tide-gauge and house at Port Morris, Long Island Sound. The tide-gauge houses on the Harlem river have been kept in order.

East Seventeenth Street Yard.

June 20, 1888.—The Police Department inspected the boiler. The force of the Department have repaired the hoisting-engine and wire fall as required. August 1, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13131, repaired the hoisting-engine and furnished a new set of grate-bars for the boiler.

Pier "A," N. R., and Building thereon.

The force of the Department made and varnished a cabinet for room No. 19, a book-case for room No. 7, and a stationery closet for room No. 9; made a table for Engineer's use in the fire-proof room; made a tube-case, tubs, etc., for Engineer's Office; made a closet for room No. 21, and made a closet for room No. 17; repaired furniture, blue print-boards, windows, doors, etc., as required from time to time. Also, varnished furniture and floor of the Engineer-in-Chief's room. Fitted up a radiator and steam-pipes, etc., in room No. 2. Foreman, with laborers, discharged from scows and stored on pier 141 6-20 gross tons of egg coal, delivered under Treasurer's Orders Nos. 13353, 13434, 13515 and 13666. October 1, 1888, Police Department inspected steam-heating boilers. Engineers attending boilers for heating the building during cold weather and covered steam-pipes with felt and canvas, and cleaned boilers. The force of the Department painted inside of the boiler-room; made pattern for grate-bars to be used in boilers; packed valves on boilers; painted pump in boiler-room; fitted up awnings on building, and iron railing in front of building; repaired piping at boat landing; took down awnings and cleaned out the sewer.

September 6, 1888.—James Buckley, under Treasurer's Order No. 13201, furnished material and labor to repair sidewalls and bridge-wall of boiler-furnace.

September 15, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13237, furnished grate-bars for boilers.

October 17, 1888.—Schafer & Budenberg, under Treasurer's Order No. 13342, repaired marine clock in boiler-room.

Miscellaneous Work at West Fifty-seventh Street Yard.

The force of the Department did the following work at the West Fifty-Seventh Street Yard:

Made spruce ladders, pike-poles, tide-gauge staffs, covers for smoke-stacks of pile-drivers, box roller and patterns. Repaired blocks and cant-hooks of floating property. Engineers cut bolts for use in raising inner end of Piers, new 61 and 62, North river. Fitted up carpenter's bench in paint shop at West Fifty-seventh Street Yard. Repaired gutter on roof of General Repairs store-house, at West Fifty-seventh Street Yard. Made buoys for West Fifty-second Street Section, and cut a hole in roof of West Fifty-second Street Section office for a stove-pipe. Inspected and handled timber for use of floating property. Fitted up the old house of pile-driver No. 9 as a store-house for tools, lines, etc., at West Fifty-seventh Street Yard. Repaired metal hand-pumps used on scows. Removed the old steam-pipe used for supplying steam to keep water in pipe from freezing, at West Fifty-seventh Street Yard, and replaced the same with 400 feet 3/4-inch galvanized pipe, and boxed in the same filled with sawdust. Filed cross-cut saws; spun oakum; heated pitch; handled coal; pumped out scows, and looking generally after floating property laid up at West Fifty-seventh Street Yard. Made and lettered sign (a board) for Dock Master's offices of the Second and Seventh Districts. Made hanging fender for general use of floating property. Made and painted profile for setting concrete blocks in the bulkhead-wall. Constructed, made and lettered a sign-board, "Danger, landing prohibited," for Pier 55, East river. Marked off and numbered the different lots of old material for sale at public auction on August 15, 1888. Made straight edges, ladders and mooring buoys for West Fifty-seventh Street Section. November 10, 1888, made a hanging ladder for use in examining the sanitary condition of the water-front under Secretary's Order No. 8372.

December 20, 1888.—The Police Department inspected the boiler in pipe-shop at West Fifty-seventh Street Yard.

Under Resolution of the Board, April 9, 1888.—Made a gate for use in fencing off old pier at West Forty-seventh street, North river, and made a table and bench for use at the West Forty-seventh street pier during its construction.

New Houses for Sections.—The work of building and painting two new portable offices, 10 feet by 12 feet by 10 feet 6 inches high, begun April 13, 1888, were finished May 22, 1888, and each were fitted with a closet and desk.

Secretary's Order No. 8971.—Fitted up with stanchions and seats and life lines, scows "E" and "L," and placed them on the side of pier "A," on the morning of the Naval Parade (April 29, 1889), and removed them the same night.

Miscellaneous Work Done at Other Localities by the Force of the Department.

WEST THIRTIETH STREET OFFICE.

June 30, 1888.—Put two panes of glass in windows.

DOCK MASTER'S OFFICE, NEAR PIER NEW 43, N. R.

November 17, 1888.—Fitted up a new telephone pole and cut a hole in roof for stove-pipe.

The following materials, other than that already specified have been furnished for the general use of floating property, except where otherwise stated:

June 7, 1888.—Fernoline Chemical Company, under Treasurer's Order No. 13039, furnished 144 gallons fernoline for new deck scows, under unanimous resolution of the Board of December 8, 1886.

June 12, 1888.—William H. Clark, under Treasurer's Order No. 12980, furnished 5 floating property order books.

June 8, 1888.—A. J. Murray, under Treasurer's Order No. 12981, furnished 2,123 feet, B. M., yellow pine.

June 14, 1888.—C. & R. Poillon, under Treasurer's Order No. 13062, resawed 540 feet (lineal) yellow pine.

June 27, 1888.—Patterson Brothers, under Treasurer's Order No. 13063, furnished 10 pounds Italian packing, 2 papers of escutcheon pins, 7 pounds bolt copper, 3 dozen gauge glasses and 50 pounds driving rings.

July 13, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13113, furnished 425 pounds of bolts and nuts, 200 pounds of square washers and 100 pounds of nuts.

August 24, 1888.—Alexander Pollock, under Treasurer's Order No. 13165, furnished one each of Nos. 3, 5 and 7 wrought-iron ship clamps screws, 2 3/8-inch planker jacks and 2 No. 1 5 feet crosscut saws.

August 24, 1888.—William B. Ferguson & Son, under Treasurer's Order No. 13181, furnished two horsing beetles and repaired 2 20-inch double blocks, 1 6-inch and 1 12-inch single blocks, and 3 12-inch snatch blocks.

August 24, 1888.—George Karr & Co., under Treasurer's Order No. 13182, furnished 500 feet, B. M., each of 1/2-inch, 1-inch, 1 1/4-inch, 1 1/2-inch and 250 feet, B. M., of 2-inch white pine, and 100 4 1/2 inches by 3/4-inch ceiling boards.

August 28, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13198, furnished 200 pounds 1/4-inch by 3-inch square washers.

September 7, 1888.—Alexander Pollock, under Treasurer's Order No. 15233, furnished 1 tap wrench.

September 15, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13237, furnished 12 cast-iron half chocks, and 12 12-inch cleats.

September 17, 1888.—Hilton Timber & Lumber Company, under Treasurer's Order 13262, furnished 1,994 feet, B. M., yellow pine.

September 27, 1888.—McLaughlin & Loyd, under Treasurer's Order No. 13286, furnished 1 size "B" stocks (no dies) for Morse screw dies, and 1 mandril for 2-inch dudgeon tube expander.

September 29, 1888.—George Walker & Co., under Treasurer's Order No. 13299, furnished Walker's wood creosote oil.

October 20, 1888.—Hugh Nesbitt, under Treasurer's Order No. 13333, furnished 5 gallons paraffine varnish.

October 22, 1888.—George Karr & Co., under Treasurer's Order No. 13343, furnished white oak for pile-drivers Nos. 10 and 11.

November 14, 1888.—John S. Urquhart, under Treasurer's Order No. 13372, furnished 4 30-inch radiator loops for radiator in boat-shop at West Fifty-seventh Street Yard.

November 19, 1888.—Pioneer Iron Works, under Treasurer's Order No. 13546, furnished 170 pounds sheet steel.

November 22, 1888.—George Karr & Co., under Treasurer's Order No. 13416, furnished 1,500 feet, B. M., of white pine 1-inch, 1 1/4-inch, 1 1/2-inch.

December 5, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13458, furnished 1,706 pounds of bolts, nuts and washers.

December 12, 1888.—South Brooklyn Saw Mill Co., under Treasurer's Order No. 13483, furnished 1,203 feet, B. M., yellow pine.

December 14, 1888.—George Karr & Co., under Treasurer's Order No. 13468, furnished 1,187 feet, B. M., white oak.

December 15, 1888.—William B. Ferguson & Son, under Treasurer's Order No. 13496, furnished 500 hickory ship wedges.

December 10, 1888.—Alexander Pollock, under Treasurer's Order No. 13446, furnished 1 3-inch ship auger for surveying party, 18 ship augers, 2 dozen 1/2-inch by 2 1/2 inches lubricator glasses, 4 dozen washers to suit, 1 dozen 3/4-inch Scotch glasses, and 2 dozen washers to suit derrick "City of New York," 1 3/4-inch Jenkins globe valve, 2 3-inch and 1 1/2-inch wrought pipe nipple, 2 Harrington geared chain hoist, 4,000 pounds capacity, 3 feet additional hoist chain and 1 10-inch Stillson's patent pipe wrench.

December 24, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13508, furnished 1 set of grate bars for boiler in pipe shop at West Fifty-seventh Street Yard.

January 17, 1889.—Pioneer Iron Works, under Treasurer's Order No. 13546, furnished 2 eccentrics and 2 side valves for pile-driver No. 8, and 170 pounds sheet-iron for general use of floating property.

February 11, 1889.—Alexander Pollock, under Treasurer's Order No. 13615, furnished 30 pounds 1/4-inch 2-ply sheet rubber and 6 (each) 3/8, 7/8 and 8 1/2 ship augers.

March 11, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 13648, furnished 8 8-inch double patent blocks.

March 25, 1889.—John F. Walsh, under Treasurer's Order No. 13630, furnished 500 feet, B. M., 1-inch cedar and 1,754 feet, B. M., white oak.

April 2, 1889.—F. S. Shurick, under Treasurer's Order No. 13692, furnished 8,589 feet, B. M., of white oak.

April 6, 1889.—Hodgman Rubber Co., under Treasurer's Order No. 13706, furnished 150 feet 1 1/2-inch 3-ply hose (rubber) and couplings to suit.

April 11, 1889.—H. A. Rodgers, under Treasurer's Order No. 13706, furnished 10 pounds solder, 12 1/2-inch tees, 12 1-inch reducers, 12 (each) 1/4-inch and 3/8-inch steam cocks, 1 box of Babbitt metal, 1 1 1/2-inch safety valve and repairs to steam-gauge.

April 23, 1889.—Gaskell, Greenlie & Co., under Treasurer's Order No. 13730, furnished 100 pounds, 3/8-inch tapped nuts, 100 pounds (each) 3/8-inch, 1/2-inch and 3/4-inch round washers, 25 pounds 1/2-inch washers and 200 pounds 3/8-inch square washers.

April 26, 1889.—William B. Ferguson & Son, under Treasurer's Order No. 13731, repaired 6 sling chains, and under Treasurer's Order No. 13732 repaired 15 blocks and furnished 12 new sheaves 5-inch by 1 1/4-inch.

Contracts under which Work was Done during the Year.

| UNDER NEW PLAN. | NOT UNDER NEW PLAN. | GENERAL REPAIRS. | CONTRACT FOR. | CONTRACT DATED. | WORK BEGUN. | WORK FINISHED. |
|-----------------|---------------------|------------------|--|-----------------|---------------|----------------|
| CON. NO. | CON. NO. | CON. NO. | | | | |
| 256 | | 249 | Raising Battery boat-landing, etc., Building Pier, new 62, North river, at foot of West Thirtieth street. | Jan. 9, 1888 | Apr. 16, 1888 | June 7, 1888 |
| 259 | | | Furnishing sawed yellow pine timber..... | Nov. 12, 1887 | Nov. 17, 1887 | June 16, 1888 |
| | | 260 | Dredging for and building crib-bulkhead foot of West One Hundred and Fifty-eighth street, North river..... | Dec. 3, 1887 | Jan. 10, 1888 | Oct. 17, 1888 |
| 261 | | | Building Pier, new 29, East river..... | Dec. 13, 1887 | Dec. 24, 1887 | Dec. 6, 1888 |
| | | 261 | Repairing crib-bulkhead at foot of Market slip, East river..... | Dec. 7, 1887 | Dec. 13, 1887 | July 10, 1888 |
| | | 262 | Building pier and crib-bulkhead at East One Hundred and Seventeenth street, Harlem river..... | Dec. 30, 1887 | Jan. 7, 1888 | June 7, 1888 |
| 263 | | | Building Pier, new 24, North river. | Jan. 9, 1888 | Feb. 1, 1888 | Oct. 8, 1888 |
| 264 | | | Building new pier and approach at West Thirty-eighth street, North river..... | Feb. 3, 1888 | Feb. 6, 1888 | Sept. 1, 1888 |
| | | 264 | Repairing crib-bulkhead at foot of West Thirty-eighth street, North river..... | .... | .... | .... |
| 268 | | | Furnishing granite for bulkhead-wall..... | Apr. 19, 1888 | May 5, 1888 | Feb. 4, 1889 |
| | | 269 | Building Pier 60, East river..... | .... | .... | .... |
| | | 269 | Repairing crib-bulkhead foot of Rivington street, East river..... | Mar. 19, 1888 | Mar. 19, 1888 | Sept. 18, 1888 |
| 271 | | | Building dumping pier at East Forty-sixth street, East river..... | .... | .... | .... |
| | | 271 | Repairing crib-bulkhead at East Forty-sixth street, East river..... | Mar. 21, 1888 | Mar. 26, 1888 | Aug. 6, 1888 |
| 272 | | | Building new pier at West Fifty-first street, North river..... | Apr. 7, 1888 | Apr. 10, 1888 | Oct. 11, 1888 |
| 267 | | | Removing Pier, old 36, and shed and building Pier, new 25, North river..... | June 5, 1888 | June 6, 1888 | Jan. 3, 1889 |
| 270 | | | Printing minutes of the Board..... | May 28, 1888 | June 8, 1888 | Oct. 1, 1888 |
| 273 | | | Removing Pier, old 46, East river, and building Pier, new 36, East river..... | May 17, 1888 | May 28, 1888 | Jan. 12, 1889 |
| | | 273 | Repairing crib-bulkhead at Pier, old 46, East river..... | .... | .... | .... |
| | | 274 | Repairing crib-bulkhead and pier at West Eleventh street, North river..... | May 22, 1888 | May 23, 1888 | Sept. 8, 1888 |

| UNDER NEW PLAN. | NOT UNDER NEW PLAN. | GENERAL REPAIRS. | CONTRACT FOR. | CONTRACT DATED. | WORK BEGUN. | WORK FINISHED. |
|-----------------------|------------------------------|---------------------|--|--------------------|----------------|-------------------|
| CON. NO. | CON. NO. | CON. NO. | | | | |
| | | 275 | Dredging at West Forty-third street, North river. | June 5, 1888 | June 15, 1888 | June 20, 1888 |
| | | 276 | Dredging at West Fifty-fifth street, North river. | June 5, 1888 | June 10, 1888 | Sept. 1, 1888 |
| | | 277 | Dredging for and building crib-bulkhead, West Seventy-fifth to West Twenty-seventh street, North river. | June 26, 1888 | June 30, 1888 | Jan. 18, 1889 |
| | | 278 | Building crib-bulkhead at East One Hundred and Nineteenth street, Harlem river. | June 26, 1888 | June 27, 1888 | Sept. 27, 1888 |
| | | 279 | Not let (see Contract No. 288). | | | |
| | | 280 | Dredging for and building new pier at West Twelfth street, North river. | Sept. 17, 1888 | Sept. 24, 1888 | In progress. |
| | | 281 | Building new pier at East One Hundred and Nineteenth street, Harlem river. | Sept. 28, 1888 | Oct. 9, 1888 | Dec. 13, 1888 |
| | | 282 | Removing old pier, for building new pier at foot of East Thirty-eighth street, East river, and for dredging thereat. | Oct. 22, 1888 | Oct. 29, 1888 | Mar. 16, 1889 |
| | | 283 | Repairing crib-bulkhead at foot of East Thirty-eighth street, East river. | Oct. 8, 1888 | Sept. 11, 1888 | Sept. 19, 1888 |
| | | 284 | Dredging east side of Pier 18, East river. | Oct. 15, 1888 | Oct. 15, 1888 | Nov. 27, 1888 |
| | | 285 | Repairing outer end of pier at West Forty-sixth street, North river. | | | |
| | | 286 | Not let. | | | |
| | | 287 | Removing old pier at foot of West Thirty-third street, North river, and for building Pier, new 63, North river. | Oct. 27, 1888 | Oct. 30, 1888 | In progress. |
| | | 288 | Building dumping-board on south side of pier at West Forty-sixth street, North river. | Dec. 11, 1888 | Jan. 6, 1889 | Feb. 21, 1889 |
| | | 289 | Repairing Pier 2, East river. | Jan. 23, 1889 | Jan. 24, 1889 | In progress. |
| | | 290 | Dredging bulkhead along Rivington street, East river. | | Feb. 19, 1889 | Feb. 22, 1889 |
| | | 291 | Dredging Pier 61, East river. | Dec. 31, 1888 | Jan. 2, 1889 | Feb. 26, 1889 |
| | | 292 | Dredging shoal, Pier 56, East river, to pier at East Third street, East river. | | Jan. 16, 1889 | Feb. 26, 1889 |
| | | 293 | Building dumping-board foundation at East Seventieth street, East river. | Jan. 7, 1889 | Jan. 8, 1889 | Mar. 19, 1889 |
| | | 294 | Repairing pier and crib-bulkhead at West Eighteenth street, North river, and dredging thereat. | Jan. 8, 1889 | Jan. 12, 1889 | In progress. |
| | | 295 | Dredging for and building crib-bulkhead at Lincoln avenue, Harlem river. | Jan. 18, 1889 | Jan. 28, 1889 | In progress. |
| | | 296 | Repairing outer end of Pier, new 43, North river. | Jan. 26, 1889 | Feb. 19, 1889 | In progress. |
| | | 297 | Removing Pier, old 7, East river, and building Pier, new 6, East river, on site thereof. | Feb. 7, 1889 | Feb. 11, 1889 | In progress. |
| | | 298 | Dredging half slip west of Pier 48, East river. | Feb. 7, 1889 | Feb. 12, 1889 | Feb. 16, 1889 |
| | | 299 | Dredging half slip south of Pier, new 57, North river. | Feb. 21, 1889 | Feb. 27, 1889 | Apr. 2, 1889 |
| | | 300 | Repairing crib-bulkhead at foot of East Fifty-third street, East river. | Mar. 6, 1889 | Mar. 6, 1889 | In progress. |
| | | 301 | Furnishing sawed yellow pine timber. | Mar. 16, 1889 | Mar. 22, 1889 | In progress. |
| | | 302 | Furnishing cut granite. | Apr. 1, 1889 | | In progress. |

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Secretary's Order No. 7437.—For dredging for and building a new crib-bulkhead from the southerly line of West Seventy-fifth street to connect with the existing crib-bulkhead at the southerly line of West Seventy-seventh street, North river, together with a temporary sewer box on piles to connect the railroad culvert near the foot of West Seventy-sixth street with the face of the new bulkhead. Submitted May 7, 1888; advertised as Contract No. 276.

Engineer's Order.—For building a crib-bulkhead across the foot of East One Hundred and Nineteenth street, Harlem river. Submitted May 10, 1888; advertised as Contract No. 277.

Secretary's Order No. 7551.—For dredging the half slip on the north side of Pier 61, East river, and in front of the bulkhead extending about 55 feet northerly of Pier 61, East river. Submitted June 7, 1888; advertised as Contract No. 278; not let.

Secretary's Order No. 7746.—For removing the old dumping-board at the foot of West Twelfth street, North river, and for dredging for and building a new pier at the foot of said street. Submitted July 26, 1888; advertised as Contract No. 279.

Secretary's Order No. 7818.—For building a new pier at the foot of East One Hundred and Nineteenth street, Harlem river. Submitted August 16, 1888; advertised as Contract No. 280.

Secretary's Order No. 8007.—For removing the old pier and a portion of the crib-bulkhead at the foot of East Thirty-eighth street, East river, for building a new pier and for repairing the crib-bulkhead at the foot of said street and for dredging thereat. Submitted August 23, 1888; advertised as Contract No. 281.

Secretary's Order No. 8176.—For dredging on the easterly side of Pier 18, East river. Submitted August 30, 1888; advertised as Contract No. 282.

Secretary's Order No. 8131.—For repairing the outer end of pier at foot of West Forty-sixth street, North river. Submitted August 30, 1888; advertised as Contract No. 283.

Secretary's Order No. 8253.—For dredging in front of the crib-bulkhead from Perry to West Eleventh street, North river. Submitted September 15, 1888; advertised as Contract No. 284; advertisement withdrawn before letting.

Engineer's Order.—For repairing Pier 2, East river. Submitted September 20, 1888; advertised as Contract No. 287.

Secretary's Order No. 6283.—For building Pier, new 63, North river, at the foot of West Thirty-third street, North river, and for removing the outer end of the old pier at the foot of said street. Submitted September 21, 1888; advertised as Contract No. 285.

Engineer's Order.—For building a new dumping-board for the use of the Department of Street Cleaning, on the outer end of the south side of the pier at the foot of West Forty-seventh street, North river. Submitted October 10, 1888; advertised as Contract No. 286.

Secretary's Order No. 8438.—For dredging a shoal outside of the piers from Pier 56, East river, to the pier at East Third street, East river, and at the bulkhead along Rivington street, on the East river. Submitted November 15, 1888; advertised as Contract No. 288.

Secretary's Order No. 8077.—For building a dumping-board foundation for the use of the Department of Street Cleaning at the foot of East Seventieth street, East river. Submitted November 21, 1888; advertised as Contract No. 289.

Secretary's Orders Nos. 6082 and 8328.—For removing a portion of the pier at the foot of West Eighteenth street, North river; for dredging thereat; for repairing said pier and the crib-bulkhead under the pier, and for building a wooden sewer box under and through the pier. Submitted November 28, 1888; advertised as Contract No. 290.

Secretary's Order No. 7986.—For dredging for and building a new crib-bulkhead across the foot of Lincoln avenue, Harlem river, with appurtenances, including a close row of piles with anchorage and rip-rap embankment along the northerly side of said avenue. Submitted November 26, 1888; advertised as Contract No. 291.

Secretary's Order No. 8418.—For repairing the outer end of Pier, new 43, North river. Submitted December 27, 1888; advertised as Contract No. 292.

Secretary's Order No. 8166.—For removing Pier, old 7, East river, at the foot of Coenties slip, East river, and for building a new pier, with a temporary approach thereto, on the site of said pier, to be known as Pier, new 6, East river. Submitted January 3, 1889; advertised as Contract No. 293.

Secretary's Order No. 8620.—For dredging the half-slip on the west side of Pier 48, East river. Submitted January 3, 1889; advertised as Contract No. 294.

Secretary's Order No. 8420.—For building a new pier at the foot of Bank street, North river. Submitted January 10, 1889; postponed.

Secretary's Order No. 8667.—For dredging the half-slip on the south side of Pier, new 57, North river. Submitted January 14, 1889; advertised as Contract No. 295.

Secretary's Order No. 7580.—For repairing the crib-bulkhead at the foot of East Fifty-third street, East river. Submitted January 18, 1889; advertised as Contract No. 296.

Engineer's Order.—For furnishing about 614,000 feet, B. M., of sawed yellow pine timber. Submitted January 28, 1889; advertised as Contract No. 297.

Engineer's Order.—For furnishing about 15,300 cubic feet of cut granite, headers and stretchers, and about 5,000 cubic feet of cut granite, coping stones, for bulkhead or river wall. Submitted February 2, 1889; advertised as Contract No. 298.

Secretary's Order No. 8504.—For building a dumping-board on the south side of the pier at the foot of West Twelfth street, North river, including plans therefor. Submitted January 18, 1889, and transmitted to the Department of Street Cleaning, for whom they were made.

Engineer's Order.—For building a dumping-board on the north side of the Pier at foot of East Thirty-eighth street, East river, for the use of the Department of Street Cleaning. Submitted February 7, 1889; advertised as Contract No. 299.

Secretary's Order No. 8760.—For dredging from West Seventy-ninth street to West Eightieth street, North river, and at Pier at West Seventy-ninth street, North river. Submitted February 28, 1889; advertised as Contract No. 300. All bids received were rejected as being too high, and this work was included in Contract No. 304, and was readvertised.

Secretary's Order No. 8153.—For removing old Pier 61, East river, and the crib-bulkhead to low water mark, from the crib-bulkhead along the north side of Rivington street, East river, to the northerly side of Pier 61, East river; for building new Pier 61, East river, and for repairing the crib-bulkhead removed. Submitted March 7, 1889; advertised as Contract No. 301.

Engineer's Order.—For furnishing about 227,496 feet, B. M., of sawed spruce timber, for bulkhead or river wall. Submitted March 26, 1889; advertised as Contract No. 302.

Secretary's Order No. 8769.—For repairing the crib-bulkhead at the Department Yard at East Seventeenth street, East river. Submitted March 26, 1889; advertised as Contract No. 303.

Secretary's Order No. 8029.—For dredging at West Fortieth street and at Forty-sixth street, North river; and from West Seventy-seventh street to West Eightieth street, North river. Submitted April 17, 1889; advertised as Contract No. 304.

Dredging done by the Department of Docks for the Year ending April 30, 1889.

| LOCATION. | MONTH. | CUBIC YDS. MUD. | CUBIC YDS. CRIB. | CUBIC YDS. RIP-RAP. | MISCEL- LANEOUS. | DEPTH MADE AT MEAN LOW WATER. | CONTRACT NO. OR TREASURER'S ORDER NO. | AUTHORIZATION. | BY WHOM PERFORMED. | WHEN BEGUN. | WHEN FINISHED. |
|--|-------------|-----------------------|------------------------|---------------------------|---------------------|---|---|----------------------------------|-----------------------|----------------|---|
| Bulkhead north of Pier, new 1, N. R. | July, 1888 | 583 | | | | Feet. 10 | Treasurer's Order No. 12972 | Secretary's Order No. 7806... | Union Dredging Co. | July 4, 1888 | July 5, 1888 |
| West Washington Market Section. | Mar., 1889 | 11,465 | | | | 25 | | Resolution Board, Feb. 6, 1889. | " | Mar. 22, 1889 | In progress. |
| | April, 1889 | 3,906 | 4,000 | | | | | | | | |
| | Aug., 1888 | 425 | | | | | | | | | |
| Pier, new 24, N. R. | Oct., 1888 | 17,737 | 2,000 | | | 25 to 35 | | | | | |
| | Nov., 1888 | 5,937 | | | | | | Resolution Board, Oct. 6, 1887. | " | Aug. 28, 1888 | Dec. 4, 1888 |
| | Dec., 1888 | | 2,781 | | | | | | | | |
| | June, 1888 | 3,582 | | | | | | | | | |
| Pier, new 25, N. R. | July, 1888 | 9,499 | | | | 25 | | | | | |
| | Aug., 1888 | 2,273 | 2,000 | | | | | Resolution Board, Apr. 28, 1880 | " | June 28, 1888 | Feb. 15, 1889 |
| | Sept., 1888 | 1,584 | 3,104 | | | | | | | | |
| | Jan., 1889 | 13,666 | | | | | | | | | |
| | Feb., 1889 | 10,560 | | | | | | | | | |
| North Moore Street Section, bulkhead-wall | May, 1888 | 816 | 1,246 | | | 12 to 30 | | Resolution Board, Apr. 28, 1880 | " | Apr. 14, 1888 | May 2, 1888 |
| *Dump at Canal street, N. R. | May, 1888 | 4,095 | | | | 15 | Treasurer's Order No. 12954 | Secretary's Order No. 7777... | " | May 14, 1888 | May 18, 1888 |
| Bulkhead south of Pier, new 43, N. R. | May, 1888 | | | 311 | | 25 | Treasurer's Order No. 13129 | Secretary's Order No. 8045... | " | July 21, 1888 | July 21, 1888 |
| Pier, new 43, N. R., south side. | June, 1888 | 8,740 | | | | 25 | Contract No. 275 | Resolution Board, Apr. 27, 1888 | " | June 15, 1888 | June 20, 1888 |
| Bulkhead, between Gansevoort and Bogart streets. | June, 1888 | 1,509 | | | | 12 | Treasurer's Order No. 12955 | Secretary's Order No. 7778... | " | June 19, 1888 | June 19, 1888 |
| Bulkhead south of Pier, old 54, N. R. | June, 1888 | 3,670 | | | | 10 | Treasurer's Order No. 13038 | Secretary's Order No. 7905... | " | June 7, 1888 | June 13, 1888 |
| Pier at West Twelfth street, N. R. | Sept., 1888 | 5,266 | | | | 20 | Contract No. 279 | Resolution Board, July 7, 1888. | Moses Engle..... | Sept. 28, 1888 | Oct. 3, 1888 |
| | Oct., 1888 | 3,512 | | | | | | | | | |
| | Jan., 1889 | 1,048 | | | | | | | | | |
| Pier at Eighteenth street, N. R. | Feb., 1889 | 14,356 | | | | 30 | Contract No. 290 | Resolution Board, Nov. 28, 1888 | Barth. Cronin..... | Jan. 31, 1889 | Mar. 4, 1889 |
| | Mar., 1889 | 2,087 | | | | | | | | | |
| *Pier at Nineteenth street, N. R., dump. | Nov., 1888 | 1,174 | | | | 15 | Treasurer's Order No. 13337 | Secretary's Order No. 8417... | Union Dredging Co. | Nov. 2, 1888 | Nov. 3, 1888 |
| | Feb., 1889 | 2,528 | | | | | | | | | |
| Pier, new 57, N. R., south side. | Mar., 1889 | 23,743 | | | | 25 | Contract No. 295 | Resolution Board, Jan. 11, 1889. | " | Feb. 27, 1889 | Apr. 2, 1889 |
| | Apr., 1889 | 715 | | | | | | | | | |
| | Aug., 1888 | 9,878 | | | | | | | | | |
| Pier, new 63, N. R. | Sept., 1888 | 9,281 | | | | 25 | | Resolution Board, Mar. 16, 1887 | " | Aug. 25, 1888 | (Temporarily suspended. Dec. 21, 1888) |
| | Nov., 1888 | 14,681 | | | | | | | | | |
| | Dec., 1888 | 25,446 | | | | | | | | | |
| West Thirty-second Street Section, bulkhead-wall. | Aug., 1888 | 9,988 | | | | 25 | | Resolution Board, Oct. 22, 1885 | " | Aug. 17, 1888 | Aug. 29, 1888 |
| West Thirty-third street, N. R., south side, for retaining crib. | Feb., 1889 | 4,917 | | | | 25 | | Resolution Board, Oct. 22, 1885 | " | Feb. 7, 1889 | Feb. 11, 1889 |
| | June, 1888 | 15,218 | | | | | | Resolution Board, June 16, 1887 | " | June 11, 1888 | Sept. 28, 1888 |
| Pier at Thirty-eighth street, N. R. | Sept., 1888 | 25,359 | | | | 15 | | Resolution Board, June 16, 1887 | " | June 11, 1888 | Sept. 28, 1888 |
| †Bulkhead south of Thirty-ninth street, N. R. | May, 1888 | 2,702 | | | | 15 | Treasurer's Order No. 12925 | Secretary's Order No. 7704... | " | May 16, 1888 | May 18, 1888 |
| | June, 1888 | 4,480 | | | | | | | | | |
| Pier at Forty-fourth street, N. R. | May, 1888 | 23,440 | | | | 10 | Treasurer's Order No. 13001 | Secretary's Order No. 7846... | " | June 25, 1888 | June 28, 1888 |
| | June, 1888 | 10,995 | | | | | | | | | |
| | July, 1888 | | 6,000 | | | | | | | | |
| | Aug., 1888 | 1,454 | 3,710 | | | 15 to 35 | | Resolution Board, April 9, 1888 | " | May 22, 1888 | Nov. 30, 1888 |
| Pier at Forty-seventh street, N. R. | Sept., 1888 | 12,963 | | | | | | | | | |
| | Oct., 1888 | 21,707 | | | | | | | | | |
| | Nov., 1888 | 8,583 | | | | | | | | | |
| | Nov., 1888 | | | | Wreck. | 30 | | Resolution Board, April 9, 1888 | " | Nov. 19, 1888 | Nov. 19, 1888 |
| | Apr., 1889 | | | | Wreck. | | | | " | Apr. 15, 1889 | Apr. 15, 1889 |

| LOCATION. | DEPTH OF WATER MADE. | AUTHORIZATION. | BY WHOM PERFORMED. | WHEN BEGUN. | WHEN FINISHED. |
|---|----------------------|-----------------------------|--------------------------------------|----------------|----------------|
| | Feet. | | | | |
| Pier 6, North river..... | 20 | Permit, S. O. No. 868o..... | N. Y. & Balt. Transportation Co..... | Jan. 25, 1880 | Jan. 26, 1880 |
| Pier, new 41, North river | 25 | Order..... | Del. Lac. & W. R. R. Co..... | July 2, 1888 | July 5, 1888 |
| Pier, new 42, North river..... | 25 | Order..... | French Line..... | June 19, 1888 | June 30, 1888 |
| Pier, new 55, North river..... | 25 | Order..... | Pim, Forwood & Co..... | Jan. 8, 1889 | Jan. 30, 1889 |
| Pier, new 56, North river..... | 25 | Order..... | Simpson, Spence & Young..... | Nov. 19, 1888 | Dec. 1, 1888 |
| Bulkhead between Fifty-eighth and Fifty-ninth streets, North river..... | 10 to 18 | Permit..... | T. C. Eastman..... | Sept. 20, 1888 | Sept. 21, 1888 |
| Bulkhead between Forty-first and Forty-second streets, North river..... | 20 | Permit..... | Consolidated Gas Co..... | June 20, 1888 | July 16, 1888 |
| North of Ninety-seventh street, North river..... | 20 | Permit..... | National Transit Co..... | Sept. 15, 1888 | Nov. 2, 1888 |
| Whitehall street, East river..... | 20 | Permit..... | Staten Island Rapid Transit Co..... | May 10, 1888 | May 11, 1888 |
| Pier 14, East river (east side)..... | 25 | Order..... | D. Whipple, agent..... | May 24, 1888 | May 29, 1888 |
| Bulkhead between Piers 39 and 40, East river..... | 8 to 12 | Order..... | Screw Dock Co..... | June 7, 1888 | Aug. 15, 1888 |
| Bulkhead between Piers 52 and 53, East river..... | 12 | Permit..... | Brown & Fleming..... | Feb. 26, 1889 | Feb. 27, 1889 |
| Pier 57, East river..... | 12 | Permit..... | Brown & Fleming..... | Feb. 25, 1889 | Feb. 26, 1889 |
| Bulkhead between Nineteenth and Twentieth streets, East river..... | 10 | Order..... | H. D. & J. U. Brookman..... | Feb. 27, 1889 | Mar. 2, 1889 |
| Bulkhead between Twentieth and Twenty-first streets, East river..... | 10 | Order..... | H. D. & J. U. Brookman..... | April 14, 1889 | Apr. 14, 1889 |
| Bulkhead north of Fifty-sixth street, East river..... | 7 | Permit..... | Curtis & Blaisdell..... | Feb. 6, 1889 | Feb. 9, 1889 |
| Bulkhead between One Hundred and Fourth and One Hundred and Fifth streets, Harlem river..... | 10 | Order..... | Alleged owners..... | May 21, 1888 | May 22, 1888 |
| Bulkhead between One Hundred and Fifth and One Hundred and Sixth streets, Harlem river..... | 10 | Order..... | Alleged owners..... | May 19, 1888 | May 21, 1888 |
| Bulkhead between One Hundred and Sixth and One Hundred and Seventh streets, Harlem river..... | 10 | Order..... | Alleged owners..... | May 21, 1888 | May 23, 1888 |
| Slip between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh streets, Harlem river..... | 10 | Permit..... | Rapp & Johnson..... | Dec. 19, 1888 | Dec. 22, 1888 |
| One Hundred and Forty-first street, Harlem river..... | 10 | Permit..... | N. Y. Cent. & H. R. R. R. Co..... | April 11, 1889 | April 13, 1889 |

Report of Stock on Hand, Purchased, Fabricated, Received from Sections, and Issued from the West Fifty-seventh Street Yard, during the Year ending April 30, 1889.

| | |
|--|--|
| Amount of Stock on hand April 30, 1888..... | \$15,709 83 ¹ / ₁₀ |
| Purchased from April 30, 1888, to April 30, 1889..... | 42,316 91 |
| Purchased (no bills) April 30, 1888, to April 30, 1889..... | 201 97 |
| Fabricated (Stone-cutter's tools)..... | 34 38 |
| Fabricated (82 concrete blocks)..... | 25,743 29 |
| Received from sections..... | 66 29 |
| Total to be accounted for..... | <u>\$84,072 67⁸/₁₀</u> |
| Issued to the following sections— | |
| Floating property..... | \$2,188 61 ⁸ / ₁₀ |
| Sections south of West Twenty-third street, North river..... | 14,499 95 |
| General repairs..... | 2,769 39 ⁸ / ₁₀ |

| | | |
|--|----------|---------------------------------|
| Issued to the following sections-- | | |
| Concrete block account..... | \$15,207 | 27 |
| West Fifty-seventh Street Yard, North river..... | 631 | 40 |
| East Seventeenth Street Yard..... | 19 | 20 |
| Surveying party..... | 15 | 80 |
| Sections north of West Twenty-third street, North river..... | 39,590 | 22 ³ / ₄ |
| West Fifty-second Street Section (south end)..... | 163 | 88 |
| New moulds and cores, account..... | 575 | 57 |
| Tool account..... | 26 | 40 |
| Pier "A," North river..... | 1 | 67 |
| Balance on hand April 30, 1889..... | 8,383 | 30 ¹ / ₁₀ |
| | <hr/> | |
| | \$84,072 | 67 ⁸ / ₁₀ |
| | \$84,072 | 67 ⁸ / ₁₀ |

Statement of Granite on Hand at East Seventeenth Street Yard, May 1, 1880.

| DESCRIPTION. | CONTRACT OR TREASURER'S ORDER NUMBERS FURNISHED UNDER. | DATE OF CONTRACT OR TREASURER'S ORDER. | ON HAND MAY 1, 1888. | RECEIVED DURING THE YEAR. | RETURNED FROM THE WORKS. | ISSUED TO THE WORKS. | ON HAND MAY 1, 1889. | AUDITED PRICE PER CUBIC FOOT. | AMOUNT. | REMARKS. |
|----------------------------------|---|---|-------------------------------|------------------------------------|-----------------------------------|----------------------------|-------------------------------|--|-------------|---|
| | | | Cubic feet. | Cubic feet. | Cubic feet. | Cubic feet. | Cubic feet. | | | |
| Headers and stretchers, cut..... | Treas. Order No. 7944..... | Oct. 18, 1884 | 12.09 | ..... | ..... | ..... | 12.09 | \$0 50 | \$6 04 | |
| “ “ | “ 8391..... | Nov. 7, 1879 | 45.30 | ..... | ..... | ..... | 45.30 | 59 ¹ / ₂ | 27 14 | |
| “ “ | “ 8391..... | Nov. 7, 1879 | 34.60 | ..... | ..... | ..... | 31.60 | 54 ¹ / ₂ | 18 97 | |
| “ “ | “ 8960..... | Nov. 8, 1880 | 82.40 | ..... | ..... | ..... | 82.40 | 85 | 70.04 | |
| “ “ | “ 13608..... | Feb. 4, 1889 | ..... | 374.3 | ..... | 12.40 | 361.90 | 1 03 | 372 76 | |
| “ “ | Contract No. 25..... | June 30, 1881 | 149.95 | ..... | ..... | ..... | 149.95 | 1 11 ¹ / ₂ | 166 61 | |
| “ rough..... | “ 25..... | June 30, 1881 | 116.00 | ..... | ..... | ..... | 116.00 | 1 11 ¹ / ₂ | 128 89 | |
| “ “ | “ 55..... | Sept. 30, 1874 | 142.48 | ..... | ..... | ..... | 142.48 | 39 | 55 57 | Cutting, after receipt, 91 cents per cubic foot additional. |
| “ “ | “ 55..... | Sept. 30, 1874 | 33.00 | ..... | ..... | ..... | 33.00 | 39 | 12 87 | |
| “ cut..... | “ 88..... | Feb. 14, 1877 | 62.56 | ..... | ..... | ..... | 62.56 | 62 | 38 79 | |
| “ “ | “ 112..... | Mar. 26, 1880 | 454.81 | ..... | ..... | 240.96 | 213.85 | 63 | 134 72 | |
| “ “ | “ 125..... | Feb. 2, 1881 | 67.23 | ..... | ..... | 30.12 | 37.11 | 80 ¹ / ₂ | 29 87 | |
| “ “ | “ 230..... | Nov. 23, 1886 | 3,358.10 | 3,381.2 | ..... | 5,317.24 | 1,422.06 | 69 | 981 22 | |
| “ “ | “ 230..... | Apr. 21, 1888 | ..... | 6,374.7 | ..... | 3,999.60 | 2,395.10 | 69 | 1,632 62 | |
| “ “ | “ 268..... | Mar. 19, 1888 | ..... | 17,449.2 | ..... | 12,240.80 | 5,208.40 | 1 03 | 5,364 65 | |
| Coping | Treas. Order No. 8391..... | Nov. 7, 1879 | 81.60 | ..... | ..... | ..... | 81.60 | 59 ¹ / ₂ | 48 88 | |
| “ | Contract No. 103..... | May 17, 1879 | 505.88 | ..... | ..... | ..... | 505.88 | 69 | 349 06 | |
| “ | “ 112..... | Mar. 26, 1880 | 419.60 | ..... | ..... | ..... | 419.60 | 63 | 264 34 | |
| “ | “ 125..... | Feb. 2, 1881 | 6,035.33 | ..... | ..... | 1,609.27 | 4,426.06 | 89 ³ / ₄ | 3 972 39 | |
| Voussoirs..... cut..... | “ 52..... | Apr. 4, 1874 | 845.87 | ..... | ..... | ..... | 815.87 | 1 95 | 1,649 45 | |
| Spandril and end stones, “ | “ 52..... | Apr. 4, 1874 | 457.75 | ..... | ..... | ..... | 457.75 | 1 80 | 823 95 | Cutting, after receipt, \$1.41 per cubic foot additional. |
| Corner and key stones, “ | “ 52..... | Apr. 4, 1874 | 442.00 | ..... | ..... | ..... | 442.00 | 60 | 265 20 | |
| | | | 13,346.55 | 27,579.4 | ..... | 23,430.39 | 17,495.56 | ..... | \$16,434 03 | |

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.

NORTH RIVER.

Pier, new 1, N. R.

Secretary's Order No. 7600.—Several spring piles were driven and fastened on south side of pier, and others were refastened where necessary, by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun April 26 and finished May 4, 1888.

Secretary's Order No. 7617.—The tin roofing on outer end of shed on pier was repaired by the Iron Steamboat Company, lessee, by order of the Board. Begun April 19 and finished May 7, 1888.

Secretary's Order No. 8694.—2 white oak piles were driven and chocked on north side and 5 on south side of pier, and loose chocks on both sides of pier were refastened, by the West Shore Railroad Company, under permit of the Board. Begun January 24 and finished January 30, 1880.

Secretary's Order No. 8845.—5 white oak spring piles were driven and fastened on outer northerly corner of pier by the West Shore Railroad Company, under permit of the Board. Begun March 22 and finished March 23, 1889.

Bulkhead between Pier, new 1, and Pier, old 1, N. R.

Secretary's Order No. 8073.—The backing-log was repaired by Cavanagh & Collins by order of the Board. Begun and finished April 25, 1889.

Bulkhead at Pier, old 1, N. R.

Secretary's Order No. 8942.—The pavement in front of bulkhead was taken up for the purpose of repairing the suction pipe thereat, and the said pavement after repairs to the suction pipe were made was relaid by the Produce Exchange Bath Company, Limited, under permit of the Board. Begun April 16, 1889 and finished April 25, 1889.

Pier, old 1, N. R.

Secretary's Order No. 7675.—The deck sheathing was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun April 22 and finished May 6, 1888.

Secretary's Order No. 8061.—The horizontal and diagonal sheathing were repaired and the deck sheathing was patched with 3-inch spruce by the Pennsylvania Railroad Company, under permit of the Board. Begun September 15 and finished September 21, 1888.

Secretary's Order No. 8373.—The pavement adjoining the northeast corner of pier, and also that adjoining the bulkhead north of pier, was taken up and relaid by the Pennsylvania Railroad Company, by order of the Board. Begun and finished October 22, 1888.

Secretary's Order No. 8494.—Repairs to sewer-box under Pier, old 1, N. R., by the Department of Public Works, were begun about December 15, 1888, under permit of the Board; in progress.

Pier 2, N. R.

Secretary's Order No. 7673.—The horizontal sheathing was repaired and about 12 new oak and 40 spring piles were driven at the outer northerly side of pier by the Lehigh Valley Railroad Company, under permit of the Board. Begun April 25 and finished May 17, 1888.

Pier, old 3, N. R.

Secretary's Order No. 8482.—The pier was to be repaired and put in good order, also a shed was to be erected over the entire surface of the pier and a platform built on the northerly side of the premises, under permit granted to the Lehigh Valley Railroad Company to do the work. Work was begun January 20, 1889; only a small part of the work to be done under this order has been finished. No platform has been built on the northerly side of the premises and the work is now suspended.

Secretary's Order No. 8656.—The roof and sides of the pier were repaired, the deck of the pier was resheathed and fender and spring piles were placed by the Lehigh Valley Railroad Company, under permit of the Board. Work begun January 15 and finished April 22, 1889.

Pier 4, N. R.

Secretary's Order No. 8280.—The fenders on both sides of pier were repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun October 9 and finished October 18, 1888.

Secretary's Order No. 8374.—The pavement, adjoining both the approach to, and the bulkhead south of pier, was repaired by the Pennsylvania Railroad Company, by order of the Board. Begun November 8 and finished November 12, 1888.

Pier 5, N. R.

Secretary's Order No. 8280.—The vertical sheathing was repaired, also the fender on south side of pier, and 5 spring piles were driven thereat, by the Pennsylvania Railroad Company, under permit of the Board. Begun October 9 and finished October 18, 1888.

Secretary's Order No. 7682.—The planking on north side of pier and approach to pier was repaired by the West Shore Railroad Company, under permit of the Board. Begun April 22 and finished May 1, 1888.

Secretary's Order No. 8375.—The sheathing and pavement at approach to pier, and the pavement at bulkhead were repaired by the Pennsylvania Railroad Company, by order of the Board. Begun November 8 and finished November 12, 1888.

Bulkhead between Piers 5 and 6, N. R.

Secretary's Order No. 8935.—A hole in the bulkhead was filled-in with earth and the pavement was relaid by the New York and Baltimore Transportation Company, by order of the Board. Begun April 12 and finished April 13, 1889.

Pier 6, N. R.

Secretary's Order No. 7678.—2 spruce fender piles were replaced and 16 feet of backing-log was put on south side of pier by Charles A. Pool & Co., under permit of the Board. Begun May 5 and finished May 7, 1888.

Secretary's Order No. 8712.—The outer end of pier was repaired, substantially in accordance with specifications submitted, by the New York and Baltimore Transportation Company, under permit of the Board. Begun February 9 and finished February 23, 1889.

Secretary's Order No. 8824.—4 spruce fender piles were driven, fastened and chocked on south side of pier, by New York and Baltimore Transportation Company, under permit of the Board. Begun March 14 and finished March 16, 1889.

Pier 7. N. R.

Secretary's Order No. 8249.—The pavement in front of pier was repaired by the Department of Public Works, at the request of the Board. Begun September 18 and finished September 20, 1888.

Bulkhead between Piers 7 and 8, N. R.

Secretary's Order No. 8248.—The pavement adjoining bulkhead was repaired by occupants, New York and Baltimore Transportation Company, and Central Railroad Company of New Jersey, respectively, by order of the Board. Begun September 17 and finished September 21, 1888.

Secretary's Order No. 8376.—The pavement adjoining bulkhead was repaired by occupants aforesaid, by order of the Board. Begun and finished October 10, 1888.

Pier 8, N. R.

Secretary's Order No. 7725.—About 40 feet in length of the westerly end of pier was repaired by driving 40 bearing piles through the old crib, placing 12 inches by 12 inches yellow pine caps thereon, putting on new rangers, new deck and backing-log and driving and securing 10 white oak fender piles, by Wm. Cruikshank, under permit of the Board. Begun May 7 and finished June 12, 1888.

Secretary's Order No. 8010.—A two-story shed was put up in extension of the old single story shed extending about 50 feet westerly from its outer end, and an elevated passenger walk about 8 feet wide was built on top of the north side of the old shed connecting the outer new shed with the inshore end of the old shed, by the occupants, under permit of the Board. Begun July 1 and finished October 7, 1888.

Secretary's Order No. 8381.—The cluster of piles at northwest corner of pier was refastened by the Central Railroad Company of New Jersey, under permit of the Board. Begun October 23 and finished October 24, 1888.

Bulkhead in front of Nos. 72, 73 and 74, West Street, N. R.

Secretary's Order, No. 8134.—A drain pipe was carried about 10 feet inside the bulkhead and same was connected with Rector street sewer, by Wm. Cruikshank, under permit of the Board. Begun August 16, 1888, and finished January 15, 1889.

Piers 10 and 11, N. R.

Secretary's Order No. 8377.—The pavement adjoining approach to Pier 10 and at the northeast corner of approach to Pier 11, also adjoining the bulkhead between said piers, was repaired by the Metropolitan Steamship Company, by order of the Board. Begun October 18 and finished October 22, 1888.

Pier 11, N. R.

Secretary's Order No. 8514.—9 fender piles were driven, fastened and chocked in place of that number worn out, by Metropolitan Steamship Company, under permit of the Board. Begun December 22, 1888, and finished January 5, 1889.

Pier 10, N. R.

Secretary's Order No. 8765.—A dangerous hole in the pavement adjoining approach to pier was filled in with earth and the pavement was then relaid, by the alleged owners, by order of the Board. Begun and finished March 13, 1889.

Pier 12, N. R.

Secretary's Order No. 7827.—25 bearing and 12 fender piles were driven and fastened on the sides and outer end of pier and about 100 linear feet of side caps were spliced by the Central Railroad Company of New Jersey, by order of the Board. Begun May 22 and finished July 2, 1888.

Secretary's Order No. 8191.—The deck sheathing was repaired, where necessary, by Central Railroad Company of New Jersey, by order of the Board. Begun and finished September 7, 1888.

Bulkhead north of Pier 12, N. R.

Secretary's Order No. 7827.—6 bearing and 6 fender piles were driven and fastened at bulkhead platform by the Central Railroad Company of New Jersey, by order of the Board. Begun May 22 and finished July 2, 1888.

Secretary's Order No. 7850.—The pavement in front of the bulkhead was repaired by the Department of Public Works and not by the lessee, who was notified to repair same. Begun May 19 and finished May 22, 1888.

Secretary's Order No. 8378.—The pavement adjoining bulkhead was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun November 8 and finished November 12, 1888.

Secretary's Order No. 8606.—The pavement adjoining the sheathing thereat was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun January 10 and finished January 11, 1889.

Bulkhead between Piers 12 and 13, N. R.

Secretary's Order 8842.—Two dangerous holes in the pavement adjoining the sheathing on the bulkhead between piers, and a temporary shed on the above premises was moved by the Hoboken Land and Improvement Company, under permit of the Board. Begun March 19 and finished March 20, 1889.

Secretary's Order No. 8917.—A hole in the pavement adjoining bulkhead platform was repaired by Central Railroad Company of New Jersey, by order of the Board. Begun and finished April 11, 1889.

Pier 13, N. R.

Secretary's Order No. 8297.—The pavement in front of the pier was taken up and relaid by the Central Railroad Company of New Jersey, by order of the Board. Begun and finished September 27, 1888.

Secretary's Order No. 8378.—The pavement at the approach to the pier and bulkhead north of pier was repaired by Central Railroad Company of New Jersey, as directed. Begun November 8 and finished November 12, 1888.

Pier 15, N. R.

Secretary's Order No. 8593.—The backing-log and sheathing on deck of pier were repaired, and a cluster of 12 piles were refastened at upper side of ferry slip by the Central Railroad Company of New Jersey, under permit of the Board. Begun December 24, 1888, and finished January 10, 1889.

Pier 16, N. R.

Secretary's Order No. 8461.—The sheathing on the platform in front of the entrance to the pier was repaired with 3-inch spruce by the Pennsylvania Railroad Company, under permit of the Board. Begun and finished November 18, 1888.

Secretary's Order No. 8874.—A portion of the pavement in front of the pier was taken up and relaid by the Pennsylvania Railroad Company, under permit of the Board. Begun and finished April 1, 1889.

Secretary's Order No. 8975.—Repairs are being made to horizontal sheathing on the south side by Pennsylvania Railroad Company, under permit of the Board. Begun April 27, 1889; in progress.

Bulkhead at Cortlandt Street, N. R.

Secretary's Order No. 8485.—The pavement in front of the bulkhead was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun and finished November 19, 1888.

Secretary's Order No. 8454.—The sheathing on the platform in front of the north gangway to ferry was repaired with 3-inch spruce by the Pennsylvania Railroad Company, under permit of the Board. Begun November 16 and finished November 24, 1888.

Secretary's Order No. 7826.—3 spring and 7 bearing piles were replaced, and repairs to caps, rangers, vertical and deck-sheathing, at southeast corner of pier, were made by the Associates of the Jersey Company, under permit of the Board. Begun May 21 and finished May 24, 1888.

Pier, old 20, N. R.

Secretary's Order No. 8703.—The north side of the shed on the pier was repaired with new galvanized corrugated iron by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun January 28 and finished February 11, 1889.

Secretary's Order No. 8939.—The shed at the street end of Pier, old 20, North river, was removed by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun and finished April 16, 1889.

Bulkhead Platform between Piers, old 20 and 21, N. R.

Secretary's Order No. 6483.—The shed on the bulkhead was widened by about 10 feet 6 inches on the westerly side, and a raised platform was built along the westerly side of the bulkhead platform about 133 feet long, 30 feet wide and 1 foot 8 inches high, and the small triangular platform on piles in the angle between the north side of Pier, old 20, and the face of the bulkhead platform, was removed by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun May 6, 1887, and finished May 1, 1888.

Secretary's Order No. 8736.—A raised plank platform was laid along the easterly 35 feet of width of the bulkhead shed by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun February 11 and finished April 3, 1889.

Secretary's Order No. 8748.—A space of 16 feet by 75 feet outside of the shed on the bulkhead platform was planked over by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun February 11 and finished February 16, 1889.

Secretary's Order No. 8777.—A temporary bonnet about 12 feet above the ground was erected on the shed on the bulkhead, and was covered with building iron, and the ironwork of the shed was repaired by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun February 28 and finished April 11, 1889.

Secretary's Order No. 8851.—The planking in front of the bulkhead was relaid and repaired and repairs to the iron on the shed over it were made by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun March 24 and finished April 11, 1889.

Secretary's Order No. 8885.—A fence about 13 feet high by 53 feet long was built at the north line of the bulkhead between the piers, a door was cut in the east side of shed for the delivery of freight, and the pavement covering a space 20 feet by 16 feet approaching the door, was repaired by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun April 2 and finished April 11, 1889.

Pier, old 21, N. R.

Secretary's Order No. 8821.—The side cap and side ranger were spliced for a distance of 15 feet, and the backing-log and deck were repaired by the Baltimore and Ohio Railroad Company, by order of the Board. Begun April 25 and finished April 26, 1889.

Old West Washington Market.

Secretary's Order No. 8705.—All the old buildings, sheds, etc., covering the site of the old market between the north side of Pier, old 20, and the south side of Pier, old 23, N. R., were removed by the former tenants of same, under permit granted to the Finance Department by order of Board. Begun January 26 and finished February 11, 1889.

Pier, old 23, N. R.

Secretary's Order No. 7791.—Deck sheathing on the north half of the pier was repaired by Buck & Steljes, lessees, by order of the Board. Begun May 7 and finished May 8, 1888.

Secretary's Order No. 7792.—The deck sheathing on the south half of the pier was repaired, the backing-log at the angle of the bulkhead and the south half of pier was repaired and replaced; 4 bearing and 4 fender piles were driven and fastened, and side caps were spliced by the New York Steam Company, lessee, by order of the Board. Begun June 7 and finished June 13, 1888.

Secretary's Order No. 8042.—The deck sheathing was repaired with 3-inch spruce, the north half by Buck & Steljes, lessees from owners thereof, and the south half by New York Steam Company, lessee from City. Begun August 1 and finished August 9, 1888.

Secretary's Order No. 8224.—The work of cutting the backing-log on the north side of pier, to make a gangway for the steamer "Holmdel," is being done by the Citizens' Steamboat Company, under permit of the Board. Begun September 13, 1888; work suspended.

Secretary's Order No. 8142.—Dangerous holes in the surface of the approach to the pier were repaired with 4-inch spruce, by Buck & Steljes, lessees of north half, and the Department of Public Works, custodian of south half, by order of the Board. Begun August 27 and finished November 12, 1888.

Secretary's Order No. 8379.—The sheathing on the south side of the approach to the pier was repaired with 4-inch spruce by the Department of Public Works, at the request of the Board. Begun October 22 and finished November 12, 1888.

Secretary's Order No. 8424.—A new deck was put on the south side of pier and repairs were made to rangers and backing-log and 4 fender piles were driven and fastened on outer southerly end of pier, by the New York Steam Company, lessee, under permit of the Board. Begun November 1 and finished November 3, 1888.

Secretary's Order No. 8397.—The deck sheathing on the north half of the pier was patched with 3-inch spruce, by Buck & Steljes, by order of the Board. Begun October 22 and finished November 12, 1888.

Secretary's Order No. 8582.—Two holes in the south side of the pier were repaired with 4-inch spruce, by the Department of Public Works, at request of the Board. Begun December 26 and finished December 28, 1888.

Secretary's Order No. 8665.—The deck sheathing on the south side and centre of the pier was repaired by the Department of Public Works and Buck & Steljes, respectively, at request of the Board. Begun and finished March 13, 1889.

Secretary's Order No. 8820.—The deck sheathing was repaired by Buck & Steljes and New York Steam Company, by order of the Board. Begun and finished March 13, 1889.

Bulkhead Platform between Piers, old 23 and old 24, N. R.

Secretary's Order No. 8918.—The alleged owners, occupants and lessees of the bulkhead platform and buildings thereon, were notified to remove them by the Board. Work not yet begun.

Bulkhead between Piers, old 24 and 25, N. R.

Secretary's Order No. 7834.—A fence 8 feet high was put up on the platform in front of bulkhead between the piers, and a temporary shed on the above premises was moved by the Hoboken Land and Improvement Company, under permit of the Board. Begun May 15 and finished May 25, 1888.

Barclay Street Ferry.

Secretary's Order No. 7835.—Ribbon pieces of the north rack, where they interfered with the shed of Pier, old 25, were removed and were fastened lower down on the rack piles, by the Hoboken Land and Improvement Company. Begun May 16 and finished August 23, 1888.

Secretary's Order No. 6563.—An iron ferry building was put up at the foot of Barclay street, North river, in accordance with plans and specifications submitted by the Hoboken Land and Improvement Company, under permit of the Board. Begun August 22, 1887, and finished September 15, 1888.

Secretary's Order No. 8123.—An extension of the temporary shed at the ferry premises at the foot of Barclay street, North river, was put up by the Hoboken Land and Improvement Company, under permit of the Board. Begun August 10 and finished August 17, 1888.

Pier, old 25, N. R.

Secretary's Order No. 8664.—13 side bearing piles were driven and fastened on the northerly side of pier, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun January 14 and finished January 18, 1889.

Pier, old 25, N. R., and Bulkhead between Piers, old 25 and old 27, N. R.

Secretary's Order No. 8396.—Repairs were made to the pier and bulkhead, in accordance with plans and specifications submitted, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 22, 1888, and finished January 22, 1889.

Bulkhead north of Pier, old 27, N. R.

Secretary's Order No. 8515.—A large hole in the bulkhead was filled in with stone and earth, and the pavement was then relaid, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished November 26, 1888.

Bulkhead between Piers, old 27 and 28, N. R.

Secretary's Order No. 7843.—The pavement along the bulkhead was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun May 28 and finished June 2, 1888.

Secretary's Order No. 8936.—The pavement on bulkhead was taken up and relaid by the New York Central and Hudson River Railroad Company, by order of the Board. Begun April 22 and finished April 24, 1889.

Pier, old 28, N. R.

Secretary's Order No. 7775.—12 spring piles were driven and fastened thereat by the Old Colony Steamboat Company, under permit of the Board. Begun May 4 and finished May 5, 1888.

Secretary's Order No. 8463.—The planking on bulkhead in front of pier was repaired with 3-inch spruce by the Old Colony Steamboat Company, under permit of the Board. Begun November 16 and finished November 27, 1888.

Secretary's Order No. 8492.—10 new white oak spring piles were replaced by the Old Colony Steamboat Company, under permit of the Board. Begun November 23 and finished November 28, 1888.

Secretary's Order No. 8839.—The pavement in front of the pier and bulkhead was repaired by the Old Colony Steamboat Company, under permit of the Board. Begun March 20 and finished March 23, 1889.

Pier, old 29, N. R.

Secretary's Order No. 7798.—8 new bearing piles and 7 new white oak fender piles were driven, 5 cross-caps and 13 rangers 40 feet long were renewed, 2 mooring posts were put on, the backing-log and deck at outer end of pier were renewed, and the deck sheathing in centre of inner end of pier was repaired by the Providence and Stonington Steamship Company, under permit of the Board. Begun May 18 and finished May 31, 1888.

Pavonia Ferry, at the foot of Chambers Street, N. R.

Secretary's Order No. 8469.—The north ferry rack was rebuilt within and upon existing lines by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun December 3, 1888, and finished February 2, 1889.

Secretary's Order No. 8785.—The south ferry rack was repaired by putting in new planks, where necessary, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun February 23 and finished February 28, 1889.

Secretary's Order No. 8211.—The repairing at Pavonia Ferry at the foot of Chambers street, North river, and the elevating of tracks thereat, was done by the Houston and Chambers Pavonia Ferry Company, under permit of the Board. Begun September 1 and finished October 6, 1888.

Secretary's Order No. 8212.—Railroad tracks approaching the gates of the Pavonia Ferry, foot of Chambers street, North river, were raised to conform to the grade of the street, by the Chambers street and Grand street Ferry Railroad Company, under permit of the Board. Begun October 23 and finished November 10, 1888.

Secretary's Order No. 8758.—The street washer at Pavonia Ferry, foot of Chambers street, North river, was dug up and repaired where broken with new 1-inch galvanized iron pipe, and it was then properly connected to supply the street washer. Begun February 15, finished February 20, 1889.

Pier, new 20, N. R.

Secretary's Order No. 7684.—The vertical sheathing at outer end and the horizontal sheathing on north side were repaired by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun May 19 and finished June 14, 1888.

Secretary's Order No. 8400.—A lot of excelsior was removed from the newly made land in front of Pier, new 20, North river, by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun October 25 and finished November 2, 1888.

Bulkhead between Piers, new 20 and 21, N. R.

Secretary's Order No. 7631.—All plank roadways in front of the piers and of the bulkhead between the piers, were kept in repair by the New York, Lake Erie and Western Railroad Company, under permit of the Board, from March 7 to June 7, 1888.

Secretary's Order No. 8032.—All plank roadways in front of the piers and of the bulkhead between the piers, were kept in repair by the New York, Lake Erie and Western Railroad Company, under permit of the Board, from August 1 to October 11, 1888.

Secretary's Order No. 8433.—All plank approaches to the piers and in front of the bulkhead between the piers, were kept in repair for 3 months from November 1, 1888, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun November 1, 1888, and finished January 31, 1889.

Secretary's Order No. 8314.—The floor of the receiving shed between the piers was raised and 7 new platform scales were placed therein by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun January 11, finished January 15, 1889.

Pier, new 21, N. R.

Secretary's Order No. 7364.—The horizontal sheathing on both sides near the outer end was repaired and the armature plate on outer southerly corner was refastened by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun May 19, and finished June 14, 1888.

Secretary's Order No. 8592.—The vertical sheathing on the outer end of pier was repaired, and one new 8 inches by 12 inches, white oak fender and several chocks between fenders, were put on, by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun January 21 and finished January 22, 1889.

New-made Land between Murray and Jay Streets.

Secretary's Order No. 7094.—A sewer was built in West street, between Murray and Jay streets, with an outlet through and under Pier, new 21, North river, by the Department of Public Works, under permit of the Board. Begun April 16, and finished November 28, 1888.

Pier, old 33, N. R.

Secretary's Order No. 7761.—The deck sheathing was repaired on the south side of the pier, and several loose fender piles were refastened by the Catskill and New York Steamboat Company, under permit of the Board. Begun May 2 and finished July 27, 1888.

Secretary's Order No. 8882.—Repairs were made to the frame work on south side of pier and to the sheathing on deck of pier and approach thereto, by the Catskill and New York Steamboat Company, under permit of the Board. Begun April 15 and finished April 25, 1889.

Pier, old 34, N. R.

Secretary's Order No. 8148.—Temporary repairs were made to north side of the pier, by blocking up under gangway, driving one side bearing pile and refastening 4 fender piles, by A. B. Vantine, agent for lessees, under permit of the Board. Begun and finished August 16, 1888.

Secretary's Order No. 8267.—2 spring piles were driven on outer end of northerly half of pier, by North River Steamboat Company, under permit of the Board. Begun and finished September 24, 1888.

Secretary's Order No. 8635.—4 spring piles were driven and fastened on outer southerly corner of pier, by the West Shore Railroad Company, under permit of the Board. Begun January 14 and finished January 15, 1889.

Secretary's Order No. 8663.—The deck sheathing on the pier was temporarily repaired by the West Shore Railroad Company, lessee of south half, and Coykendall, Tremper & Morris, lessees of north half of pier, by order of Board. Begun April 1 and finished April 6, 1889.

Secretary's Order No. 8840.—Repairs are being made to the deck sheathing on southerly half of pier by the West Shore Railroad Company, by order of the Board. Begun April 27, 1889; work suspended.

Bulkhead north of Pier, old 34, N. R.

Secretary's Order No. 7738.—The pavement in front was repaired by the Welch estate, by order of the Board. Begun May 4 and finished May 5, 1888.

Secretary's Order No. 8300.—The premises at said bulkhead, known as the "Welch property," were fenced off from public use by alleged owners, by order of the Board. Begun and finished October 15, 1888.

Pier, new 24, N. R.

Secretary's Order No. 8219.—Spring piles were driven at either side of the pier by the Homer Ramsdell Transportation Company, under permit of the Board. Begun January 4 and finished March 28, 1889.

Secretary's Order No. 8220.—Backing-logs on the pier were to be cut out, where necessary, by the Homer Ramsdell Transportation Co., under permit of the Board. Begun September 13, 1888, and finished March 28, 1889.

Secretary's Order No. 8747.—A new iron shed, about 370 feet long, was erected on the outer portion of the pier, by Homer Ramsdell, in accordance with the resolution of Board, February 7, 1889. Begun January 12 and finished April 25, 1889.

Secretary's Order No. 8751.—4 feet of the westerly side of the inner spur on the south side of the pier was cut off and fender piles, backing-logs, and other timbers that were removed in order to cut off the end of the spur, were properly replaced by Homer Ramsdell, under permit of the Board. Begun February 21 and finished March 6, 1889.

Secretary's Order No. 8779.—The new iron shed erected on the pier was extended 10 feet further westward by Homer Ramsdell, under permit of the Board. Begun February 15 and finished April 25, 1889.

Secretary's Order No. 8812.—A chute, 9 feet wide, was placed on the north side of the pier opposite the after gangway of the Poughkeepsie steamers on the pier, about 120 feet from the outer end of the pier, by Homer Ramsdell, under permit of the Board. Begun March 8 and finished March 12, 1889.

Secretary's Order No. 8838.—An office in the new shed on the pier was built by Homer Ramsdell, under permit of the Board. Begun March 21 and finished April 16, 1889.

Secretary's Order No. 8849.—2 chutes were cut in the pier by Homer Ramsdell, under permit of the Board. Begun March 26 and finished March 29, 1889.

Secretary's Order No. 8913.—2 scales are being placed on the pier by Homer Ramsdell, under permit of the Board. Begun April 13, 1889; in progress.

Pier, new 25, N. R.

Secretary's Order No. 8661.—Gangway bridges, spring piles, and a continuous chock and beveled fender piles on the sides and along the end of pier, were placed by the Morgans' Louisiana and Texas Railroad Company, under resolution of Board January 11, 1889. Begun January 15 and finished February 12, 1889.

Secretary's Order No. 8666.—A new iron shed is being built upon the pier by the Morgans' Louisiana and Texas Railroad and Steamship Company, under resolution of Board January 11, 1889. Begun January 14, 1889; in progress.

Secretary's Order No. 8699.—Fender piles and chocks were placed at the outer end of the pier by Morgans' Louisiana and Texas Railroad Company, under permit of the Board. Begun January 24 and finished February 12, 1889.

Secretary's Order No. 8864.—A 4-inch cast-iron Croton water pipe was laid across the new-made land from the main in West street to the front of the shed, by Morgans' Louisiana and Texas Railroad Company, under permit of the Board. Begun March 29 and finished April 4, 1889.

Secretary's Order No. 8879.—A service pipe or gas main was laid across the new-made land from West street to the pier by the Consolidated Gas Company, under permit of the Board. Begun April 8 and finished April 11, 1889.

Crib-bulkhead between Piers, new 25 and 26, N. R.

Secretary's Order No. 7992.—The bulkhead between the piers was opened for the purpose of cleaning out the sewer pipe, by James Reilly, under permit of the Board. Begun July 10 and finished July 13, 1888.

Pier, new 26, N. R.

Secretary's Order No. 8431.—Fender piles were driven on the northwest corner of Pier, new 26, North river, by the Old Dominion Steamship Company, under permit of the Board. Begun November 28 and finished November 30, 1888.

Secretary's Order No. 8408.—About 100 tons of pig iron was dredged out of the slip south of the pier by the Old Dominion Steamship Company, under permit of the Board. Begun October 25 and finished November 7, 1888.

Secretary's Order No. 8878.—A temporary trucking gangway, about 8 feet wide, was built on the south side of the pier, to extend from the corner of the bulkhead 58 feet westerly, by the Old Dominion Steamship Company. Begun April 5 and finished April 19, 1889.

Bulkhead Shed between Piers, new 25 and new 27, N. R.

Secretary's Order No. 7930.—The erection of an iron shed, 50 feet wide, on the bulkhead extending from 125 feet south of Pier, new 26, North river, across the front of said pier and to the south side of Pier, new 27, North river, a length of about 361 feet, by the lessees, has been carried on during the year, under permit of the Board. Begun June 18, 1888; in progress.

Secretary's Order No. 8366.—A small automatic elevator was erected in the new shed on the north side of Pier, new 26, North river, by the Old Dominion Steamship Company, under permit of the Board. Begun October 15 and finished November 1, 1888.

Secretary's Order No. 8369.—A space of 30 feet in width in front of the shed on the bulkhead north side of Pier, new 26, North river, and also a roadway, 30 feet in width, from the shed to West street, was planked over by the Old Dominion Steamship Company, under permit of the Board. Begun October 15 and finished November 1, 1888.

Secretary's Order No. 8448.—The wheel guards or raised platform along the face of the shed are being widened by the Old Dominion Steamship Company, under permit of the Board. Begun November 2, 1888; in progress.

Secretary's Order No. 8716.—Hanging fenders, consisting of oak piles and waling pieces, were suspended along the face of the bulkhead-wall, extending about 87½ feet north of north side of Pier, new 26, N. R., and about 125 feet south of Pier new 26, N. R., by the lessees, under permit of the Board. Begun March 15 and finished March 19, 1889.

Secretary's Order No. 8795.—A pair of boilers are being erected in the bulkhead shed south of the pier by the Old Dominion Steamship Company, under permit of the Board. Begun February 15, 1889; in progress.

Secretary's Order No. 8846.—A platform elevator is being placed in the shed on the bulkhead adjoining the pier for elevating cargo; also, an electric-light engine and dynamo are being placed in the boiler-room by the Old Dominion Steamship Company, under permit of the Board. Begun March 21, 1889; in progress.

Secretary's Order No. 8932.—A plank roadway, 35 feet in width, at the northern and southern end of bulkhead shed south of Pier, new 26, N. R., is being laid to West street, and a space 40 feet in width in front of the shed is being planked over. Begun April 13, 1889; in progress.

Bulkhead between Piers, new 27 and 28, N. R.

Secretary's Order No. 5951.—The new-made land in front of the piers has been partly paved by the Pennsylvania Railroad Company, under permit of the Board. This work has not been finished owing to the earth-filling at this point not having been brought to grade yet. Begun October 25, 1886.

Pier, new 27, N. R.

Secretary's Order No. 8561.—The planking in front of the pier was repaired with 4-inch spruce by the Pennsylvania Railroad Company, under permit of the Board. Begun April 1 and finished April 2, 1889.

Secretary's Order No. 7630.—The sheathing on the sides and outer end of the pier was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun May 11 and finished May 26, 1888.

Secretary's Order No. 8446.—The sheathing on the sides of the pier was repaired and renewed where necessary by the Pennsylvania Railroad Company, under permit of the Board. Begun November 22 and finished December 4, 1888.

Secretary's Order No. 8974.—Repairs to fenders on pier are being made by the Pennsylvania Railroad Company, by order of the Board. Begun April 26, 1889; in progress.

Pier, new 28, N. R.

Secretary's Order No. 7630.—The sheathing on the sides and outer end of the pier was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun May 11 and finished May 26, 1888.

Secretary's Order No. 8446.—The sheathing on both sides of the pier was repaired and renewed where necessary by the Pennsylvania Railroad Company, under permit of the Board. Begun November 22 and finished December 4, 1888.

Secretary's Order No. 8974.—Repairs are being made to fenders on pier by the Pennsylvania Railroad Company, by order of the Board. Begun April 26, 1889; in progress.

Pier, old 39, N. R.

Secretary's Order No. 7694.—The horizontal sheathing on the north side of the pier was repaired by the occupants, the Pennsylvania Railroad Company; and about 10 fender piles were refastened and about 200 linear feet of new backing-log was put on, in place of the old backing-log on the south side of the pier, by the Associates of the Jersey Company and A. Van Santvoord and H. P. Farrington, lessees, by order of the Board. Begun May 21 and finished May 28, 1888.

Secretary's Order No. 8717.—The grain elevator on the south side of the pier was repaired by strengthening the wooden posts under the girder with 5 inches by 9 inches yellow pine, and by properly fastening and securing them at top and bottom, by E. M. Van Tassell, by order of the Board. Begun January 30 and finished February 9, 1889.

Bulkhead Platform between Desbrosses Street and Pier, old 40, N. R.

Secretary's Order No. 7695.—The backing-log was renewed, by lessee, the New Jersey Railroad and Transportation Company, by order of the Board. Begun and finished May 19, 1888.

Bulkhead north of Desbrosses Street Ferry, N. R.

Secretary's Order No. 8284.—The face of the bulkhead north of Desbrosses street and south of Pier, old 40, was renewed where necessary, and new rangers and caps, also new deck of 5-inch yellow-pine and new backing-log were put on bulkhead platform and about 6 fender and spring piles were driven and fastened in front of the platform, by the Pennsylvania Railroad Company, under permit of the Board. Begun September 24 and finished December 7, 1888.

Pier, old 40, N. R.

Secretary's Order, No. 7696.—The vertical sheathing at the outer end of the pier, was repaired by H. P. Farrington, lessee, by order of the Board. Begun May 1 and finished May 7, 1888.

Bulkhead at Pier, old 41, N. R.

Secretary's Order No. 7751.—Repairs were made to the bulkhead and south of same, in front of offices of Peoples' Line of Steamers, including repairs to deck and face timbers, and putting on new caps and rangers, by the Peoples' Line of Steamers, under permit of the Board. Begun May 1 and finished June 23, 1888.

Pier, old 41, N. R.

Secretary's Order No. 7928.—The pavement at the entrance to the pier was repaired, by the Peoples' Line of steamers, under permit of the Board. Begun June 11 and finished July 3, 1888.

Secretary's Order No. 8767.—The sheathing at the entrance to the pier was repaired by the Peoples' Line of Steamers, under permit of the Board. Begun February 16 and finished February 23, 1889.

Dumping-board at Canal Street, N. R.

Secretary's Order No. 7822.—The overhang was shortened and the deck and ramp were repaired by the Department of Street Cleaning, at request of the Board. Begun May 16 and finished June 7, 1888.

Pier, new 34, N. R.

Secretary's Order No. 7925.—5 vertical fenders on the south side and about 15 on the north side of pier were placed and chocked by Pacific Mail Steamship Company, by order of the Board. Begun June 15 and finished July 2, 1888.

New-made Land at foot of Spring Street, N. R.

Secretary's Order No. 8419.—The pavement on the newly made ground at the foot of the street was taken up and properly relaid with coal tar joints, by the Department of Public Works, for the purpose of repairing the water main thereat, under permit of the Board. Begun October 26 and finished November 13, 1888.

Pier, new 35, N. R.

Secretary's Order No. 7784.—A suspended passenger walk was built in the shed on the pier by H. Young, Jr., under permit of the Board. Begun May 10 and finished October 8, 1888.

Pier, new 36, N. R.

Secretary's Order No. 8047.—3 islands or refuges were placed on each crosswalk leading to the pier on the new-made land in front of the pier by the Stonington Steamship Company, under permit of the Board. Begun April 9 and finished April 16, 1889.

Bulkhead between Piers, new 36 and 37, N. R.

Secretary's Order No. 7774.—A temporary ice bridge, scale and weigh office were erected on southerly half of bulkhead by S. A. Winne, in accordance with resolution of the Board of April 28, 1888. Begun May 2 and finished May 7, 1888.

Pier, new 37, N. R.

Secretary's Order No. 7511.—A shed was built on the pier by the lessee, C. P. Huntington, under permit of the Board. Begun March 22 and finished October 1, 1888.

Secretary's Order No. 7635.—A meter was placed under the inshore end of the pier by C. P. Huntington, under permit of the Board. Begun and finished May 6, 1888.

Secretary's Order No. 8158.—Elevated platforms to carry lamp and cordage rooms at the out-shore end of the shed on Pier, new 27, were put up by lessee, C. P. Huntington, under permit of the Board. Begun August 21 and finished October 1, 1888.

Bulkhead between Piers, new 36 and new 38, N. R.

Secretary's Order No. 5530.—A shed from the middle of the bulkhead between Piers, new 36 and 37, to the middle of the bulkhead between Piers, new 37 and 38, including the area in front of Pier, new 37, was nearly completed before the fire on Pier, new 37, North river, February 28, 1887, by C. P. Huntington, lessee, under permit of the Board. Begun September 13, 1886, and finished October 6, 1888.

Pier, new 39, N. R.

Secretary's Order No. 8345.—60 vertical square oak fenders were renewed on both sides of pier, about 50 oak chocks were placed between fenders, 2 new armature plates were put on and the ends of pier were newly chocked, by the National Line of Steamships, under permit of the Board. Begun October 10, 1888, and finished January 4, 1889.

Pier, new 42, N. R.

Secretary's Order No. 8021.—1 bearing pile was pulled to place and fastened, 8 white oak square fenders were renewed, and chocks between fenders put on by Compagnie Générale Transatlantique, lessee, by order of the Board. Begun July 7 and finished August 25, 1888.

Pier, new 43, N. R.

Secretary's Order No. 8071.—The square fenders on south side of pier were repaired and refastened, and 2 spring piles on outer southerly corner thereof were refastened, by the International Steam Navigation Company, lessee, by order of the Board. Begun August 4 and finished August 13, 1888.

Secretary's Order No. 8159.—An upper deck, about 250 feet long, is being erected in the shed on the pier to accommodate passengers, by the International Steamship Company, under permit of the Board. Begun August 19, 1888; in progress.

Secretary's Order No. 8385.—The backing-log was repaired, fender piles were refastened and the lamp frame at end of pier was removed and placed on the end of the building on the end of the pier, by the Hoboken Land and Improvement Company, under permit of the Board. Begun October 24 and finished October 30, 1888.

Secretary's Order No. 8432.—Boiler, engine room, coal bunker and pump house, were erected on the north side of the pier, also small hoisting engines were placed upon the southerly side of pier, at the doorways, for landing ships, cargoes, by the International Navigation Company, under permit of the Board. Begun October 1 and finished November 15, 1888.

Secretary's Order No. 8474.—A continuous chocking piece of yellow pine timber, 10 inches by 12 inches section, was placed between the heads of oak fenders upon the south side of the pier, by the International Navigation Company; also derricks for working cargo on the south side of the pier, were erected by the same company, under permit of the Board. Begun November 16 and finished November 25, 1888.

Secretary's Order No. 8772.—Building land pile-driver ways on the new-made land south of Pier, new 43, North river, by Thomas Hayden. Begun February 20, and finished February 28, 1889.

Christopher Street Ferry, N. R.

Secretary's Order No. 8136.—The close vertical fendering, for a distance of about 75 linear feet, was renewed, ribbon pieces were repaired and 2 white oak fender piles were driven and fastened, by the Hoboken Land and Improvement Company, under permit of the Board. Begun August 20, and finished August 31, 1888.

Pier, new 45, N. R.

Secretary's Order No. 8809.—The work of taking down the shed and of repairing the under-structure and superstructure of the pier, and of removing the bulkhead platform and shed thereon, on the south side of the pier, was begun by the Oceanic Steam Navigation Company under permit of the Board and in accordance with resolution of the Board. Begun April 2, 1889; in progress.

Pier, new 46, N. R.

Secretary's Order No. 8881.—An office is being erected at southeast corner inside the shed on pier by the Citizens' Steamboat Company of Troy, under permit of the Board. Begun April 12, 1889; in progress.

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

Secretary's Order No. 8105.—The booth which had been erected on the said approach was removed therefrom by alleged owner, by order of the Board. Begun and finished August 4, 1888.

Bulkhead along Southerly Side of West Eleventh Street, N. R.

Secretary's Order No. 8086.—The sewer-pipe at old bulkhead was lengthened and extended through new bulkhead at No. 385 West Eleventh street, by S. A. Weeks, under permit of the Board. Begun August 9 and finished August 11, 1888.

Secretary's Order No. 8156.—The drain-pipe at old bulkhead was extended through new bulkhead, by M. J. Darmody, under permit of the Board. Begun and finished August 20, 1888.

Secretary's Order No. 8154.—Two lengths (about 16 feet) of drain-pipe were replaced through the bulkhead fronting the premises known as No. 379 West Eleventh street, by Peter De Witt & Co., under permit of the Board. Begun and finished August 24, 1888.

Secretary's Order No. 8478.—A grain derrick or elevator is under construction on the 200 feet in length of the bulkhead on the southerly side of the street easterly of Thirteenth avenue, by Emory M. Van Tassel, under resolution of the Board, November 15, 1888. Begun December 7, 1888; nearly finished.

Bulkheads, Thirteenth Avenue and West Eleventh Street, N. R.

Secretary's Order No. 8607.—A 6-inch cast-iron drain-pipe, for drainage and sewerage, was run from the elevator at corner of Thirteenth avenue and West Eleventh street through the bulkhead opposite on Thirteenth avenue; also 2 engine pipes were run in same manner through the bulkhead on West Eleventh street, and a drain-pipe was connected from roof of elevator at the same point, by E. M. Van Tassel, under permit of the Board. Begun December 28, 1888, and finished April 6, 1889.

Bulkhead between Bank and West Eleventh Streets, N. R.

Secretary's Order No. 7954.—2 white oak spring piles were driven in front thereof by the Knickerbocker Ice Co., under permit of the Board. Begun and finished June 14, 1888.

Pier at Bethune Street, N. R.

Secretary's Order No. 8234.—One white oak fender at the outer lower corner of the pier was refastened by A. T. Decker & Co., by order of the Board. Begun and finished September 20, 1888.

Secretary's Order No. 8818.—A cleat was placed on the north side, outside of the gangway leading to the public bath, by the Consumers' Ice Co., under permit of Board. Begun and finished August 8, 1888.

Secretary's Order No. 7913.—2 oak fender piles on each outer corner of pier were refastened by the Consumers' Ice Co., by order of the Board, and the surface of deck of pier, which was ordered to be cleaned by said company, was cleaned by the Department of Street Cleaning. Begun and finished cleaning of pier June 13, 1888; begun and finished work on piles August 20, 1888.

Pier, old 56, N. R. (Gansevoort Street).

Secretary's Order No. 8235.—The deck sheathing was repaired, several fender piles were replaced and 1 new mooring post was set and chocked by Daniel Shea, lessee, by order of the Board. Begun October 13 and finished November 2, 1888.

Bulkhead south of Pier, old 59 (Little West Twelfth Street), N. R.

Secretary's Order No. 8237.—About 50 feet of the bulkhead was rebuilt from low water up by the Mutual Benefit Ice Co., and the sewer thereat was repaired by the Department of Public Works at request of the Board. Begun January 3 and finished January 24, 1889.

Ferry at West Fourteenth Street, N. R.

Secretary's Order No. 7943.—The horizontal and "A" braces were refastened by the Hoboken Land and Improvement Company, under permit of the board. Begun June 11 and finished July 7, 1888.

Secretary's Order No. 7943.—2 piles were driven and fastened in the South Ferry rack by said company, under permit of the Board. Begun and finished October 4, 1888.

Secretary's Order No. 8596.—Necessary repairs were made to the ferry racks by the Hoboken Land and Improvement Company, under permit of the Board. Begun January 7 and finished January 17, 1889.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 8163.—The backing-log was removed and a gangway was made for the use of steamer "W. W. Coit," by lessee, George W. Winant under permit of the Board. A few days after the gangway was made the "W. W. Coit" ceased making landings at this pier, and the said gangway was closed by replacing and refastening the backing-log. Begun August 24 and finished September 7, 1888.

Bulkhead between West Fifteenth and Sixteenth Streets, N. R.

Secretary's Order No. 7681.—Repairs to same were made by the Watervliet Ice Company, lessee, under permit of the Board. Begun April 24 and finished May 1, 1888.

Bulkhead between West Eighteenth and Nineteenth and Nineteenth and Twentieth Streets, N. R.

Secretary's Order No. 8428.—Repairing of same in accordance with resolution of the Board of October 26, 1888, by D. C. Newell, by order of the Board. Begun December 19, 1888; work suspended.

Pier at West Nineteenth Street, N. R.

Secretary's Order No. 7727.—Water-pipes were laid under centre of pier, and a hydrant was placed on each outer end of pier, by the Department of Public Works, under permit of the Board. Begun September 10 and finished October 24, 1888.

Bulkhead Platform south of Pier and Pier at West Twentieth Street, N. R.

Secretary's Order No. 7953.—12 oak spring piles were driven thereat by the Knickerbocker Ice Company, under permit of the Board. Begun June 15 and finished June 18, 1888.

Pier at West Twentieth Street, N. R.

Secretary's Order No. 8516.—3 fender piles on the south side of the pier were refastened by the Knickerbocker Ice Company, by order of the Board. Begun and finished January 15, 1889.

Bulkhead between West Twenty-first and West Twenty-second Streets, N. R.

Secretary's Order No. 8744.—The bulkhead was taken down and the five upper courses of timber was renewed, and the necessary repairs were made to the float bridges thereat, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun March 30 and finished April 18, 1889.

Pier at West Twenty-second Street, N. R.

Secretary's Order No. 7693.—The horizontal sheathing was repaired and several bearing piles were driven at the outer end of the pier, by lessee, C. T. Van Santvoord, by order of the Board. Begun April 26 and finished May 5, 1888.

Ferry at West Twenty-third Street, N. R.

Secretary's Order No. 8226.—The north ferry rack was repaired where necessary by the New York, Lake Erie and Western Railroad Company under permit of the Board. Finished November 24, 1888.

Platform north of Ferry at West Twenty-third Street, N. R.

Secretary's Order No. 7670.—Repairs were made thereto by putting on new braces and planks, replacing mooring piles, also driving a cluster of piles at its outer end, by the Twenty-third Street Railway Company, under permit of the Board. Begun April 16 and finished May 5, 1888.

Pier, new 56, N. R.

Secretary's Order No. 8244.—The vertical sheathing and backing-log on the upper end of pier, which were damaged by the steamer "Connecticut" of the Stonington line, when being towed to its berth on the south side of Pier, new 57, were repaired by the owners of the tug boat engaged in towing said steamer as aforesaid. Begun September 20 and finished September 24, 1888.

Old Bulkhead south of West Thirtieth Street, N. R.

Secretary's Order No. 7906.—A float stage was placed about 50 feet west of the face of the old bulkhead south of West Thirtieth street, North river, and alongside the approach leading to Pier, new 60, North river, by Peter Conway, under permit of the Board. Begun July 14 and finished July 17, 1888.

Pier, new 60, N. R.

Secretary's Order No. 7570.—3 fender-piles were placed on the northwest corner of the pier, by lessee, James McClenahan, by order of the Board. Pine piles, large size, were used in place of oak, as ordered, owing to great scarcity of oak piles in market at time of said work being done. Begun August 4 and finished August 6, 1888.

Secretary's Order No. 8082.—The deck sheathing was repaired with 3-inch spruce, by James McClenahan, lessee, by order of the Board. Begun September 6 and finished September 8, 1888.

Secretary's Order No. 8221.—The armature plate on the south side of the outer end of the pier was refastened by lessee, James McClenahan, by order of the Board. Begun September 10 and finished September 12, 1888.

Land Under Water on the North Side of West Thirtieth Street, N. R.

Secretary's Order No. 6215.—A strip of land about 30 feet in width along the north side of Thirtieth street, and extending from about 50 feet west of the westerly line of Twelfth avenue, east to the old shore line over that portion of the land under water covered by the water grant to Cornelius Ray, June, 15, 1858, was filled-in by Robert Ray Hamilton, under permit of the Board. Begun May 15, 1887, and finished February 26, 1889.

Pier, new 61, N. R.

Secretary's Order No. 7228.—Railroad tracks were laid upon pier and across the newly made land thereat, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 26, 1887, and finished February 2, 1889.

Pier, new 62, N. R.

Secretary's Order No. 6891.—Bumper frames were placed at the ends of railroad tracks upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun May 23 and finished May 28, 1888.

Secretary's Order No. 7229.—Single lines of tracks were laid on the pier and upon the filling behind the wall by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 6 and finished November 9, 1888.

Secretary's Order No. 7174.—An iron shed was built upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun April 26 and finished September 29, 1888.

Secretary's Order No. 7440.—Gangways were placed in recesses made therefor in the pier, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun May 21 and finished May 28, 1888.

New-made Land between West Thirty-first and West Thirty-third Streets, N. R.

Secretary's Order No. 8353.—Gas-pipes were laid behind the new bulkhead in line of Twelfth avenue and between the above streets, for the purpose of furnishing gas to the sheds on Piers, new 61 and new 62, North river, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun October 10 and finished October 31, 1888.

Land Under Water from north of West Thirtieth Street to Northerly Line of West Thirty-third Street, N. R.

The filling-in of land under water covered within the above limits by a water grant to Wells & Cummings and to New York Chemical Manufacturing Company, and easterly of the west line of Twelfth avenue, was continued during the year by the New York Central and Hudson River Railroad Company, the alleged owners, under permit of the Board.

Pier at West Thirty-fourth Street, N. R.

Secretary's Order No. 7960.—About 14 feet of the backing-log, at the temporary berth of Scott & Co., on said pier, was removed by Scott & Co., under permit of the Board. Begun and finished June 18, 1888.

Bulkhead between West Thirty-fourth and Thirty-fifth Streets, N. R.

Secretary's Order No. 8087.—A guard or fence was put up at the inner end of the north side of the pier by nailing boards diagonally from the fence erected on bulkhead to the outside of backing-log, for a distance of 8 feet out, erected by Scott & Co., under permit of the Board. Begun July 25 and finished July 28, 1888.

Twelfth Avenue and West Thirty-fifth Street, N. R.

Secretary's Order No. 8322.—The drains at the two westerly corners of said avenue and street were repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun October 10 and finished October 24, 1888.

Pier at West Thirty-fifth Street, N. R.

Secretary's Order No. 8518.—3 corner piles were refastened by the Pennsylvania Railroad Company, by order of the Board. Begun and finished November 28, 1888.

Secretary's Order No. 8542.—The horizontal sheathing on the north side of the pier was repaired with 5-inch yellow pine; 2 bearing piles were driven in the rack at the bulkhead north of the pier, and the platform in front of the bulkhead was repaired and strengthened where necessary, by the Pennsylvania Railroad Company, under permit of the Board. Begun December 5 and finished December 13, 1888.

Secretary's Order No. 8614.—The deck sheathing was repaired by the Pennsylvania Railroad Company, by order of the Board. Begun January 14 and finished January 24, 1889.

Secretary's Order No. 8687.—4 white oak fender piles were driven and chocked at the outer corners of the pier, the armature plates were refastened and the deck sheathing was repaired with 3-inch spruce, by the Pennsylvania Railroad Company, by order of the Board. Begun April 20 and finished April 29, 1889.

Pier at West Thirty-sixth Street, N. R.

Secretary's Order No. 7914.—The vertical sheathing on the outer northerly corner of the pier was repaired, and the iron corner bands and upper armature plates were straightened and refastened, by the New York Central and Hudson River Railroad Company, lessee, by order of the Board. Begun June 18 and finished August 25, 1888.

Secretary's Order No. 8519.—The horizontal sheathing on the north side of the pier was repaired with 5-inch yellow pine, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun December 12 and finished December 13, 1888.

Pier at West Thirty-seventh Street, N. R.

Secretary's Order No. 7764.—A dumping board was erected on south side of inner half of pier, by the Department of Street Cleaning, under permit of the Board. Begun May 7 and finished June 11, 1888.

Secretary's Order No. 7809.—Sunken canal boat "James Roche" was raised and towed to Hoboken, N. J., by the owner, by order of the Board. Begun May 8 and finished May 16, 1888.

Secretary's Order No. 7847.—A water pipe was laid under the pier, by Thomas F. White, under permit of the Board. Begun May 19 and finished May 22, 1888.

Secretary's Order No. 7552.—A temporary telegraph office, a board fence, a hoisting mast and a reception shed were erected on the outer 250 feet of pier, by Thomas F. White, under permit of the Board. Begun March 24 and finished May 24, 1888.

Secretary's Order No. 7940.—Eighteen 4 inches by 6 inches spruce awning posts were erected on the pier, by Thomas F. White, under permit of the Board. Begun June 25 and finished June 29, 1888.

Bulkhead south of West Thirty-eighth Street, N. R.

Secretary's Order No. 7916.—Temporary pipes were laid to and through the bulkhead for the purpose of pumping water from the river, by W. H. McNeill, under permit of the Board. Begun June 9 and finished June 13, 1888.

Secretary's Order No. 8114.—A 3-inch cast-iron pipe was run from the factory at Eleventh avenue and West Thirty-eighth street, through the new bulkhead and under the approach to the pier, by William Slack, under permit of the Board. Begun August 10 and finished August 14, 1888.

Secretary's Order No. 8135.—The water pipes temporarily laid at bulkhead were taken up and extended out about 100 feet under the pier, by W. H. McNeill, under permit of the Board. Begun August 13 and finished August 20, 1888.

Secretary's Order No. 8615.—4 spruce spring piles were driven and fastened on the south side of the pier by the Cornell Steamboat Company, under permit of the Board. Begun and finished December 31, 1888.

Bulkhead between West Thirty-eighth and Thirty-ninth Streets, N. R.

Secretary's Order No. 7902.—A new mooring pile, in place of broken one, was set on the bulkhead, by Lister's Agricultural Chemical Works, under permit of the Board. Begun and finished July 25, 1888.

Bulkhead at West Forty-first Street, N. R.

Secretary's Orders Nos. 7840 and 8048.—One of the 2 sunken canal-boats was raised and removed by owner, Denis Devine, to the Jersey Flats, by order of the Board. The other canal-boat was removed by Department of Docks, under Secretary's Order No. 8048 and Treasurer's Order No. 13320. Begun and finished July 25, 1888.

Bulkhead between West Forty-first and Forty-second Streets, N. R.

Secretary's Order No. 7836.—The trestle was repaired by putting in new timbers in place of those worn out and rotten, by the Consolidated Gas Company, under permit of the Board. Begun May 18 and finished July 20, 1888.

Piers between West Forty-first and Forty-second Streets, N. R.

Secretary's Order No. 8389.—Repairs were made to the small pier on north side of Forty-first street and to the pier south of Forty-second street, consisting of a general blocking up of the caps and rangers, splicing of cross caps, where necessary, repairing of backing-logs and the driving of about 35 bearing and 30 fender piles, by the Consolidated Gas Company, under permit of the Board. Begun October 12, 1888, and finished January 12, 1889.

Pier at West Forty-fourth Street, N. R.

Secretary's Order No. 7765.—An ice platform 100 feet on the north side of the pier, and a scale on the bulkhead near the westerly end of the pier, were erected by Kennedy, Rinehart & Co., under permit of the Board. Begun May 1 and finished May 11, 1888.

Secretary's Order No. 7812.—2 bearing piles were driven and fastened on the south side of the pier by lessee, New York Horse Manure Company, by order of the Board. Begun May 17 and finished May 18, 1888.

Bulkhead between West Forty-fifth and Forty-sixth Streets, N. R.

Secretary's Order No. 8468.—13 oak square fenders were put on, 5 spring piles were driven and fastened and 2 mooring posts were set, by the Consolidated Gas Company, under permit of the Board. Begun January 15 and finished January 18, 1889.

Pier at West Forty-eighth Street, N. R.

Secretary's Order No. 7796.—12 interior side bearing piles were driven, rangers and side caps were renewed where necessary. A new deck was laid with 4-inch yellow pine and a new backing-log and 6 mooring posts were put on by Bradish Johnson, alleged owner, by order of the Board. Begun July 27 and finished September 6, 1888.

Bulkhead at West Fiftieth Street, N. R.

Secretary's Order No. 8044.—Obstructions, consisting of stone, rubbish, etc., were removed therefrom, by owners, James Gillies & Sons, as requested. Begun April 8 and finished April 17, 1889.

Pier at West Fifty-first Street, N. R.

Secretary's Order No. 8911.—A temporary ice platform on pier, 100 feet long and 10 feet wide, and a weigh office and scales on the approach to the pier, were erected by Kennedy, Rinehart & Co., under permit of the Board. Begun April 10 and finished April 25, 1889.

Pier at West Fifty-fifth Street, N. R.

Secretary's Order No. 7951.—Telegraph cables were placed under the pier and a trap-door was cut in the pier about 100 feet from river end of same, by the Western Union Telegraph Company, under permit of the Board. Begun August 1 and finished August 11, 1888.

Pier at West Fifty-eighth Street, N. R.

Secretary's Order No. 8550.—The square fenders on sides of pier were renewed where necessary, by lessee, the Union Stock Yard and Market Company, by order of the Board. Begun December 18 and finished December 20, 1888.

Pier and Shed at foot of West Fifty-ninth Street, and Bulkheads and Sheds between West Fifty-ninth and Sixty-eighth streets, N. R.

Secretary's Order No. 7958.—The fenders, backing-logs and deck of pier at Fifty-ninth street were renewed, five new spruce fender-piles were driven and the corner bands at outer northerly corner of pier were renewed; the galvanized iron on shed of Fifty-ninth street pier was also renewed where required, the gravel roofing on same was repaired, the skylights were repaired where necessary and the entire exterior of shed was painted, and similar repairs were made to the bulkheads and sheds between Fifty-ninth and Sixty-eighth streets, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun June 9 and finished August 13, 1888.

Coal Pier near foot of West Seventieth Street, N. R.

Secretary's Order No. 8178.—An extension 380 feet long by 60 feet wide was made to the coating pier at West Seventieth street, North river, by New York Central and Hudson River Railroad Company. Begun September 17, 1888, and completed March 13, 1889.

West Seventy-ninth Street, N. R.

Secretary's Order No. 8218.—A pipe was removed from above premises to Ninety-seventh street, North river, by the National Transit Company, under permit of the Board. Begun September 15 and finished November 1, 1888.

West Eighty-third Street, N. R.

Secretary's Order No. 8016.—A float was located thereat by M. J. Flynn, under permit of the Board. Work begun and finished July 14, 1888.

Bulkhead north of West Ninety-sixth Street, N. R.

Secretary's Order No. 7815.—A fence for a sand bin was erected and the yard was graded by Canda & Kane, under permit of the Board. Begun May 7 and finished June 27, 1888.

West Ninety-seventh Street, N. R.

Secretary's Order No. 8409.—Piles were driven about 137 feet north of above premises for the purpose of landing a pipe thereat, by the National Transit Company, under permit granted by the Board of Docks. Begun October 31, 1888, and finished January 1, 1889.

One Hundred and Eighth Street, N. R.

Secretary's Order No. 7804.—A temporary platform on piles and other structures on land under water were erected thereat by Bernheimer & Schmid, under permit granted by the Board of Docks. Begun May 10 and finished October 13, 1888.

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

Secretary's Order No. 7561.—12 white oak spring piles were driven, fastened and chocked at the outer end of the pier by the Homer Ramsdell Transportation Company, lessee, by order of the Board. Begun and finished September 24, 1888.

Secretary's Order No. 7807.—A gangway was cut in the outer end of the pier, in accordance with diagram submitted, by the Homer Ramsdell Transportation Company, under permit of the Board. Begun May 9 and finished May 16, 1888.

Ferry Premises at West One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 7969.—20 white oak piles were driven and fastened and necessary repairs were made to the ferry bridge by the Fort Lee Ferry Company, under permit of the Board. Begun June 21 and finished September 6, 1888.

West One Hundred and Thirty-third to One Hundred and Thirty-fourth Street.

Secretary's Order No. 7098.—Building crib-bulkhead on piles between the centre line of West One Hundred and Thirty-third street and the centre line of West One Hundred and Thirty-fourth street, North river, by Theodore F. Tone, under permit of the Board. Begun April 10, 1888, and finished on or about April 1, 1889.

Secretary's Order No. 7713.—Driving piles for a foundation for coal pockets in rear of crib-bulkhead from West One Hundred and Thirty-third street to West One Hundred and Thirty-fourth street, North river, by Theodore F. Tone, under permit of the Board. Begun April 10, 1888. The coal pockets were nearly completed on April 19, 1889, when they were destroyed by fire. The work of removing the ruins is in progress.

Secretary's Order No. 7768.—Filling in rear of crib-bulkhead from centre line of West One Hundred and Thirty-third street to centre line of West One Hundred and Thirty-fourth street, North river, by Theodore F. Tone. Begun on or about May 2, 1888; in progress.

West One Hundred and Thirty-fourth Street to West One Hundred and Thirty-fifth Street, N. R.

Secretary's Order No. 8568.—Building a crib-bulkhead from the centre line of West One Hundred and Thirty-fourth street to the centre line of West One Hundred and Thirty-fifth street, North river, and filling in rear of same, by H. A. Higgins. Begun April 1, 1889; in progress.

Land Under Water between West One Hundred and Thirty-seventh and One Hundred and Thirty-eighth Streets, N. R.

Secretary's Order No. 8891.—Driving of piles and erection of boat-house thereon by Hudson Boat Club, under permit of Board. Begun April 12, 1889; in progress.

One Hundred and Fortieth to One Hundred and Forty-second Street, N. R.

Secretary's Order No. 8572.—A fence was erected around the new-made land west of the railroad tracks by Henry L. Hogue, under permit granted by the Board of Docks. Begun December 10 and finished December 12, 1888.

One Hundred and Fifty-sixth Street, N. R.

Secretary's Order No. 7873.—A boat-house and floats were located at above premises by the Waverley Boat Club, under permit granted by the Board of Docks. Begun May 25 and finished June 6, 1888.

Foot of West One Hundred and Fifty-sixth Street, N. R.

Secretary's Order No. 8530.—About 70 spruce piles were driven around the boat-house located thereat, by the Waverley Boat Club, under permit of the Board, said club having agreed to remove said piles before May 1, 1889. Begun December 12 and finished December 13, 1888.

Premises south of West One Hundred and Fifty-eighth Street, N. R.

Secretary's Order No. 7907.—A boat-house, 14 feet by 20 feet, was put up on piles south of pier at One Hundred and Fifty-eighth street, North river, by the Washington Heights Aquatic Club. Begun June 19 and finished November 19, 1888.

Land Under Water north of Pier at One Hundred and Fifty-eighth Street, N. R.

Secretary's Order No. 7455.—8 spruce piles were driven, and two caps placed on same with 6 inches by 12 inches yellow pine, and 3 rangers of 6 inches by 12 inches yellow pine were put on, and a boat-house was placed and located thereon by F. T. Volk, under permit of the Board. Begun September 22 and finished September 24, 1888.

EAST RIVER.

Battery, E. R.

Secretary's Order No. 7823.—5 white oak piles were driven to moor the floating-bath along-side of, by William A. Hall, under permit of the Board. Begun and finished May 17, 1888.

Secretary's Order No. 8964.—12 piles were driven thereat to moor a bath, by William A. Hall, under permit granted by the Board of Docks. Begun and finished April 10, 1889.

Ferry Premises at Whitehall Street, E. R.

Secretary's Order No. 7756.—Alterations to the North Shore Ferry Slip, consisting of taking up and replacing piles and ferry racks, renewing decayed ones, and altering of ferry bridge and gangways, were made by the Staten Island Rapid Transit Railroad Company, under permit of the Board. Begun May 2 and finished July 14, 1888.

Secretary's Order No. 8254.—Improvements in the ferry slips and structures in accordance with plan and tracings, as amended and approved, are being made by the Staten Island Rapid Transit Railroad Company, under permit of the Board. Begun September 13, 1888; in progress.

Secretary's Order No. 8440.—A new ferry-house, etc., is under construction at foot of Whitehall street, East river, by Staten Island Rapid Transit Company, under permit of the Board. Begun February 8, 1889; in progress.

Pier 2, E. R. (east side).

Secretary's Order No. 8030.—A cluster of white oak piles (7) was reset and refastened by the New York and South Brooklyn Ferry Company, under permit of the Board. Begun and finished July 12, 1888.

Pier 3, E. R.

Secretary's Order No. 8652.—20 bearing and 20 fender piles were driven and fastened on the westerly side of the pier, by the lessees, by order of the Board. Begun January 12 and finished March 27, 1889.

Secretary's Order No. 8868.—40 close piles were driven at the outer end of the westerly side of the pier, and the vertical sheathing thereat was repaired with 5-inch yellow pine, by the New York and South Brooklyn Ferry and Steam Transportation Company, by order of the Board. Begun April 10, and finished April 13, 1889.

Approach to Pier 4, E. R.

Secretary's Order No. 8225.—The pavement at the westerly side thereof was taken up, the hole filled in with stone and earth and the pavement then relaid, by the alleged owners, by order of the Board. Begun October 13, and finished October 16, 1888.

Pier 5, E. R.

Secretary's Order No. 8718.—The deck, deck-sheathing, backing-log and gangways were repaired; about 50 feet white oak fenders were put on and fastened; 7 white oak fender piles were driven and fastened (4 at outer end and 3 at outer westerly corner of pier), and old stumps of piles were pulled, by lessee, under permit of the Board. Begun February 27 and finished March 26, 1889.

Bulkhead between Piers 5 and 6, E. R.

Secretary's Order No. 8626.—A waste pipe was connected with the hydrant on bulkhead and run through the bulkhead, by Graham & Conway, under permit of the Board. Begun and finished December 31, 1888.

Bulkhead at Pier 6, E. R.

Secretary's Order No. 7889.—The pavement at the entrance to the pier was repaired by lessee, New York Central and Hudson River Railroad Company, by order of the Board. Begun June 4 and finished June 7, 1888.

Pier 6, E. R.

Secretary's Order No. 8168.—The pavement at the entrance to the pier was repaired by lessee, by order of the Board. Begun September 19 and finished September 20, 1888.

Secretary's Order No. 8598.—The pavement at entrance to pier was repaired by taking up and relaying same, by New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished January 2, 1889.

Piers 9 and 10, E. R.

Secretary's Order No. 7979.—The deck-sheathing and the pavement at the entrance of each of said piers were repaired by Henry E. Nesmith, Jr., under permit of the Board. Begun July 9 and finished July 14, 1888.

Bulkhead between Piers 10 and 11, E. R.

Secretary's Order No. 7758.—A 6-inch sewer pipe was run from No. 37 South street through the bulkhead, by S. J. Colford, under permit of the Board. Begun May 9 and finished May 17, 1888.

Pier 12, E. R. (east half).

Secretary's Order No. 8054.—The deck-sheathing was repaired where necessary with 3-inch spruce, by David Whipple, agent of alleged owners, by order of the Board. Begun August 8 and finished August 11, 1888.

Secretary's Order No. 8495.—The deck-sheathing was repaired with about 3,000 feet, B. M., of 3-inch spruce, by alleged owners, by order of the Board. Begun December 26 and finished December 29, 1888.

Secretary's Order No. 8651.—2 mooring posts were renewed and 3 fender-piles were driven and fastened on the outer corner of the pier by alleged owners, by order of the Board. Begun January 28 and finished January 30, 1889.

Bulkhead between Piers 12 and 13, E. R.

Secretary's Order No. 8682.—A hole in the bulkhead was filled in with stone and earth by alleged owners, by order of the Board. Begun and finished February 7, 1889.

Pier 13, E. R.

Secretary's Order No. 8063.—The deck-sheathing was repaired by D. Whipple, agent, under permit of the Board. Begun July 23 and finished July 24, 1888.

Pier 14, E. R.

Secretary's Order No. 7685.—The fenders were replaced and fastened on the outer westerly side of the pier, by alleged owners, by order of the Board. Begun May 22 and finished May 24, 1888.

Secretary's Order No. 8295.—The inner end of pier for a distance of about 225 feet was blocked up, several new bearing-piles were driven, new rangers and cross-caps were put on where necessary, the deck, deck-sheathing and backing-log were renewed and several fender-piles were driven and fastened, by alleged owners, by order of the Board. Begun October 25, 1888, and finished January 3, 1889.

Secretary's Order No. 8563.—The inner end of the pier, for an additional distance of 50 feet was blocked up; about 35 bearing-piles were driven and new cross-caps, rangers, deck, deck-sheathing and backing-log were put on, by alleged owners, by order of the Board. Begun December 6, 1888, and finished January 3, 1889.

Bulkhead between Piers 14 and 15, E. R.

Secretary's Order No. 8343.—A large hole in the bulkhead west of the westerly side of Pier 15 was repaired by excavating down to floor of crib and then putting in timber and refilling excavation with stone and earth, by alleged owners, by order of the Board. Begun October 29 and finished November 5, 1888.

Secretary's Order No. 8583.—The bulkhead which had settled at a point about 25 feet west of the westerly side of Pier 15 was repaired by excavating same to low water and putting in necessary timber and stone, by the occupants, by order of the Board. Begun March 11 and finished March 14, 1889.

Ferry Premises at Wall Street, E. R.

Secretary's Order No. 8527.—2 wooden sewer boxes were built and one placed on each side of platform near entrance to ferry by the Union Ferry Company, under permit of the Board. Begun November 27 and finished December 3, 1888.

Pier 15, E. R.

Secretary's Order No. 7069.—An iron shed was erected upon the pier by the Clyde Steamship Company, under permit of the Board. Begun November 12, 1887, and finished September 15, 1888.

Pier 17, E. R.

Secretary's Order No. 7817.—21 bearing and fender piles were replaced on the westerly side of pier by S. A. Frost, under permit of the Board. Begun May 11 and finished May 16, 1888.

Secretary's Order No. 8180.—An extension easterly in iron from the present wooden shed has been erected by the New York and Cuba Mail Steamship Company, under permit of the Board. Begun September 15, 1888, finished all but some work omitted, which the company have been notified to do.

Bulkhead between Piers 16 and 17, E. R.

Secretary's Order No. 8199.—A platform was built on the east side of Pier 16 and the west side of Pier 17, in accordance with plans and specifications, by the New York and Cuba Mail Steamship Company, under resolution of the Board of August 30, 1888. Begun September 4 and finished September 7, 1888.

Secretary's Order No. 8634.—Deck sheathing was patched with 3-inch spruce, 1 new fender pile was driven and fastened, and 4 iron cleats were placed on the backing-log, by James E. Ward & Co., under permit of the Board. Begun January 3 and finished January 8, 1889.

Pier 18, E. R.

Secretary's Order No. 8276.—Vertical sheathing at outer end of westerly half of pier was repaired by S. A. Frost, agent for alleged owners, by order of the Board. Begun September 27 and finished September 28, 1888.

Pier 19, E. R.

Secretary's Order No. 8338.—The centre of the deck of the easterly half of the pier was repaired with about 50 new 3-inch spruce planks, by alleged owners, by order of the Board. Begun October 24 and finished November 12, 1888.

Pier 21, E. R.

Secretary's Order No. 6850.—The extension and completion of the shed over the pier, in accordance with resolution of the Board, August 4, 1887, is to be done by C. H. Mallory & Company. Begun August 10, 1887; work suspended by the company.

Secretary's Order No. 5922.—A tin roof is to be placed on the shed, and sides of the shed are to be covered with corrugated iron, by C. H. Mallory & Company, under permit of the Board. Begun December 27, 1886; work suspended by the company.

Secretary's Order No. 8597.—The pavement at the entrance to the westerly half of the pier was repaired by lessees, C. H. Mallory & Company, by order of the Board. Begun January 15 and finished January 16, 1889.

Ferry Premises at Fulton Street, E. R.

Secretary's Order No. 8483.—About 15 piles were replaced within existing lines, by the Union Ferry Company, under permit of the Board. Begun November 19 and finished November 21, 1888.

Secretary's Order No. 8903.—Repairs are being made to the ferry-racks, by the Union Ferry Company, under permit of the Board. Begun April 13, 1889; in progress.

Pier 22, E. R.

Secretary's Order No. 8346.—Dangerous hole in the pavement at the east side of the entrance to the pier was filled with stone and earth, and the pavement was relaid, by the Fulton Market Fishmongers' Association, by order of the Board. Begun and finished October 23, 1888.

Bulkhead between Piers 22 and 23, E. R.

Secretary's Order No. 7961.—A 4-inch iron pipe was run through the bulkhead, for the purpose of draining the automatic switch in front of bulkhead, by the Twenty-third Street Railway Company, under permit of the Board. Begun June 27 and finished June 30, 1888.

Pier 23, E. R.

Secretary's Order No. 7848.—2 spruce fender piles were driven at the outer northerly corner of the pier, by L. G. Berndt, under permit of the Board. Begun and finished May 26, 1888.

Secretary's Order No. 7976.—A corrugated iron awning was put up at the east end of Fulton Fish Market over a portion of the pier, and attached to the market on one side, and on the other side to iron posts on the backing-log of pier, by Benjamin & West, under permit of the Board. Begun August 28 and finished September 4, 1888.

Bulkhead at Pier 24, E. R.

Secretary's Order No. 8792.—The bulkhead was pierced for the entrance of a drain-pipe from No. 112 South street, by J. H. Butcher & Co., under permit of the Board. Begun and finished February 28, 1889.

Secretary's Order No. 7645.—The deck-sheathing was repaired by the Hartford and New York Transportation Company, under permit of the Board. Begun April 14 and finished May 1, 1888.

Pier 25, E. R.

Secretary's Order No. 8588.—4 new spruce spring piles were replaced on the northerly side of the pier, by the New Haven Steamboat Company, under permit of the Board. Begun December 19 and finished December 20, 1888.

Secretary's Order No. 8941.—Driving bearing piles and repairing cross caps and planking is being done by the New Haven Steamboat Company, under permit of the Board. Begun April 19, 1889; in progress.

Pier 28, E. R.

Secretary's Order No. 7942.—The deck, backing-log, rangers and side caps of the inner 250 feet of pier were renewed, about 30 fender-piles were driven and fastened on sides of pier and the bulkhead on westerly side of pier was raised to a level with pier, by S. A. Frost, under permit of the Board. Begun June 12 and finished July 6, 1888.

Pier, new 24, E. R.

Secretary's Order No. 8228.—A slight alteration was made thereto, substantially in accordance with drawing submitted, by William P. Clyde & Co., under permit of the Board. Begun September 13 and finished September 15, 1888.

Bulkhead at Pier 31, E. R. (James' Slip.)

Secretary's Order No. 7708.—The pavement near the entrance to the bulkhead was repaired by the Long Island Railroad Company, by order of the Board. Begun and finished May 29, 1888.

Bulkhead at Pier, old 32, E. R.

Secretary's Order No. 8575.—The paving on the line of the bulkhead was repaired by Long Island Railroad Company, alleged owner and occupant, by order of the Board. Begun March 28 and finished April 3, 1889.

Bulkhead between Piers, old 32 and old 33, E. R.

Secretary's Order No. 8307.—The pavement in front of the premises occupied by the Long Island Railroad Company, was repaired by the Department of Public Works, at the request of the Board. Begun November 7 and finished November 21, 1888.

Pier 34, E. R.

Secretary's Order No. 7666.—12 bearing and 13 fender piles were driven, caps and stringers were renewed and the deck was repaired, by William P. Clyde, under permit of the Board. Begun April 16 and finished May 24, 1888.

Ferry Premises at Catharine Street, E. R.

Secretary's Order No. 8152.—Repairs to the foundation of the ferry-house were made by driving 2 interior bearing piles and renewing the sills where necessary, and the ferry-house was repaired and painted, by the Union Ferry Company, under permit of the Board. Begun August 15 and finished September 25, 1888.

Secretary's Order No. 8630.—Necessary repairs were made to the ferry racks by the Union Ferry Company, under permit of the Board. Begun February 7 and finished April 6, 1889.

Pier 35, E. R.

Secretary's Order No. 8488.—The outer end of the pier was thoroughly repaired in accordance with plan and amended specifications, submitted and approved, by the Union Ferry Company, lessee of the westerly half of pier, and Bridgeport Steamboat Company, occupant of the easterly half, by order of the Board. Begun December 6, 1888, and finished January 25, 1889.

Bulkhead Platform between Piers 35 and 35½, E. R.

Secretary's Order No. 8489.—1 bearing pile and 2 oak fender piles have been driven and fastened and about 35 feet of side cap has been renewed with 12 inches by 12 inches yellow pine timber, by the Bridgeport Steamboat Company, by order of the Board. Begun January 26 and finished April 25, 1889.

Bulkhead Platform north of Pier 35, E. R., sometimes called Pier 35½, E. R.

Secretary's Order No. 8490.—1 bearing and 6 oak fender piles were driven, fastened and chocked and about 35 feet of side cap was renewed with 12 inches by 12 inches yellow pine, by alleged owners and the Central Vermont Railroad and Steamship Line, by order of the Board. Begun January 28 and finished April 25, 1889.

Pier, old 36, E. R.

Secretary's Order No. 8035.—About 70 side and interior bearing piles were driven at pier, and the side caps, cross caps, rangers and backing-log of the pier were renewed where necessary. Necessary repairs were made to the shed on pier and 4 courses of top timbers on the bulkhead on the west side of the pier were renewed by Central Vermont Railroad and Steamship Line, under permit of the Board. Begun July 22 and finished September 14, 1888.

Pier, new 29, E. R.

Secretary's Order No. 8104.—8 new spruce fender piles were driven and fastened and the backing-log was cut for a temporary gangway by the Central Vermont Railroad and Steamship Line, under permit of the Board. Begun August 1 and finished August 13, 1888.

Bulkhead between Piers, new 29 and old 38, E. R.

Secretary's Order No. 8306.—The pavement about 17 feet in rear of the bulkhead was taken up and relaid, by the Department of Public Works, at the request of the Board. Begun and finished October 1, 1888.

Bulkhead between Piers 38 and 39, E. R.

Secretary's Order No. 7994.—A sewer-pipe was carried through the bulkhead, by Theodore K. Hazard, under permit of the Board. Begun July 2 and finished July 25, 1888.

Pier 39, E. R.

Secretary's Order No. 7991.—About 100 bearing piles were driven, and rangers and side caps were put on. The side caps where rotten and decayed were spliced and repaired, a new deck was laid and the shed on the pier was repaired and painted, by the Old Colony Steamboat Company, under permit of the Board. Begun July 2 and finished August 15, 1888.

Pier 43, E. R.

Secretary's Order No. 6826.—4 square fenders on the north side of the pier were repaired and refastened, and the deck-sheathing on the northerly half of the pier was patched with 3-inch spruce, by F. W. Wright, lessee, by order of the Board. Begun October 1 and finished October 6, 1888.

Secretary's Order No. 8960.—A small weigh office and a platform scale are being placed on west side of pier about 66 feet from the bulkhead, by the Ridgewood Ice Company, under permit of the Board. Begun April 23, 1889; in progress.

Pier 44, E. R.

Secretary's Order No. 7728.—2 hydrants were placed on pier, one at each outer end, and water pipes to connect therewith were laid under about the centre of pier, by the Department of Public Works, under permit of the Board. Begun August 9 and finished September 13, 1888.

Pier 45, E. R.

Secretary's Order No. 8155.—The pier was widened, repaired and altered, by J. A. Bostwick, under permit of the Board. Area of surface added to pier was 2,856 square feet. Work begun September 29, 1888, and finished January 23, 1889.

Secretary's Order No. 8444.—Horizontal oak fenders were placed along each side of the pier, by J. A. Bostwick, under permit of the Board. Begun December 15, 1888, and finished January 23, 1889.

Piers 50 and 51, E. R.

Secretary's Order No. 8520.—About 100 white oak piles were driven, chocked and fastened on the piers by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun November 27, 1888, and finished February 27, 1889.

Pier 51½, E. R.

Secretary's Order No. 8070.—The dock sheathing was repaired by lessee, the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun and finished July 27, 1888.

Bulkhead between Pier 51 and 51½, E. R.

Secretary's Order No. 8282.—Necessary repairs to the bulkhead and pavement thereat are being made by lessee, New York, New Haven and Hartford Railroad Company, by order of the Board. Begun October 3, 1888; in progress.

Pier 52, E. R.

Secretary's Order No. 8496.—The deck-sheathing on the southerly side of the pier was patched with 3-inch spruce, by the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun November 28 and finished November 30, 1888.

Bulkhead between Jackson and Gouverneur Streets, E. R.

Secretary's Order No. 7859.—The pavement in front of the bulkhead was repaired by Duryea Brothers, under permit of the Board. Begun June 1 and finished June 13, 1888.

Pier 53, E. R.

Secretary's Order No. 8536.—3 oak piles were refastened on the outer upper corner of the pier, by alleged owners, by order of the Board. Begun and finished January 14, 1889.

Bulkhead at Corlears and South Streets, E. R.

Secretary's Order No. 8537.—The premises were fenced off from public use, by alleged owners, by order of the Board. Begun and finished November 30, 1888.

Secretary's Order No. 8538.—Piles were driven at the outer end of the east side of bulkhead, and the bulkhead was then rebuilt from low water up, by B. B. Ayrcrigg, by order of the Board. Begun December 18, 1888, and finished March 23, 1889.

Secretary's Order No. 8645.—The bulkhead at the foot of Corlears street was rebuilt from low water up by B. B. Ayrcrigg, by order of the Board. Begun January 18 and finished March 23, 1889.

Bulkhead north of Corlears Street.

Secretary's Order No. 8804.—The bulkhead north of Corlears street is, being repaired by Henry E. Coe, executor, etc., of Charles A. Coe, deceased, under permit of the Board. Begun March 5, 1889; in progress.

Bulkhead at Cherry Street, E. R.

Secretary's Order No. 7855.—The surface of the bulkhead for a distance of about 50 feet south thereof was repaired with 3-inch spruce, by the estate of Charles A. Coe, under permit of the Board. Begun May 28 and finished June 7, 1888.

Bulkhead below Pier 55, E. R.

Secretary's Order No. 7898.—A floating bath was located thereat by the East River Bathing Company, under permit of the Board. Begun and finished June 2, 1888.

Ferry Premises at Grand Street, E. R.

Secretary's Order No. 8292.—The South Ferry rack was repaired by driving piles where necessary, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun September 24 and finished November 1, 1888.

Bulkhead east of Pier 56, E. R.

Secretary's Order No. 7924.—A mooring post was reset by the lessee, C. E. Murtagh, by order of the Board. Begun and finished June 13, 1888.

Pier 58, E. R. (east half).

Secretary's Order No. 7805.—The deck-sheathing was repaired and 6 fender piles were driven and fastened by Carl Smith & Son, lessees, by order of the Board. Begun and finished May 21, 1888.

Pier 59, E. R.

Secretary's Order No. 8241.—3 clusters of piles were driven on the north side of and as close to the site of pier as practicable by Burns Brothers, under permit of the Board. Begun September 17 and finished September 18, 1888.

Pier 62, E. R.

Secretary's Order No. 7506.—2 piles were replaced on the south side of the pier by James Shewan, under permit of Board. Begun May 2 and finished May 3, 1888.

Secretary's Order No. 8499.—One oak bearing pile was driven on south side of pier by James Shewan, under permit of the Board. Begun and finished November 30, 1888.

Bulkhead north of Pier 62, E. R.

Secretary's Order No. 8141.—70 spruce piles were driven close together in front of the bulkhead and in front of Nos. 130 and 132 Mangin street, 30 feet thereof being driven with sheet piles, 6 inches by 12 inches by 30 feet long, and the old backing-log thereat was taken out and replaced by a new one by B. Kreischer & Sons, under permit of the Board. Begun August 8 and finished August 25, 1888.

Bulkhead between Stanton and East Houston Streets, E. R.

Secretary's Order No. 8183.—A row of close piles was driven in front of south half of bulkhead by Hencken & Co., under permit of the Board. Begun September 3 and finished September 18, 1888.

Ferry Premises at East Houston Street, E. R.

Secretary's Order No. 8145.—20 worn-out fender piles were removed and a like number of new ones driven in lieu thereof by the Nassau Ferry Company, under permit of the Board. Begun August 20 and finished August 25, 1888.

Pier at East Third Street, E. R.

Secretary's Order No. 7772.—An accumulation of bark and other rubbish on the outer end of pier was removed by the Ridgewood Ice Company, lessee, by order of the Board. Begun May 22 and finished June 13, 1888.

Secretary's Order No. 7899.—A floating bath was located on the north side of pier by the East River Bathing Company, under permit of the Board. Begun and finished June 1, 1888.

Secretary's Order No. 8223.—12 spruce and 9 oak fender piles were driven and fastened, about 30 feet of side capping was spliced, the backing-log for about 100 linear feet was repaired, about 30 fenders of 5 inches by 10 inches yellow pine were put on and fastened, and the deck sheathing was patched with 3-inch spruce, by the Ridgewood Ice Company, under permit of the Board. Begun September 8 and finished September 21, 1888.

Bulkhead between East Third and Fourth Streets, E. R.

Secretary's Order No. 8184.—8 white oak and 4 spruce fender piles were driven, fastened and chocked by Hencken & Co., under permit of the Board. Begun September 18 and finished September 20, 1888.

Pier at East Ninth Street, E. R.

Secretary's Order No. 8036.—12 bearing and 6 fender piles were driven and fastened, about 300 linear feet of interior rangers were renewed, and a new deck of 4-inch yellow pine, the entire width of pier, for a distance of 150 feet, was laid by George Weed, under permit of the Board. Begun July 9 and finished July 14, 1888.

Piers at East Eleventh, Twelfth and Thirteenth Streets, E. R.

Secretary's Order No. 8944.—2 fender-piles were driven and fastened on the north side of pier at Eleventh street, one on the north side of pier at Twelfth street, and 2 on the south side and 6 on the north side of pier at Thirteenth street; necessary repairs were made to the string pieces and cross caps of said piers, and several stumps of old piles were pulled by the New York Mutual Gas-light Company, under permit of the Board. Begun April 17 and finished April 20, 1889.

Department Yard at foot of East Seventeenth Street, E. R.

Secretary's Order No. 8912.—One of the doors in storehouse in the East Seventeenth Street Yard was widened and increased in height, in order to admit floats being built therein and removed, by Mr. S. V. R. Cruger, Chairman Sub-Committee Centennial Celebration, April 30, 1889, and after the celebration the opening was closed and the shed restored to its original condition.

Bulkhead at East Eighteenth Street, E. R.

Secretary's Order No. 8185.—The bulkhead commencing at the middle of Eighteenth street, on the easterly line of Avenue C, thence extending northerly 30 feet to the north line of said street, was taken down and rebuilt from low water up by H. D. & J. U. Brookman, pursuant to resolution of the Board of June 22, 1888, and in accordance with indenture bearing date August 1, 1825. Begun August 29 and finished November 8, 1888.

Bulkhead between East Eighteenth and Nineteenth Streets, and Pier at East Nineteenth Street, E. R.

Secretary's Order No. 8188.—About 30 square fenders of 5 inches by 10 inches yellow pine were placed at said bulkhead, in place of broken ones; about 10 fender piles were driven and fastened and several square fenders were renewed on said pier, and a portion of said pier near inner end was resheathed by H. D. & J. U. Brookman, under permit of the Board. Begun September 7 and finished September 25, 1888.

Bulkhead between East Nineteenth and East Twentieth Streets, E. R.

Secretary's Order No. 8308.—The bulkhead was rebuilt, from about one foot above mean low water up, by H. D. & J. U. Brookman, under permit of the Board. Begun September 27 and finished November 16, 1888.

Pier at East Twenty-first Street, E. R.

Secretary's Order No. 7644.—3 spruce bearing, 4 spruce fender and 5 oak spring piles were replaced by the lessees, E. M. & J. V. Brown, under permit of the Board. Begun September 4 and finished September 6, 1888.

Bulkhead between East Twenty-first and Twenty-second Streets, E. R.

Secretary's Order No. 7638.—The bulkhead was rebuilt from low water up, by the Consolidated Gas Company, under permit of the Board. Begun April 20 and finished June 25, 1888.

Ferry Premises at East Twenty-third Street, E. R.

Secretary's Order No. 7852.—A covered way or canopy was erected substantially in accordance with amended plans and specifications, by the Brooklyn and New York Ferry Company, under resolution of the Board of May 21, 1888. Begun August 1 and finished August 28, 1888.

Secretary's Order No. 8826.—Necessary repairs to the ferry premises are being made by the Brooklyn and New York Ferry Company, under permit of the Board. Begun March 26, 1889; in progress.

Pier at East Twenty-third Street, E. R.

Secretary's Order No. 8200.—The deck and deck-sheathing were repaired by lessee, the Brooklyn and New York Ferry Company, by order of the Board. Begun September 28 and finished October 10, 1888.

Pier at East Twenty-fifth Street, E. R.

Secretary's Order No. 7923.—The sheathing on the inner end of the pier was repaired by the lessee, Joseph V. Brown, by order of the Board. Begun and finished July 23, 1888.

Secretary's Order No. 8393.—1 white pine pile was driven inside of backing-log on south side of pier, about 90 feet from inner end of same, by Davies Brothers, under permit of the Board. Begun January 5 and finished January 8, 1889.

The "Morgue," between East Twenty-sixth and Twenty-seventh Streets, E. R.

Secretary's Order No. 8723.—The width of the same was extended about 15 feet, by the Department of Public Charities and Correction, under permit of the Board. Begun January 2 and finished March 5, 1889.

Bulkhead between East Twenty-ninth and Thirtieth Streets, E. R.

Secretary's Order No. 8399.—About 70 spruce fender piles were driven close together in front of the bulkhead, by James Sinclair & Co., under permit of the Board. Begun October 23 and finished November 1, 1888.

Bulkhead between East Thirtieth and Thirty-first Streets, E. R.

Secretary's Order No. 8484.—15 new, 6 inches by 8 inches, yellow pine fenders were replaced and several old fenders were rebolted, by H. D. Brookman, under permit of the Board. Begun November 19 and finished November 21, 1888.

Bulkhead at East Thirty-first Street, E. R.

Secretary's Order No. 7602.—The sewer was extended through the bulkhead, by the Department of Public Works, under permit of the Board. Begun April 10 and finished May 17, 1888.

Pier at East Thirty-first Street, E. R.

Secretary's Order No. 7900.—A floating bath was located thereat, by the East River Bathing Company, under permit of the Board. Begun and finished June 9, 1888.

Ferry Premises at East Thirty-fourth Street, E. R.

Secretary's Order No. 8829.—Repairs to the ferry racks, etc., are being made by the Metropolitan Ferry Company, under permit of the Board. Begun March 14, 1889; in progress.

Bulkhead between East Thirty-fourth and East Thirty-fifth Streets, E. R.

Secretary's Order No. 7679.—17 piles were driven in place of the same number of broken ones, by Jeremiah Skidmore's Sons, under permit of the Board. Begun April 27 and finished May 2, 1888.

Bulkhead at East Thirty-sixth Street, E. R.

Secretary's Order No. 8788.—The pavement along the backing-log was taken up and relaid by Popham & Co., lessees, by order of the Board. Begun April 2 and finished April 3, 1889.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 7926.—A fender pile was driven and fastened on the southerly side of the pier, in place of one broken, by the Baltimore and Ohio Railroad Company, by order of the Board. Begun and finished January 7, 1889.

Pier at East Thirty-eighth Street, E. R.

Secretary's Order No. 8883.—A 6-inch iron pipe was connected with the existing pipe at the bulkhead and was extended under the pier to its outer end by the J. Chr. G. Hupfel Brewing Company, under permit of the Board. Begun April 18 and finished April 25, 1889.

Secretary's Order No. 8889.—The wash-out around the drain-box at north side of pier was repaired by filling in same with stone and earth by the Department of Public Works. Begun April 9 and finished April 10, 1889.

Bulkhead Platform north of East Thirty-eighth Street, E. R.

Secretary's Order No. 8476.—A part of the bulkhead platform on piles at the northerly side of East Thirty-eighth street, East river, lying within the lines of East Thirty-eighth street, was removed by alleged owners, H. A. Peck & Co., by order of the Board. Begun November 23 and finished November 24, 1888.

Bulkhead between East Fortieth and East Forty-first Streets, E. R.

Secretary's Order No. 8124.—The bulkhead for a distance of about 75 feet was rebuilt from low water up by the Equitable Gas-light Co., under permit of the Board. Begun August 9 and finished August 31, 1888.

Bulkhead at East Fort-third Street, E. R.

Secretary's Order No. 7844.—A hoisting-mast was erected on deck of bulkhead by Daniel Loonie, under permit of the Board. Begun May 22 and finished May 24, 1888.

Bulkhead north of East Forty-sixth Street, E. R.

Secretary's Order No. 8069.—The bulkhead was connected with the pier at the foot of said street by building a run about 20 feet by 50 feet. Cap, rangers and deck were put on by Kane & Wright, under permit of the Board. Piles were driven by contractor under Contract No. 271. Begun July 21 and finished July 27, 1888.

Bulkhead between East Forty-ninth and Fifty-first Streets, E. R.

Secretary's Order No. 7435.—The erection of derricks for loading stone on scows berthed thereat, and the placing of quarried stone inside of the bulkhead line for the purpose of aiding in the construction of a bulkhead-wall, by the New York Steam Company, under permit of the Board. Begun March 5, 1888; work suspended March 15, 1888.

Bulkhead between East Fifty-second and Fifty-third Streets, E. R.

Secretary's Order No. 8487.—2 bearing piles were driven, 2 caps were spliced and 10 fender piles were driven, fastened and chocked, by H. L. Herbert & Co., under permit of the Board. Begun November 22, 1888, and finished January 5, 1889.

Bulkhead and Platform between East Fifty-third and Fifty-fourth Streets, E. R.

Secretary's Order No. 8564.—12 spruce fender piles were driven, fastened and chocked in front of bulkhead; the deck of the platform and the backing-log on it were renewed, by Leander Stone, under permit of the Board. Begun December 6 and finished December 20, 1888.

Bulkhead Platform between East Sixty-first and Sixty-second Streets, and Pier at East Sixty-second Street, E. R.

Secretary's Order No. 7592.—3 new bearing and 10 new fender piles were driven and fastened, about 75 feet of side capping was renewed and chocked with about 50 linear feet of 12 inches by 12 inches yellow pine, and several old stumps of piles were pulled at bulkhead platform; also, about 80 loads of dirt were removed from pier, by lessee, Knickerbocker Ice Company, by order of the Board. Begun April 11 and finished June 2, 1888.

Secretary's Order No. 8739.—The surface of the bulkhead platform was cleaned and the deck sheathing of platform was patched with 3-inch spruce, by lessee, Knickerbocker Ice Company, by order of the Board. Begun February 13 and finished March 23, 1889.

Bulkhead between East Sixty-third and Sixty-fourth Streets, E. R.

Secretary's Order No. 7657.—Repairs were made to bulkhead, consisting of driving of several bearing piles, putting on new 12 inches by 12 inches yellow pine caps and rangers; also, new 4-inch yellow pine deck and new backing-log, fastening fenders and braces and blocking up, where necessary, by Neidlinger, Schmidt & Co., under permit of the Board. Begun April 18 and finished May 4, 1888.

Bulkhead between East Seventy-first and East Seventy-second Streets, E. R.

Secretary's Order No. 7871.—A crib-bulkhead was erected between above premises, by John A. Bouker, under permit from the Board of Docks. Work begun June 28 and finished December 1, 1888.

Bulkhead at East Seventy-ninth Street, E. R.

Secretary's Order No. 8117.—A 6-inch water-main was run through the bulkhead and also through the stone wall opposite on Blackwell's Island, by John Cornell, Jr., under permit of the Board. Begun July 26 and finished August 11, 1888.

Bulkhead Platform north of East Seventy-ninth Street, E. R.

Secretary's Order No. 8735.—The bulkhead platform was strengthened to carry pipes, and pipe-chambers, and pipes were built on land under water, between East Seventy-ninth and East Eightieth streets, East river, to carry condensing water, by the Manhattan Electric Light Company, Limited. Begun February 8, 1889; in progress.

Foot of East Eighty-third Street, E. R.

Secretary's Order No. 7415.—The removal of the earth embankment constructed thereat to ten feet west of the original high-water mark, with a proper slope, by L. & J. Brandt, alleged owners, by order of the Board. Begun January 30 and finished July 9, 1888.

Between East Eighty-third and Eighty-fourth Streets, E. R.

Secretary's Order No. 7831.—The work of filling-in with stone and clean and wholesome earth, as per tracing submitted, is being done, from time to time, by Louis Brandt, under permit of the Board. Begun May 1, 1888; in progress.

Bulkhead between East Ninetieth and East Ninety-first Street, E. R.

Secretary's Order No. 6728.—15 new bearing and 15 new fender piles were driven, and the deck, backing-log and mooring-posts were repaired, principally with second-hand material, by alleged owners, by order of the Board. Begun August 20 and finished September 4, 1888.

Ferry at East Ninety-second Street, E. R.

Secretary's Order No. 7091.—The ferry rack piles, where worn out and decayed, were repaired and replaced; the face timbers along the sides and westerly end of ferry bridge were repaired; a new ferry bridge was constructed in lieu of old one, and the ferry house was repaired and extended, by the Astoria Ferry Company, under permit of the Board. Begun November 23, 1887, and finished September 3, 1888.

Secretary's Order No. 8616.—14 white oak piles were replaced and properly fastened in ferry rack, by the Astoria Ferry Company, under permit of the Board. Begun December 20 and finished December 24, 1888.

Ferry at East Ninety-ninth Street, E. R.

Secretary's Order No. 8094.—A cluster of 6 piles was re-driven at northeast end of the ferry rack, and within 100 feet north of Ninety-ninth street and the established bulkhead line of 1857, by the New York and College Point Ferry Company, under permit of the Board. Begun and finished August 2, 1888.

HARLEM RIVER.

Float foot of One Hundred and First Street, H. R.

Secretary's Order No. 8473.—A shanty erected thereon was removed therefrom, by E. M. Jerolaman. Begun and finished November 21, 1888.

One Hundred and Ninth to One Hundred and Tenth Street, H. R.

Secretary's Order No. 7278.—The premises are being filled by H. P. McGown, under permit granted by the Board of Docks. Work was begun December 21, 1887, and has been continued from time to time.

Crib-bulkhead between East One Hundred and Fourteenth and East One Hundred and Fifteenth Streets, H. R.

Secretary's Order No. 5549.—Building a crib-bulkhead on the southerly half of the block between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets, Harlem river, by John Dwight. Begun October 11, 1886; crib-work finished on or about February 19, 1887; filling in rear in progress.

Secretary's Order No. 8569.—A 6-inch iron pipe was laid across the bulkhead on the northerly half of the block, in accordance with plan submitted by the Standard Gas-light Company, under permit of the Board. Begun December 13 and finished December 24, 1888.

Crib-bulkhead at foot of One Hundred and Fifteenth Street, H. R.

Secretary's Order No. 8414.—A 6-inch iron drain pipe was placed alongside and upon the foundation of the wooden box built by this Department in rear of new bulkhead, by the Standard Gas-light Company, under permit of the Board. Begun November 1 and finished November 3, 1888.

Secretary's Order No. 8967.—A small house 8 feet by 10 feet, to be used as a waiting-house, was erected on the bulkhead by the Commissioners of Emigration, under permit of the Board. Begun April 24 and finished April 25, 1889.

Crib-bulkhead between East One Hundred and Fifteenth and East One Hundred and Sixteenth Streets, H. R.

Secretary's Order No. 5587.—Building a crib-bulkhead between East One Hundred and Fifteenth and East One Hundred and Sixteenth streets, Harlem river, by the New York Steam Company. Begun September 3, 1886; crib-work finished December 1, 1886; filling in rear in progress.

Pier between East One Hundred and Seventeenth and One Hundred and Eighteenth Streets, H. R.

Secretary's Order No. 8979.—4 white oak fender piles were driven, fastened and chocked at outer end of pier, by R. H. Wolff & Co., under permit of the Board. Begun and finished April 25, 1889.

Pier at East One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 8177.—4 small piles were driven south of the pier and a platform walk of about 4 feet was erected thereon by the Lotos Social Club, under permit of the Board. Begun August 30 and finished September 4, 1888.

North of East One Hundred and Nineteenth Street, H. R.

Secretary's Order No. 8133.—A portion of the fence thereat which encroached upon City's property, was taken down and removed by the Harlem Coal Pocket Company, by order of the Board. Begun October 10 and finished October 15, 1888.

Pile Pier south of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 8398.—New rangers, deck and backing-log were put on by the Standard Oil Company, under permit of the Board. Begun October 26 and finished November 3, 1888.

Foot of One Hundred and Twentieth Street, H. R.

Secretary's Order No. 8364.—The necessary piles were driven for the foundation for a new building in course of construction at foot of said street on south side thereof, by the Standard Oil Company, under permit of the Board. Begun October 22 and finished October 25, 1888.

Foot of One Hundred and Twenty-second Street, H. R.

Secretary's Order No. 7783.—The dangerous portion of the old brick stable, situated on the filled-in land on the north side of said street, was taken down and rebuilt by Tinsley Brothers, under permit of the Board. Begun May 31 and finished June 23, 1888.

Piers and Bulkheads between One Hundred and Twenty-fifth and One Hundred and Twenty-seventh Streets, H. R.

Secretary's Order No. 8319.—The timbers on bulkheads, where rotten and decayed, were replaced with new ones, and the piers were repaired by putting on new decks, backing-logs and 5 mooring posts and driving and fastening about 10 fender-piles, by the Rapp & Johnson Lumber Company, under permit of the Board. Begun October 11, 1888, and finished January 14, 1889.

Bulkhead foot of One Hundred and Twenty-eighth Street, H. R.

Secretary's Order No. 8669.—The 4 top courses of timber were taken off and replaced with new timbers by alleged owners by order of the Board. Begun March 15 and finished April 4, 1889.

North of One Hundred and Twenty-eighth Street, east of Second Avenue, H. R.

Secretary's Order No. 8684.—A fence was put up and a flooring was laid thereat, all of yellow pine timber, by the Manhattan Railway Company, under permit of the Board. Begun January 21 and finished February 4, 1889.

Bulkhead at One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 8380.—A 6-inch sewer pipe was laid from the water-closet to the outer edge of bulkhead, by the Manhattan Railway Company, under permit of the Board. Begun October 15 and finished November 13, 1888.

Bulkhead about 214 feet east of easterly line of Second Avenue, H. R.

Secretary's Order No. 8670.—The 4 top courses of timber were renewed by the Manhattan Railway Company, by order of the Board. Begun January 18 and finished January 22, 1889.

Bulkhead at Second Avenue, H. R.

Secretary's Order No. 8076.—Piles were driven and a foundation was built for an iron column by the Suburban Rapid Transit Company under permit of the Board. Begun and finished in July, 1888.

Secretary's Order No. 8213.—Piles were driven and a foundation was built for an iron post or column, in accordance with plan submitted by the Suburban Rapid Transit Company under permit of the Board. Begun September 24 and finished October 8, 1888.

Pier at One Hundred and Twenty-ninth Street, about 258 feet east of Second Avenue, H. R.

Secretary's Order No. 8540.—The entire structure was rebuilt from low water up, by the Manhattan Railway Company, under permit of the Board. Begun December 3, 1888, and finished January 24, 1889.

Pier about 120 feet easterly of One Hundred and Twenty-ninth Street and Second Avenue, H. R.

Secretary's Order No. 8445.—The entire structure was rebuilt from low water up, by the Manhattan Railway Co., by order of the Board. Begun November 26, 1888, and finished January 15, 1889.

East side of Second Avenue, between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, H. R.

Secretary's Order No. 8697.—A cable-house was erected thereat, substantially in accordance with drawing submitted by the Metropolitan Telephone and Telegraph Company, under permit of the Board. Begun and finished April 4, 1889.

Bulkhead at One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 7799.—6 bearing and 6 fender piles were driven along the front of the bulkhead, the interior bearing piles were blocked up, and the rangers, backing-log and deck-sheathing were repaired, by the Harlem and Morrisania Consolidated Transportation Line, under permit of the Board. Begun May 7 and finished May 18, 1888.

Pier at One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 7939.—A fence and gate were erected thereon, in accordance with diagram submitted, by the Harlem and Morrisania Steamboat Company, under permit of the Board. Begun July 2 and finished July 7, 1888.

Foot of Willis Avenue, H. R.

Secretary's Order No. 7046.—140 fender piles were driven along the racks of the landing bridge in place of the same number of worn out ones, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 8, 1887, and finished June 2, 1888.

Secretary's Order No. 8589.—The ferry-rack was rebuilt by driving and fastening about 250 oak piles within existing lines by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun January 14 and finished February 6, 1889.

Westerly Side of Third Avenue, H. R.

Secretary's Order No. 8787.—22 fender piles were driven, fastened and chocked, and 3 mooring posts were set and chocked in front of the brick and lime yard occupied by Manchester & Philbrick, by the J. L. Mott Iron Works, under permit of the Board. Begun February 25 and finished March 5, 1889.

Mott Haven Canal, H. R.

Secretary's Order No. 7995.—30 bearing and 12 fender piles were driven at bulkhead platform, between One Hundred and Thirty-fourth and One Hundred and Thirty-fifth streets, and the crib thereat was rebuilt from low water up by Jordan L. Mott, under permit of the Board. Begun June 23 and finished July 21, 1888.

Secretary's Order No. 8050.—The wharfage structures at the north end of canal were rebuilt substantially in accordance with amended plans and specifications submitted, etc., by C. W. Alcott & Co. under permit of the Board. Begun July 2 and finished September 12, 1888.

Secretary's Order No. 8109.—7 spruce fender piles were driven and a hoisting mast was renewed at the east side of the canal at One Hundred and Thirty-sixth street, by Robert Stevenson & Son, under permit of the Board. Begun August 9 and finished August 10, 1888.

Secretary's Order No. 8140.—12 spruce fender piles were driven in front of bulkhead south side of One Hundred and Thirty-fourth street, and chocks were placed between the fenders, by J. L. Mott, under permit of the Board. Begun August 14 and finished August 17, 1888.

Secretary's Order No. 8068.—A bulkhead platform was built on the east side of canal, extending southerly 100 feet from a point 125 feet southerly of the upper or north end of same, substantially in accordance with amended plans and specifications, by Robert J. Gray, under permit of the Board. Begun July 20 and finished September 12, 1888.

Secretary's Order No. 8066.—A bulkhead platform was built on the east side of the canal, extending southerly 25 feet from a point 225 feet southerly of the upper or north end of same, substantially as per amended plans and specifications, by Robert Hall, under permit of the Board. Begun August 1 and finished September 12, 1888.

Secretary's Order No. 8067.—A bulkhead platform was built on the west side of the canal, substantially as per amended plans and specifications, by W. G. Lathrop, under permit of the Board. Begun August 13 and finished September 12, 1888.

Secretary's Order No. 8065.—A pile platform is being constructed on the east side of the canal, extending 75 feet south from a point 300 feet southerly of the upper end of same, by David Hall, under permit of the Board. Begun December 18, 1888; in progress.

Secretary's Order No. 8567.—A pile platform is being constructed on the east side of the canal, about 350 feet south of One Hundred and Forty-fourth street, by D. M. Smith, alleged owner, under permit of the Board. Begun December 18, 1888; in progress.

Secretary's Order No. 8897.—10 piles were driven and fastened on the east side of the canal, north of One Hundred and Thirty-sixth street, by G. Robitzek Brothers, under permit of the Board. Begun April 11 and finished April 12, 1889.

Bulkhead between One Hundred and Thirty-fifth and One Hundred and Thirty-sixth Streets, H. R.

Secretary's Order No. 8599.—A coal-pocket was erected thereat and a machine for hoisting was placed thereon by John Sedgwick, under permit of the Board. Begun December 26, 1888; in progress.

One Hundred and Thirty-third Street, H. R.

Secretary's Order No. 8830.—2 derrick poles were erected at above premises by John H. Cheever, under permit from the Board of Docks. 1 pole was erected April 3, and the other April 15, 1889.

Railroad Avenue, H. R.

Secretary's Order No. 8383.—A sewer is being located thereat under permit granted to Department of Public Parks. Begun October 17, 1888; in progress.

Railroad Avenue and Mott's Canal, H. R.

Secretary's Order No. 8622.—The work of building a crib-bulkhead at above premises by John H. Cheever, under permit granted by the Board of Docks, was begun November 30, 1888; temporarily suspended April 15, 1889.

One Hundred and Thirty-fifth to One Hundred and Thirty-sixth Street, H. R.

Secretary's Order No. 8264.—A fence was erected at Madison avenue and around the above premises and the placing of asphalt machinery on the premises so fenced in by the Barber Asphalt Company, under permit of the Board of Docks. Begun September 17, 1888, and finished October 17, 1888.

One Hundred and Forty-ninth Street, H. R.

Secretary's Order No. 7425.—A bulkhead is being erected at above premises, and filled in behind same by Morris & Adams, under permit granted by the Board of Docks. Begun March 26, 1888; in progress.

Bulkhead south of One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 8778.—A bulkhead is being erected thereat by Morris & Adams, under permit granted by the Board of Docks. Begun February 12, 1889; in progress.

North of One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 8003.—Work of removing and replacing the necessary piles to moor a boat-house, by James D. Leary, under permit granted by the Board of Docks. Begun and finished June 23, 1888.

Pier at One Hundred and Fiftieth Street, H. R. (Westchester side).

Secretary's Order No. 8078.—2 piles, for mooring purposes, were driven by Thomas L. Sturges, under permit of the Board. Begun September 18 and finished September 20, 1888.

Secretary's Order No. 8382.—3 mooring piles were driven about 40 feet from pier and 2 fender piles were replaced at south side of pier, by Thomas L. Sturges, under permit of the Board. Begun September 18 and finished September 20, 1888.

One Hundred and Fiftieth Street, Cromwell's Creek, H. R.

Secretary's Order No. 8230.—Piles were driven at above premises for the purpose of designating the exterior line of the proposed bulkhead and the corners of the proposed slips. Work done by J. J. & William Astor, under permit granted by the Board of Docks. Begun September 8, 1888; temporarily suspended January 31, 1889.

Pier at One Hundred and Fifty-fifth Street and Seventh Avenue, H. R.

Secretary's Order No. 7189.—Necessary repairs to the backing-log, mooring posts, cleats and deck sheathing were made by Cavanagh & Collins, principal occupants of said pier. Begun August 4 and finished August 8, 1888.

One Hundred and Fifty-fifth Street, H. R.

Secretary Order No. 8442.—The bulkhead at above premises was pierced for the purpose of building a sewer outlet thereat. Work done by the Department of Public Works, under permit of the Board of Docks. Begun December 12, 1888, and finished January 16, 1889.

One Hundred and Fifty-fifth Street to One Hundred and Fifty-seventh Street, H. R.

Secretary's Order No. 5452.—The premises behind the newly completed bulkhead were filled in by Mrs. Sarah Lynch, under permit granted by the Board of Docks. Begun November 3, 1888, and finished January 31, 1889.

One Hundred and Fifty-ninth Street, H. R.

Secretary's Order No. 7460.—A bulkhead was erected thereat and a coaling station placed thereon by the Manhattan Railway Company, under permit granted by the Board of Docks. Begun March 29 and finished October 13, 1888.

One Hundred and Sixty-first Street and Cromwell's Creek, H. R.

Secretary's Order No. 8182.—A platform on piles was erected at above premises by James W. Colwell, under permit granted by the Board of Docks. Begun October 22, 1888, and finished November 1, 1888.

One Hundred and Eighty-first Street, H. R.

Secretary's Order No. 5608.—A platform was erected at above premises south of the new bridge, by Andrew H. Green, executor of the estate of William B. Ogden, deceased, under permit granted by the Board of Docks. Begun August 5, 1886, and finished January 16, 1889.

Morris Dock, H. R.

Secretary's Order No. 7335.—The premises, from Commerce avenue to Dashwood place, are being filled in by the Gas Engine and Power Co., under permit granted by the Board of Docks. Begun December 1, 1888, and continued from time to time.

Secretary's Order No. 7601.—A platform was erected north of Morris dock, by the Gas Engine and Power Co., under permit granted by the Board of Docks. Begun March 29 and finished May 31, 1888.

Secretary's Order No. 7627.—Erection of stone wall at Powell place and Commerce avenue, by the Gas Engine and Power Co., under permit granted by the Board of Docks. Begun April 15, 1888, and continued from time to time.

Secretary's Order No. 7729.—About 20 side bearing piles were renewed, caps were repaired, 15 fender piles were driven and fastened and new backing was put on the pier at Morris Dock, by Lewis G. Morris, under permit of the Board. Begun May 4 and finished May 26, 1888.

Secretary's Order No. 7745.—A platform on piles was erected north of Morris Dock, by the Gas Engine and Power Company, under permit granted by the Board of Docks. Begun April 14 and finished about November 3, 1888.

Secretary's Order No. 7816.—The pier at Morris Dock was widened on the northerly side, by Lewis G. Morris, under permit of the Board. Begun May 10 and finished June 1, 1888.

Secretary's Order No. 8957.—Piles were driven for the purpose of mooring a boat-house thereat, about 60 feet north of Morris Dock, by the Berkley Athletic Club, under permit granted by the Board of Docks. Begun April 19 and finished April 28, 1889.

Riverdale Avenue, H. R.

Secretary's Order No. 8459.—Filling in at above premises, by J. G. Godwin, under permit granted by the Board of Docks. Begun November 10, 1888, and continued from time to time.

Spyten Duyvil Creek, H. R.

Secretary's Order No. 4686.—The premises in the rear of the bulkhead located thereat are being filled in by T. and W. Thorne & Co., under permit granted by the Board of Docks. Work in progress from time to time.

*LONG ISLAND SOUND.**Bronx Kills, H. R.*

Secretary's Order No. 7984.—Filling in at above premises, by the New York, New Haven and Hartford Railroad Company, under permit granted by the Board of Docks. Begun June 25, 1888; temporarily suspended September 24, 1888.

Bronx Kills, near Port Morris.

Secretary's Order No. 8919.—12 spruce piles were driven thereat by the Knickerbocker Yacht Club, under permit of the Board. Begun April 23 and finished April 24, 1889.

One Hundred and Thirty-eighth Street and Long Island Sound.

Secretary's Order No. 8175.—A bulkhead was erected at above premises, by the De La Vergne Refrigerating Company, under permit granted by the Board of Docks. Begun September 12 and finished December 1, 1888.

One Hundred and Forty-second Street, Port Morris.

Secretary's Order No. 8545.—An old dock was removed from above premises and improvements were made thereat by New York Central and Hudson River Railroad Company, under permit granted by the Board of Docks. Begun November 1 and finished December 19, 1888.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK,
SANITARY BUREAU, DIVISION OF VITAL STATISTICS,
No. 301 Mott Street.

REPORT FOR THE WEEK ENDING MARCH 1, 1890.

Gen. EMMONS CLARK, Secretary Board of Health:

SIR—730 deaths were registered in this office during the week ending at noon of Saturday, March 1, 1890, representing an annual death-rate of 23.77 per 1,000 on an estimated population of 1,602,731.

Registered Mortality from the Principal Causes, with Ages of Decedents and Meteorology, for Week ending Saturday, March 1, 1890.

| METEOROLOGY. | WEEK ENDING— | | | | | | | | Annual Death-rate per 1,000 from each Cause for Week. | Total for Corresponding Week of Last Year. | Annual Death-rate per 1,000 from each Cause for Same Week. | Corrected Average * for Corresponding Week of Past Ten Years. | AGES. | | | | | | | | | | SEX AND RACE. | | |
|--|-----------------|---------|---------|--------|--------|---------|---------|--------|---|--|--|---|----------------|---------------------------|----------------|----------------|----------------|-----------------|------------------|------------------|------------------|--------------|---------------|----------|----------|
| | CAUSE OF DEATH. | | | | | | | | | | | | Under 1 Month. | 1 Month and under 1 Year. | 1 and under 2. | 2 and under 5. | Total under 5. | 5 and under 15. | 15 and under 25. | 25 and under 45. | 45 and under 65. | 65 and over. | Males. | Females. | Colored. |
| | Jan. 11 | Jan. 18 | Jan. 25 | Feb. 1 | Feb. 8 | Feb. 15 | Feb. 22 | Mar. 1 | | | | | | | | | | | | | | | | | |
| Total, all causes..... | 1,424 | 1,151 | 872 | 782 | 765 | 742 | 757 | 730 | 23.77 | 857 | 28.63 | 839.3 | 45 | 99 | 51 | 53 | 248 | 31 | 52 | 187 | 140 | 72 | 381 | 349 | 16 |
| Cerebro-spinal Meningitis..... | 4 | .... | 1 | 3 | 2 | 2 | 5 | 2 | .07 | 3 | .10 | 5.2 | .. | .. | 2 | .. | 2 | .. | .. | .. | .. | .. | .. | 2 | .. |
| Diphtheria..... | 28 | 24 | 22 | 24 | 34 | 20 | 29 | 25 | .82 | 35 | 1.17 | 35.4 | .. | 1 | 2 | 11 | 14 | 8 | .. | 3 | .. | .. | 10 | 15 | .. |
| Enteric Fever..... | 7 | 2 | 5 | 2 | 9 | 6 | 5 | 6 | .20 | 6 | .23 | 5.1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 3 | .. |
| Erysipelas..... | 4 | 1 | 2 | 1 | 3 | 5 | 4 | 6 | .20 | 4 | .13 | 4.9 | 1 | 4 | .. | .. | 5 | .. | .. | .. | 1 | .. | 3 | 3 | .. |
| Malarial Fevers..... | 5 | 2 | 2 | 4 | 4 | 5 | 5 | 5 | .07 | 3 | .10 | 9.5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. |
| Measles..... | 6 | 2 | 3 | 10 | 10 | 6 | 6 | 10 | .33 | 26 | .87 | 18.7 | .. | .. | .. | .. | 9 | 1 | .. | .. | .. | .. | 4 | 6 | .. |
| Scarlatina..... | 9 | 9 | 10 | 13 | 10 | 11 | 13 | 8 | .26 | 50 | 1.67 | 33.7 | .. | 4 | 5 | .. | 9 | 2 | .. | .. | .. | .. | 4 | 4 | .. |
| Small-pox..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | 5 | 5 | .. | .. | .. | .. | .. | .. | .. |
| Typhus Fever..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Whooping-cough..... | 7 | 14 | 7 | 10 | 12 | 12 | 13 | 6 | .20 | 18 | .60 | 9.1 | .. | 2 | 3 | 1 | 6 | .. | .. | .. | .. | .. | 2 | 4 | .. |
| Yellow Fever..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Cholera, Asiatic..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Cholera Morbus..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Other Diarrhoeal Diseases..... | 21 | 16 | 11 | 10 | 18 | 10 | 12 | 13 | .42 | 15 | .50 | 13.3 | 2 | 5 | 1 | 2 | 10 | .. | 1 | .. | 2 | 10 | 3 | .. | .. |
| Other Zymotic Diseases..... | 104 | 100 | 57 | 21 | 20 | 10 | 7 | 14 | .46 | 7 | .23 | .. | 1 | 4 | 1 | .. | 6 | 2 | .. | 4 | .. | 5 | 9 | .. | .. |
| Cancer..... | 24 | 15 | 19 | 19 | 13 | 20 | 15 | 14 | .46 | 12 | .40 | 16.4 | .. | .. | .. | .. | .. | 1 | 3 | 7 | 3 | 5 | 9 | .. | .. |
| Rheumatism..... | 2 | 4 | 5 | 6 | 3 | 2 | 5 | 5 | .16 | 4 | .13 | 5.3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 2 | .. |
| Phthisis..... | 209 | 194 | 160 | 134 | 149 | 133 | 117 | 122 | 3.98 | 106 | 3.54 | 124.3 | 1 | 1 | 1 | 1 | 4 | 1 | 21 | 67 | 25 | 4 | 64 | 53 | .. |
| Other Constitutional Diseases..... | 26 | 19 | 24 | 20 | 21 | 28 | 23 | 19 | .62 | 23 | .77 | .. | 2 | 8 | 2 | 1 | 13 | .. | 3 | 1 | 2 | 10 | 9 | 1 | .. |
| Apoplexy..... | 26 | 19 | 15 | 23 | 14 | 20 | 11 | 18 | .59 | 17 | .57 | 17.4 | .. | .. | .. | .. | .. | 1 | .. | 2 | 7 | 8 | 10 | 8 | .. |
| Convulsions..... | 11 | 14 | 9 | 13 | 13 | 4 | 12 | 11 | .36 | 16 | .53 | 16.7 | 2 | 7 | 1 | 1 | 11 | .. | .. | .. | .. | 7 | 4 | .. | |
| Meningitis and Encephalitis..... | 16 | 12 | 15 | 12 | 22 | 13 | 27 | 18 | .59 | 17 | .57 | 20.4 | .. | 6 | 2 | 5 | 13 | 2 | 1 | 1 | .. | 8 | 10 | .. | |
| Other Diseases of Nervous System..... | 38 | 25 | 10 | 17 | 18 | 17 | 22 | 20 | .65 | 23 | .77 | .. | 1 | 2 | 1 | 1 | 5 | .. | 1 | 5 | 4 | 5 | 11 | 9 | 2 |
| Aneurism..... | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | .03 | 3 | .10 | 2.1 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. |
| Heart Diseases..... | 58 | 50 | 26 | 27 | 44 | 45 | 35 | 36 | 1.17 | 48 | 1.60 | 44.1 | .. | .. | .. | .. | .. | 1 | 3 | 16 | 9 | 7 | 16 | 20 | 1 |
| Other Diseases of Circulatory System..... | 4 | 1 | .... | 1 | 1 | 1 | 1 | .... | .13 | 4 | .13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Bronchitis..... | 122 | 95 | 68 | 66 | 55 | 48 | 42 | 43 | 1.40 | 61 | 2.04 | 49.8 | 5 | 12 | 7 | 5 | 29 | 1 | .. | 3 | 5 | 5 | 24 | 19 | 2 |
| Croup..... | 12 | 9 | 13 | 12 | 13 | 12 | 12 | 22 | .72 | 18 | .60 | 21.8 | .. | .. | 10 | 7 | 17 | 4 | 1 | .. | .. | 10 | 12 | .. | |
| Pneumonia..... | 384 | 296 | 192 | 122 | 112 | 103 | 118 | 95 | 3.10 | 169 | 3.64 | 115.4 | 1 | 19 | 9 | 5 | 34 | 3 | 8 | 18 | 23 | 9 | 53 | 42 | 1 |
| Other Diseases of Respiratory System..... | 28 | 24 | 10 | 8 | 14 | 15 | 10 | 14 | .46 | 17 | .57 | .. | .. | 1 | 1 | 2 | 4 | .. | 1 | 3 | 6 | .. | 11 | 3 | .. |
| Gastritis, Gastro-Enteritis, Enteritis and Peritonitis..... | 22 | 17 | 21 | 14 | 17 | 15 | 19 | 18 | .59 | 13 | .43 | 14.2 | 2 | 5 | 1 | 2 | 10 | 1 | 3 | .. | 3 | 1 | 9 | 9 | .. |
| Cirrhosis of Liver and Hepatitis..... | 10 | 5 | 6 | 8 | 7 | 4 | 4 | 5 | .16 | 10 | .33 | 7.5 | .. | .. | .. | .. | .. | .. | 1 | 4 | .. | 2 | 3 | .. | .. |
| Other Diseases of Digestive System..... | 17 | 10 | 8 | 16 | 15 | 13 | 14 | 11 | .36 | 9 | .30 | .. | 1 | .. | .. | .. | 1 | 1 | .. | 4 | 3 | 2 | 8 | 3 | .. |
| Bright's Disease and Nephritis..... | 76 | 50 | 39 | 44 | 30 | 41 | 46 | 46 | 1.50 | 62 | 2.07 | 51.3 | .. | 1 | .. | .. | 1 | .. | .. | 13 | 24 | 8 | 29 | 17 | 2 |
| Premature and Preterm Births, Cyanosis and Atelectasis..... | 31 | 25 | 14 | 25 | 13 | 15 | 33 | 20 | .65 | 29 | .97 | 25.9 | 20 | .. | .. | .. | 20 | .. | .. | .. | .. | .. | 11 | 9 | 1 |
| Puerperal Diseases..... | 2 | 2 | 5 | 5 | 7 | 8 | 2 | 15 | .49 | 11 | .37 | 113.4 | .. | .. | .. | .. | .. | 4 | 11 | .. | .. | .. | 15 | .. | .. |
| Old Age..... | 19 | 15 | 10 | 17 | 15 | 13 | 14 | 14 | .46 | 16 | .53 | .. | .. | .. | .. | .. | .. | .. | 1 | 13 | 6 | 8 | 2 | .. | .. |
| Alcoholism..... | 20 | 11 | 6 | 11 | 4 | 6 | 7 | 3 | .10 | 3 | .10 | 3.1 | .. | .. | .. | .. | .. | .. | 3 | .. | .. | 2 | 1 | .. | .. |
| Sunstroke..... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Accident..... | 21 | 24 | 29 | 24 | 18 | 29 | 24 | 25 | .82 | 10 | .33 | .. | 1 | 3 | 1 | 3 | 8 | 3 | .. | 11 | 3 | .. | 15 | 10 | 1 |
| Homicide..... | 2 | .... | 1 | 2 | 3 | .... | 4 | 1 | .03 | 2 | .07 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 | .. | .. | .. |
| Suicide..... | 8 | 6 | 6 | 5 | 6 | 5 | 3 | 8 | .26 | 3 | .10 | 4.4 | .. | .. | .. | .. | .. | .. | 1 | 5 | 2 | 6 | 2 | .. | .. |
| Under One Month..... | 61 | 58 | 49 | 46 | 34 | 40 | 59 | 45 | 1.47 | 54 | 1.80 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| One Month and under One Year..... | 132 | 126 | 110 | 102 | 109 | 111 | 105 | 99 | 3.23 | 126 | 4.21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total under Five Years..... | 328 | 302 | 265 | 265 | 273 | 266 | 287 | 248 | 8.09 | 367 | 12.26 | 339.7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Sixty-five Years and over..... | 175 | 150 | 117 | 96 | 69 | 80 | 99 | 72 | 2.35 | 90 | 3.01 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Males..... | 751 | 608 | 449 | 410 | 407 | 399 | 403 | 381 | 12.40 | 454 | 15.17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Females..... | 673 | 543 | 423 | 372 | 358 | 343 | 354 | 349 | 11.37 | 403 | 13.46 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Colored..... | 35 | 25 | 26 | 18 | 21 | 22 | 16 | 10 | .52 | 21 | .70 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Places Where Deaths Occurred. | | | | | | | | | | | | | | | | | | | | | | | | | |
| In institutions..... | | | | | | | | | | | | | 149 | | | | | | | | | | | | |
| In tenement-houses (houses containing three families or more)..... | | | | | | | | | | | | | 456 | | | | | | | | | | | | |
| In dwellings (houses containing less than three families)..... | | | | | | | | | | | | | 107 | | | | | | | | | | | | |
| In hotels and boarding-houses..... | | | | | | | | | | | | | 13 | | | | | | | | | | | | |
| In rivers, streets, boats, etc..... | | | | | | | | | | | | | 5 | | | | | | | | | | | | |

* i. e., the average number increased to correspond with the increase of population.

† Deaths reported as due to diarrhoeal forms of these diseases are included in the title Diarrhoeal Diseases.

Causes of Death not Specified in the Foregoing Tables.

| | | | | | | | | | | | |
|--------------------------------|----|---------------------------|---|--------------------------------|---|-------------------------------|----|-----------------------|---|-----------------------------|---|
| Mumps | 1 | Hydrocephalus | 2 | Pulmonary hemorrhage..... | 1 | Evophthalmic goitre..... | 1 | Burns, scalds..... | 5 | Blows..... | 0 |
| Malignant pustule..... | 1 | Cerebral softening..... | 2 | Empyema..... | 2 | Adenitis..... | 2 | Drowning..... | 1 | Cut, stab..... | 1 |
| Syphilis..... | 2 | Paralysis..... | 2 | Gangrene of lungs | 1 | Uræmia | 3 | Falls..... | 7 | Gunshot..... | 0 |
| Röthelu..... | 1 | Dementia, etc..... | 9 | Oedema pulmonum | 2 | Cystitis | 2 | Street vehicles | 1 | Poison | 0 |
| Influenza | 6 | Congestion of brain | 2 | Tonsillitis | 1 | Renal calculi | 1 | Street cars | 1 | Other methods | 0 |
| Thrush..... | 2 | Tetanus..... | 1 | Intestinal obstruction | 1 | Ovarian disease..... | 2 | Railroads | 1 | <hr/> <i>Suicide.</i> <hr/> | |
| Worms | 1 | Locomotor ataxia | 1 | Intussusception | 1 | Enlarged prostate..... | 1 | Explosions | 0 | Cut, stab..... | 2 |
| Inflammatory rheumatism..... | 1 | Neurosis | 1 | Typhilitis, etc..... | 2 | Spinal disease | 2 | Poison | 0 | Drowning..... | 0 |
| Tubercular meningitis..... | 10 | Coryza..... | 1 | Hernia | 1 | Psoas abscess..... | 1 | Gunshot..... | 2 | Suffocation..... | 5 |
| Scrofula and tuberculosis..... | 2 | Emphysema | 3 | Jaundice..... | 1 | Gangrene of foot..... | 1 | Electric current..... | 0 | Hanging | 1 |
| Anæmia..... | 3 | Pleurisy..... | 3 | Other liver diseases..... | 3 | Eczema | 3 | Other causes | 4 | Leap..... | 1 |
| Diabetes | 3 | Chronic bronchitis..... | 2 | Ulceration of the bowels | 1 | Marasmus, inanition, etc..... | 13 | Other methods | 0 | Poison | 2 |
| Debility..... | 2 | | | | | | | | | Other methods | 0 |

Deaths from Zymotic and Certain Other Preventable Diseases, by Wards,* for Week ending Saturday, March 1, 1890.

| WARDS. | AREA IN ACRES. | POPULATION, CENSUS OF 1880. | NUMBER OF PERSONS TO THE ACRE. | Influenza. | Cerebro-spinal Meningitis. | Diphtheria. | Enteric Fever. | Erysipelas. | Malarial Fevers. | Measles. | Scarlatina. | Small-pox. | Typhus Fever. | Whooping-cough. | Diarrhœal Diseases. | Rheumatism. | Phthisis. | Bronchitis. | Croup. | Pneumonia. | Puerperal Diseases. | Alcoholism. | Bright's Disease and Nephritis. | All Causes. | In Institutions, not Redistributed. |
|--------------------|----------------|-----------------------------|--------------------------------|------------|----------------------------|-------------|----------------|-------------|------------------|----------|-------------|------------|---------------|-----------------|---------------------|-------------|-----------|-------------|--------|------------|---------------------|-------------|---------------------------------|-------------|-------------------------------------|
| First..... | 154 | 17,939 | 116.5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 1 | .. | .. | .. | 5 | .. |
| Second..... | 81 | 1,608 | 19.8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Third..... | 95 | 3,582 | 37.7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Fourth..... | 83 | 20,996 | 252.9 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 | .. | .. | .. | 5 | .. |
| Fifth..... | 168 | 15,845 | 94.3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 3 | 1 | .. | 1 | 9 | .. |
| Sixth..... | 86 | 20,196 | 234.8 | .. | .. | .. | 1 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 9 | .. |
| Seventh..... | 198 | 50,066 | 252.8 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 7 | 3 | 1 | 5 | .. | .. | 1 | 32 | 1 |
| Eighth..... | 183 | 35,879 | 196 | .. | 1 | .. | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | .. | 5 | .. | .. | 3 | .. | .. | 1 | 16 | .. |
| Ninth..... | 322 | 54,596 | 169.5 | 1 | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | 4 | 2 | 2 | 4 | .. | .. | 1 | 25 | 1 |
| Tenth..... | 110 | 47,554 | 432.3 | .. | .. | .. | 2 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 2 | 1 | 4 | 4 | .. | .. | .. | 26 | .. |
| Eleventh..... | 196 | 68,778 | 350.9 | 1 | .. | 1 | .. | 1 | .. | 1 | 1 | .. | .. | 2 | 2 | .. | 6 | 1 | .. | 7 | 1 | .. | 2 | 41 | .. |
| Twelfth..... | 5,504.13 | 81,800 | 14.8 | .. | 1 | 7 | 1 | 1 | 1 | .. | .. | .. | .. | 2 | 1 | 1 | 18 | 8 | 2 | 12 | 2 | 1 | 7 | 110 | 22 |
| Thirteenth..... | 107 | 37,797 | 353.2 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 1 | 2 | 2 | .. | .. | .. | 16 | .. |
| Fourteenth..... | 96 | 30,171 | 314.3 | .. | .. | .. | .. | .. | .. | 2 | 1 | .. | .. | .. | 1 | 1 | 1 | 6 | 1 | 2 | .. | .. | 1 | 29 | .. |
| Fifteenth..... | 198 | 31,882 | 161 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 | 8 | .. |
| Sixteenth..... | 348.77 | 52,188 | 149.6 | 1 | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 9 | 2 | .. | 4 | .. | .. | 3 | 32 | .. |
| Seventeenth..... | 331 | 104,837 | 316.7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 6 | 2 | .. | 9 | 3 | .. | .. | 35 | 3 |
| Eighteenth..... | 449.89 | 66,611 | 148 | .. | .. | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 7 | 1 | 1 | 1 | 1 | .. | 4 | 38 | 1 |
| Nineteenth..... | 1,480.60 | 158,191 | 106.5 | 1 | .. | 1 | .. | 2 | 1 | 1 | 1 | .. | .. | .. | 3 | 3 | 16 | 6 | 2 | 12 | 1 | .. | 7 | 95 | 28 |
| Twentieth..... | 444 | 86,015 | 193.7 | .. | .. | 1 | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 1 | 11 | 1 | 2 | 5 | 1 | .. | 3 | 47 | 1 |
| Twenty-first..... | 411 | 66,536 | 161.9 | .. | .. | 1 | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | 7 | 1 | 2 | 6 | 2 | 1 | 8 | 45 | 7 |
| Twenty-second..... | 1,529.42 | 111,606 | 72.9 | 1 | .. | 2 | .. | .. | .. | 1 | .. | .. | .. | 1 | .. | .. | 8 | 5 | .. | 7 | 2 | .. | 3 | 65 | 2 |
| Twenty-third..... | 4,267.023 | 28,338 | 6.6 | 1 | .. | 3 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 2 | 1 | 5 | 1 | .. | 1 | 31 | .. |
| Twenty-fourth..... | 8,050.523 | 13,788 | 1.6 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | 1 | .. | .. | 1 | 10 | 4 |
| Total..... | 24,890.827 | 1,206,299 | 48.4 | 6 | 2 | 25 | 6 | 6 | 2 | 10 | 8 | .. | .. | 6 | 13 | 6 | 122 | 43 | 22 | 95 | 15 | 2 | 46 | 730 | 63 |

Buried in City Cemetery (pauper burial-ground), 54; others outside of the city, 641; inside of the city, 35, including on Ward's Island (immigrants recently arrived).

*Deaths in institutions redistributed according to residence, where residence was known.

Statistics of American and Foreign Cities.

| CITIES. | ESTIMATED PRESENT POPULATION. | Births. | Marriages. | Still-Births. | Deaths. | WEEK ENDING | Annual Death Rate per 1,000. | Cerebro-spinal Meningitis. | Diphtheria and Croup. | Enteric Fever. | Malarial Fevers. | Measles. | Scarlatina. | Small-pox. | Typhus Fever. | Whooping-cough. | Cholera (Asiatic). | Diarrhoeal Diseases. | Bronchitis. | Phthisis. | Pneumonia. | Under 5 Years. | Mean Tempera- ture, Fahr. | Mean Humidity. | | |
|--|-------------------------------------|---------|------------|---------------|---------|-------------------|---------------------------------|-------------------------------|--------------------------|----------------|------------------|----------|-------------|------------|---------------|-----------------|--------------------|-------------------------|-------------|-----------|------------|----------------|------------------------------|----------------|--|--|
| New York..... | 1,602,731 | 723 | 314 | 67 | 730 | Mar. 1..... | 23.77 | 2 | 47 | 6 | 2 | 10 | 8 | .. | .. | 6 | .. | 13 | 43 | 122 | 95 | 248 | 42.7 | 81. | | |
| Baltimore..... | 500,343 | 170 | .. | 5 | 205 | Feb. 22..... | 21.32 | 3 | 5 | 3 | 2 | 14 | .. | .. | .. | 3 | .. | 1 | 15 | 22 | 24 | 84 | 42.1 | .. | | |
| Boston..... | 418,110 | .. | .. | 192 | .. | " 15..... | 23.88 | .. | 17 | 4 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 46 | .. | .. | | |
| Brooklyn..... | 852,467 | 210 | 86 | 26 | 349 | " 22..... | 21.36 | .. | 41 | 2 | 4 | .. | .. | .. | .. | 1 | .. | .. | 23 | 44 | 51 | 137 | 35.71 | 74.86 | | |
| Chicago..... | 1,109,000 | .. | .. | 122 | 2,505 | Month of Jan..... | 27.98 | 3 | 169 | 53 | 8 | 3 | 17 | .. | .. | 26 | .. | 53 | 232 | 224 | 518 | 1,742 | 30.8 | .. | | |
| District of Columbia (Washington)..... | 250,000 | .. | .. | .. | 99 | Nov. 16..... | .. | .. | .. | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| New Orleans..... | 254,000 | .. | .. | 10 | 146 | Feb. 22..... | 29.99 | .. | 5 | 1 | 11 | .. | .. | .. | .. | .. | 12 | 3 | 15 | 10 | 47 | 54.9 | 81.3 | .. | | |
| Philadelphia..... | 1,064,277 | .. | .. | 20 | 376 | " 22..... | 18.43 | 1 | 19 | 10 | 1 | 1 | 2 | .. | 1 | 5 | .. | 3 | 61 | 57 | 44 | 135 | 37.0 | .. | | |
| San Francisco..... | 330,000 | .. | .. | 37 | 798 | Month of Jan..... | 23.63 | 1 | 23 | 17 | 1 | 2 | 5 | .. | .. | 1 | .. | 9 | 38 | 148 | 141 | 167 | 46.3 | 77.5 | | |
| St. Louis..... | 450,000 | 1,063 | .. | 54 | 734 | "..... | 19.57 | 2 | 22 | 11 | 15 | .. | 10 | .. | .. | 2 | .. | 10 | 40 | 90 | 94 | 212 | 39.2 | 77.8 | | |
| FOREIGN. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| London..... | 4,421,661 | 2,793 | .. | .. | 1,809 | Feb. 15..... | 21.3 | .. | 52 | 12 | .. | 21 | 14 | .. | .. | 115 | .. | 6 | 283 | 215 | 91 | 658 | 35.9 | 87. | | |
| Liverpool..... | 613,463 | 333 | .. | .. | 365 | " 15..... | 31.1 | .. | .. | .. | .. | 12 | 11 | .. | .. | 13 | .. | 2 | .. | .. | .. | .. | 34.3 | .. | | |
| Birmingham..... | 461,865 | 292 | .. | .. | 271 | " 15..... | 30.6 | .. | .. | .. | .. | 7 | 5 | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Manchester..... | 379,437 | 289 | .. | .. | 281 | " 15..... | 38.6 | .. | .. | .. | .. | 2 | 4 | .. | .. | 8 | .. | 4 | .. | .. | .. | .. | .. | .. | | |
| Glasgow..... | 530,208 | 319 | 75 | .. | 331 | " 15..... | 32.5 | .. | .. | .. | .. | 12 | 2 | .. | .. | 13 | .. | 1 | .. | .. | .. | .. | 33.8 | .. | | |
| Dublin..... | 353,082 | 175 | .. | .. | 256 | " 15..... | 37.8 | .. | .. | 5 | .. | 5 | .. | .. | .. | 1 | .. | 1 | 52 | 39 | 14 | 65 | 37.2 | 87. | | |
| Copenhagen..... | 307,000 | 188 | 58 | 7 | 154 | " 8..... | 26.2 | .. | 13 | 1 | .. | 8 | .. | .. | .. | 7 | .. | 1 | .. | .. | .. | .. | .. | .. | | |
| Christiania..... | 138,300 | 80 | .. | 3 | 67 | " 15..... | 25.19 | .. | 2 | .. | .. | 8 | 2 | .. | .. | .. | .. | .. | 9 | 8 | 4 | 29 | .. | .. | | |
| Stockholm..... | 228,218 | 134 | .. | 7 | 84 | " 8..... | 19.1 | .. | 5 | .. | .. | 4 | .. | .. | .. | 1 | .. | 8 | 6 | 17 | 6 | 33 | .. | .. | | |
| St. Petersburg..... | 924,106 | 309 | 31 | 57 | .. | " 8..... | 22.6 | .. | 10 | 10 | .. | 14 | 33 | .. | .. | 3 | .. | .. | 113 | 35 | 230 | .. | .. | .. | | |
| Amsterdam..... | 403,083 | 280 | .. | .. | 177 | " 8..... | 27.0 | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Rotterdam..... | 197,723 | 163 | .. | .. | 106 | " 8..... | 18.1 | .. | 3 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Antwerp..... | 225,087 | 155 | .. | .. | 78 | " 8..... | 22.2 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Brussels..... | 182,836 | 95 | 32 | 4 | 78 | " 8..... | 26.47 | .. | 34 | 5 | .. | 22 | 2 | 1 | .. | 25 | .. | 52 | 91 | 242 | 112 | 320 | .. | .. | | |
| Paris..... | 2,260,945 | 1,311 | 641 | 85 | 1,151 | " 15..... | 31.3 | .. | 4 | 2 | 9 | .. | .. | .. | .. | .. | .. | 20 | 21 | 33 | .. | 42.26 | 67. | .. | | |
| Rome..... | 393,496 | 275 | 45 | 22 | 232 | Dec. 21..... | 42.8 | .. | 4 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Venice..... | 156,515 | 89 | 14 | 9 | 131 | Feb. 1..... | 22.5 | .. | 15 | 1 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Berlin..... | 1,509,913 | 976 | 193 | 26 | 659 | Jan. 11..... | 47.5 | .. | 15 | 1 | .. | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Munich..... | 298,000 | 266 | .. | 3 | 272 | Feb. 8..... | 27.95 | .. | 3 | 1 | .. | 3 | 4 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Prague..... | 300,828 | .. | .. | 16 | 169 | " 8..... | 26.4 | .. | 13 | 1 | .. | 3 | .. | .. | .. | .. | 15 | .. | 116 | .. | 136 | .. | .. | .. | | |
| Vienna..... | 822,176 | 549 | 228 | 30 | 416 | "..... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Buda-Pesth..... | 442,787 | .. | .. | .. | .. | "..... | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| Bombay..... | 773,196 | .. | .. | 13 | 394 | Jan. 28..... | 22.53 | .. | .. | .. | 136 | 4 | .. | 1 | .. | .. | 5 | 43 | .. | 58 | .. | .. | .. | .. | | |
| Calcutta..... | 433,219 | .. | .. | .. | 296 | "..... | 35.6 | .. | .. | .. | .. | .. | .. | 5 | .. | .. | 25 | 71 | .. | .. | .. | .. | .. | .. | | |
| Madras..... | 398,777 | 300 | .. | .. | 275 | "..... | 35.8 | .. | .. | .. | .. | 2 | .. | 2 | .. | .. | 3 | 61 | .. | .. | .. | .. | .. | .. | | |
| Cairo..... | 374,838 | 360 | .. | 13 | 314 | " 30..... | 43.6 | .. | 2 | 19 | 5 | .. | .. | .. | .. | 1 | .. | .. | 16 | 16 | 155 | 55.98 | .. | .. | | |

ROGER S. TRACY, M. D., Register.

POLICE DEPARTMENT.

The Board of Police met on the 28th day of February, 1890.
Present—Commissioners MacLean, McClave, Voorhis and Martin.

Leave of Absence Granted.

Patrolman Henry Riegel, Thirteenth Precinct, three days, half pay.

Death Reported.

Patrolman James Fleming, Thirteenth Precinct, on 26th instant.

Mask Ball Permits Granted.

Henry J. Appel, Jr., at Lexington Avenue Opera House, March 3. Fee, \$25.
 F. John Graf, at Germania Assembly Rooms, March 4. Fee, \$25.
 John Bender, at Concordia Assembly Rooms, March 8. Fee, \$25.
 John Bender, at Concordia Assembly Rooms, March 15. Fee, \$25.
 John J. Schmidt, at Grove Hill Assembly Rooms, March 5. Fee, \$10.
 J. H. Goldsmith, at Central Turn Hall, March 5. Fee, \$25.
 Charles Smith, at Webster Hall, March 6. Fee, \$25.
 Edward Gottheimer, at Arlington Hall, March 8

Patrolman Frank Miller, from Thirteenth Precinct to Twenty-Seventh Precinct.
 " Robert N. Day, from Twenty-second Precinct to Thirtieth Precinct.
 " Frank Hahn, from Fifth Precinct to Twenty-fourth Precinct.
 Doorman William McCormick, from Twenty-third Sub-Precinct to Fifth Precinct.
 " Willet F. Barnes, from Central Office to Sixth Precinct.
 " James Smith, from Tenth Precinct to Twenty-third Sub-Precinct.
 " Charles Flood, from Central Office to Eighth Precinct.
 " Andrew Fitzpatrick, from Central Office to Tenth Precinct.
 " Matthew McCullough, from Third Precinct to Central Office.

Promoted to Roundsmen.

Patrolman John F. Gilligan, Fourth Precinct, assigned to Eleventh Precinct.
 " Alexander Fraser, Seventeenth Precinct, assigned to Twenty-ninth Precinct.

Retired Officers—all aye.

Roundsmen Orlando Wildey, Seventeenth Precinct, \$650 per year.
 Patrolman Zabriskie H. Mullen, Fourteenth Precinct, \$600 per year.

To Civil Service Board for Examination.

Roundsmen Michael Naughton, Thirty-fourth Precinct.

Appointed Patrolmen.

Martin Joyce, Twenty-third Precinct. John G. Liebler, Fourteenth Precinct.
 Herman Ludwig, Tenth Precinct.

Advanced to Second Grade.

Patrolman Thomas F. Cashman, Fifth Precinct, February 27, 1890.
 " John Early, Twenty-second Precinct, February 27, 1890.
 " Joseph Burns, Twenty-third Precinct, January 12, 1890.
 " Timothy H. O'Leary, Twenty-ninth Precinct, February 27, 1890.
 " John McIver, Thirty-second Precinct, February 27, 1890.

Resolved, That the Committee of Surgeons be directed to examine the following applicants for appointment as Patrolmen:

George Wettlaufer. Sherman Bentley. Charles F. Bingle.
 Terrence Connolly. Philip J. Clark. Daniel J. Fitzgerald.
 John C. Levin.

Resolved, That Patrolman John W. Folk, Sixth Court, be granted full pay while sick, from January 1 to 9, 1890—all aye.

Resolved, That the Treasurer be and is hereby directed to pay Thomas J. Sheridan, contractor, \$2,798.34, first payment on contract to build stable for the Thirty-third Precinct, on receipt of the warrant from the Comptroller—all aye.

Resolved, That Paragraph 4, Rule 73, be amended so as to read as follows:

It shall be the duty of the Captains and Sergeants of all Precincts, Court or other Squads, before leaving the Station-house or office, at any time, to enter in the Blotter, in their own handwriting, the precise time and purpose of leaving, and immediately on returning to enter in their own handwriting the time of their return.

Resolved, That the following rule be adopted:

Rule 527—Whenever a member of the Police Force appears to be under the influence of liquor, or unfit for duty, the officer in command shall, if practicable, in addition to other examinations, also procure a medical examination of such member by one of the Police Surgeons, and, if such examination be had, shall submit to the Superintendent the written opinion of such Surgeon, and enter the contents of such opinion on the Blotter.

On recommendation of the Committee on Repairs and Supplies, it was

Resolved, That the following bills be approved, and Treasurer authorized to pay the same—all aye.

| | | | |
|-------------------------------------|------------|---|------------|
| Martin B. Brown, printing, etc. | \$950 00 | Frazer & Co., horsefeed | \$275 02 |
| M. Breen, painting, etc. | 746 00 | " " | 197 83 |
| " " | 778 00 | " " | 183 99 |
| H. Martin, " | 735 00 | Frank A. Hall, iron bedsteads | 20 00 |
| Thomas Mulvey, expenses | 16 40 | G. P. Lydecker, cartage | 7 00 |
| Hugh Nesbitt, painting, etc. | 940 00 | Stephen O'Brien, expenses | 16 85 |
| Charles O'Connor, expenses | 40 00 | Charles O'Connor, " | 22 00 |
| W. H. Rose, painting, etc. | 785 00 | Patterson Bros., hardware, etc. | 96 84 |
| T. G. Sellev, desk | 67 00 | " " | 63 05 |
| W. & J. Sloane, carpet | 60 85 | Pearce & Jones, telegraph supplies | 267 60 |
| D. A. Woodhouse Mfg. Co., fire-hose | 228 00 | Alex Pollock, oil, etc. | 22 83 |
| | \$5,346 25 | W. H. Rose, painting | 15 55 |
| | | J. H. Seaman & Co., H. Snyder, assignee, lime, etc. | 24 50 |
| Willet F. Barnes, expenses | \$3 00 | W. & J. Sloane, carpet | 4 25 |
| Martin B. Brown, book, etc. | 4 75 | " " | 50 40 |
| " books | 39 25 | " " | 103 35 |
| " printing | 163 00 | Mary Webb, meals | 105 40 |
| " " | 21 00 | " " | 20 25 |
| " stationery | 20 50 | | \$1,749 30 |
| Patrick H. Callahan, expenses | 2 00 | | |

Adjourned.

WILLIAM KIPP, Chief Clerk.

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING—CITY OF NEW YORK,
 NOS. 49 AND 51 CHAMBERS STREET,
 NEW YORK, February 27, 1890.

In accordance with the provisions of section 51, chapter 410 of the Laws of 1882, the Commissioner of Street Cleaning makes the following abstract of the transactions of this Department for the week ending February 2, 1890:

Streets Swept.

| | Miles |
|-----------------------------|----------|
| By Department forces | 1,203.90 |
| By contract, lower Broadway | 15.00 |
| Total | 1,218.90 |

Material Collected.

| | Ashes and Garbage. | Street Sweepings. | Total Loads. |
|---------------------------------------|--------------------|-------------------|--------------|
| By Department forces | 21,947 | 10,241 | 32,188 |
| On permit— | | | |
| Bureau of Markets | 181 | | 181 |
| Departments of Public Works and Parks | | 195 | 195 |
| Manufacturers (boiler ashes, etc.) | 4,143 | | 4,143 |
| Totals | 26,271 | 10,436 | 36,707 |

Final Disposition of Material.

| | Loads. |
|--|--------|
| At sea and behind bulkheads— | |
| 35 dumpers at sea | 14,517 |
| 15 deck scows at Newark Bay | 5,540 |
| 14 deck scows at Ravenswood | 5,184 |
| 3 deck scows at Guttenburg | 1,275 |
| 1 deck scow at Passaic river | 295 |
| 1 deck scow at Gowanus | 335 |
| 18 deck scows at Jersey City | 7,174 |
| | 34,320 |
| In lots for fertilizing, filling-in, etc.— | |
| At One Hundred and Thirty-sixth street and East river | 499 |
| At One Hundred and Thirty-eighth street and Fifth avenue | 1,230 |
| At various places | 1,094 |
| | 2,823 |
| Total disposition | 37,143 |

Appointments.

Michael Tierny, Hired Cart, Twentieth Precinct.
 Daniel Fitzpatrick, Hired Cart, Twenty-ninth Precinct.
 Thomas H. Murray, Department Cart Driver.
 John Reilly, Department Cart Driver.

*Includes 436 loads of material previously left on scows.

John Cavanagh, Laborer, Nineteenth Precinct.
 John Lyons, Laborer, Eighteenth Precinct.
 Edwin R. Foster, Special Laborer, Twenty-ninth Precinct.
 Joseph Marzen, Laborer, Thirteenth Precinct.
 James Connolly, Blacksmith at Stables.
 Charles Kennedy, Hired Cart, Nineteenth Precinct.
 Michael E. Cunningham, Laborer, Twenty-fifth Precinct.
 John Cunningham, Laborer, Twenty-fifth Precinct.
 Charles Callahan, Laborer, Twenty-first Precinct.
 Lawrence McGuire, Laborer, Twenty-first Precinct.
 Patrick Lawlers, Laborer, Twenty-first Precinct.
 Frank Anton, Laborer, Twenty-first Precinct.

Removals.

Peter Doolan, Hired Cart, Nineteenth Precinct.
 Michael Silenzio, Hired Cart, Eleventh Precinct.
 Patrick Gallagher, Hired Cart, Fifth Precinct.
 G. Adelman, Department Cart Driver.
 E. J. Blaney, Department Cart Driver.
 J. Bracken, Department Cart Driver.
 J. Beasley, Department Cart Driver.
 T. Breslin, Department Cart Driver.
 T. Cahill, Department Cart Driver.
 T. Craven, Department Cart Driver.
 R. Cronin, Department Cart Driver.
 J. Carr, Department Cart Driver.
 M. Carney, Department Cart Driver.
 R. Carey, Department Cart Driver.
 Joseph Callahan, Department Cart Driver.
 John Curley, Department Cart Driver.
 T. Dwan, Department Cart Driver.
 E. King, No. 2, Department Cart Driver.
 J. Kelkenny, Department Cart Driver.
 J. Larkin, Department Cart Driver.
 J. Mooney, No. 2, Department Cart Driver.
 P. Mulcriff, Department Cart Driver.
 P. McDonald, Department Cart Driver.
 P. McNamee, Department Cart Driver.
 John McCarthy, Department Cart Driver.
 Peter Norton, Department Cart Driver.
 Thomas Oates, Department Cart Driver.
 James Ogle, Department Cart Driver.
 Thomas Darks, Department Cart Driver.
 Rudolph Bauer, Department Cart Driver.
 Patrick Cassidy, Department Cart Driver.
 James Campbell, Department Cart Driver.
 T. Donelan, Department Cart Driver.
 F. Farges, Department Cart Driver.
 John Furey, Department Cart Driver.
 Martin Feeney, Department Cart Driver.
 William Gould, Department Cart Driver.
 Thomas Goss, Department Cart Driver.
 B. Gilligan, Department Cart Driver.
 James Gill, Department Cart Driver.
 Patrick Henry, Department Cart Driver.
 E. R. Hagerty, Department Cart Driver.
 William Hall, Department Cart Driver.
 T. Hastings, Department Cart Driver.
 John Hart, Department Cart Driver.
 Joseph Hogan, Department Cart Driver.
 Charles Hannon, Department Cart Driver.
 Charles Johnson, Department Cart Driver.
 R. Kilpatrick, Department Cart Driver.
 Martin Kearney, Department Cart Driver.
 Martin Kelly, Department Cart Driver.
 John McGrath, Department Cart Driver.
 John Robinson, Department Cart Driver.
 Walter Roach, Department Cart Driver.
 Martin Reagan, Department Cart Driver.
 L. Robinson, Department Cart Driver.
 Daniel Reagan, Department Cart Driver.
 William Rennert, Department Cart Driver.
 John Rafferty, Department Cart Driver.
 W. Schmidt, Department Cart Driver.
 David Shepperd, Department Cart Driver.
 Edward Smith, Department Cart Driver.
 Michael Sullivan, Department Cart Driver.
 Patrick Waters, Department Cart Driver.
 William Walker, Department Cart Driver.
 George Wooster, Department Cart Driver.
 James White, Department Cart Driver.
 Emil D. Otto, Hired Cart, Tenth Precinct.
 Patrick O'Connor, Hired Cart, Sixth Precinct.
 A. Weiss, Laborer, Thirteenth Precinct.
 F. McQuade, Special Laborer, Twenty-ninth Precinct.
 J. Lawlers, Laborer, Twenty-fifth Precinct.
 J. Casey, Laborer, Twenty-fifth Precinct.
 P. Fitzgerald, Laborer, Twenty-first Precinct.
 T. Brown, Laborer, Twenty-first Precinct.
 R. P. Hay, Laborer, Twenty-first Precinct.
 R. Cleary, Laborer, Twenty-second Precinct.
 John Sullivan, Department Cart Driver.

L. Maxwell, Blacksmith at Stables.

Resigned.

Bills Audited

—and transmitted to Finance Department:

Schedule No. 4—
 Timmerman, J. H., City Paymaster, Salaries, Commissioner, Deputy and Clerks,
 January, 1890..... \$3,348 54

—chargeable to appropriation for 1890, as follows:

"Administration"..... \$3,348 54

Schedule No. 106—

Alexander M., owner propeller "Erie," extra towing \$10 00
 Moran, Michael, extra towing 421 00
 Vroom, Henry S., building closets, etc. 155 00
 \$586 00

—chargeable to appropriation for 1889, as follows:

"Final Disposition"..... \$431 00
 "Rentals and Contingencies"..... 155 00

Total \$586 00

Schedule No. 5—

Avery, Thomas C., tug repairs \$15 07
 Borro, Joseph, unloading scows 630 00
 Bloomer, George, fenders 50 00
 Connolly, John E., feed 654 26
 Ciccarella, Joseph, unloading scows 269 00
 Early & Co., John, supplies 167 76
 Hopkins & Rossell, oils 65 79
 Lenane & Bro., P., feed 646 60
 McCarthy, D. C., carpenter 248 00
 Robinson & Son, R. W., supplies 6 75
 The Higganum Mfg. Co., grinding knives 3 00
 \$2,756 23

—chargeable to appropriation for 1890, as follows:

| | |
|----------------------------------|------------|
| "Sweeping"..... | \$631 94 |
| "Carting"..... | 1,132 37 |
| "Final Disposition"..... | 985 17 |
| "Rentals and Contingencies"..... | 6 75 |
| Total..... | \$2,756 23 |

Bids for Feed.

| | |
|---------------------------------|----------|
| P. Lenane & Bro., approved..... | \$655 13 |
| J. Fitzpatrick..... | 656 83 |
| H. Ingersoll..... | 659 33 |

HORACE LOOMIS, Commissioner of Street Cleaning.

LAW DEPARTMENT.

Statement and Return of Moneys Received by CHARLES E. LYDECKER, Public Administrator in the City of New York, for the Month of February, 1890, rendered to the Comptroller in pursuance of the provisions of Sections 56 and 216 of New York City Consolidation Act of 1882.

| DATE. | ESTATE OF | INTEREST ESTATES. | COMMISSIONS. | TOTAL AMOUNT. |
|--------------|---|-------------------|--------------|---------------|
| Feb. 1, 1890 | John P. Lynch..... | ..... | \$1,057 04 | \$1,057 04 |
| " 3, " | Julia Farrell..... | \$67 97 | 23 03 | 91 00 |
| " 4, " | Ann McCrossan, etc..... | ..... | 174 63 | 174 63 |
| " 6, " | Victor Gutman..... | ..... | 11 62 | 11 62 |
| " 8, " | Annie Morcan..... | ..... | 41 50 | 41 50 |
| " 12, " | Frederico Kusel..... | ..... | 325 01 | 325 01 |
| " 13, " | Frederick M. Woodhouse..... | ..... | 315 38 | 315 38 |
| " 17, " | Frances A. Ennever..... | ..... | 34 56 | 34 56 |
| " 24, " | Elizabeth Gilbert, etc..... | ..... | 1,153 05 | 1,153 05 |
| | Anna Weidner..... | 499 00 | 58 06 | 557 06 |
| | Various persons, deceased, as reported from Coroners' office, a detailed list of whose names and respective amounts is hereto attached..... | 12 29 | ..... | 12 29 |
| | | \$579 26 | \$3,193 88 | \$3,773 14 |

Ann McCrossan, or McCrosson, deposited with the Chamberlain of the City of New York, for the benefit of Joseph, Francis and Mary McCrossan, minors, their distributive shares, \$1,210.03.

List of Cash received from Coroners' Office, December 5 and 23, 1889.

| Date of Death. | | Date of Death. | |
|----------------|--|-----------------|---|
| Aug. 5, 1889. | Gottlieb Fauser..... \$0 25 | Sept. 10, 1889. | Patrick Cuklin..... \$0 17 |
| Nov. 17, " | Rebecca Nelleney..... 17 | " 23, " | James Richardson..... 24 |
| " 26, " | Unknown man, Eighteenth street and North river..... 05 | " 6, " | Unknown man, High Bridge..... 1 28 |
| Sept. 4, " | Michael Fitzgerald..... 1 56 | Nov. 4, " | Moses Lubelsky..... \$0 45 |
| " 4, " | Philip Phail, or Prail..... 15 | | Less car-fare, etc..... 10 |
| " 4, " | Charles Crossen..... 70 | Sept. 15, " | James Walsh..... 21 |
| Aug. 17, " | Ann Harriott..... 55 | " 16, " | Isaac Green..... 05 |
| Oct. 16, " | Unknown man, No. 68 East Broadway..... \$2 07 | Aug. 5, " | Unknown man..... 70 |
| | Less car-fare investigating estate..... 10 | Oct. 19, 1886. | Charles Heisler..... 24 |
| Sept. 30, " | Meyer Adler, ten stamps..... 1 97 | | Unknown man, foot of Canal street (25. 6d. and 6d. copper), exchanged for..... 65 |
| Nov. 20, " | Felix Broessel..... \$0 11 | | |
| | Less car-fare, etc..... 10 | | |
| | | | \$12 29 |

CHARLES E. LYDECKER, Public Administrator.

APPROVED PAPERS.

Resolved, That the sidewalks on both sides of Sixty-ninth street and south side of Seventieth street, from Boulevard to West End avenue, be flagged full width, where not already done, and that the flagging and the curb now on the sidewalks be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 24, 1890.

Resolved, That the flagging and the curb now on the sidewalks in front of the premises Nos. 238 and 240 West Fiftyfifth street be relaid and reset, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 24, 1890.

Resolved, That the flagging and the curb now on the sidewalks on One Hundred and Forty-first street, from St. Nicholas to Convent avenue, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 24, 1890.

Resolved, That the Commissioner of Public Works be and he is hereby authorized to procure and place at the High-service Works, at Ninety-seventh and Ninety-eighth streets, one hundred feet west of Ninth avenue, an additional pumping engine and boilers, of a capacity of ten millions gallons per day, pursuant to section 356 of the New York City Consolidation Act of 1882, the expense of same to be paid out of the appropriation for "Laying Croton Pipes," and not to exceed the sum of fifty-two thousand dollars; and he is hereby further authorized to procure the said work and materials without contract by advertisement and public letting, as prescribed by section 64 of the New York City Consolidation Act of 1882.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 24, 1890.

Resolved, That East Twenty-fourth and Twenty-fifth streets be renumbered to the Fourth avenue, commencing with the numbers 1 and 2 at Madison avenue, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 27, 1890.

Resolved, That water-mains be laid in One Hundred and Twenty-first street, from Eighth avenue to Manhattan avenue, as provided in section 356 of the New York City Consolidation Act of 1882.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 27, 1890.

Resolved, That the flagging and the curb now on the sidewalks on the north side of Ninety-sixth street, from Boulevard to West End avenue, be relaid and reset where necessary, and that new flagging and curb be furnished where the present flagging and curb are defective, as provided by section 321 of chapter 410, Laws of 1882, as amended by chapter 569, Laws of 1887, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 24, 1890.

Resolved, That gas-mains be laid, lamp-posts erected and street-lamps lighted in Sixty-ninth street, from Eighth avenue to Ninth avenue, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, February 18, 1890.
Approved by the Mayor, February 27, 1890.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,
NEW YORK, March 4, 1890.

Pursuant to section 1, subdivision 3 of chapter 10, Laws of 1888, I hereby designate the "New Yorker Zeitung" and "New York Daily News," of the daily papers printed in the City of New York as the newspapers in which the advertisements of the public notice of the time and place of auction sales in the City of New York shall be published.

HUGH J. GRANT, Mayor.

MAYOR'S OFFICE,
NEW YORK, February 1, 1889.

Pursuant to section 9 of chapter 339, Laws of 1883, I hereby designate the "Daily News" and the "New York Morning Journal," two of the daily papers printed in the City of New York, in which notice of each sale of unredeemed pawns or pledges by public auction in said city, by pawnbrokers, shall be published for at least six days previous thereto, until otherwise ordered.

HUGH J. GRANT, Mayor.

OFFICIAL DIRECTORY.

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

EXECUTIVE DEPARTMENT

Mayor's Office.

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

HUGH J. GRANT, Mayor. LEICESTER HOLME, Secretary and Chief Clerk.

Mayor's Marshal's Office.

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

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.
MAURICE F. HOLAHAN, EDWARD P. BARKER.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.
JAMES C. DUANE, President; JOHN C. SHEEHAN, Secretary; A. FTELEV, Chief Engineer; J. C. LULLEY, Auditor.

BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary.
Address M. COLEMAN, Staats Zeitung Building, Tryon Row. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

COMMON COUNCIL.

Office of Clerk of Common Council.

No. 8 City Hall, 9 A. M. to 4 P. M.
JOHN H. V. ARNOLD, President Board of Aldermen.
FRANCIS J. TWOMEY, Clerk Common Council.

City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.
JAMES H. FARRELL, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS F. GILROY, Commissioner; BERNARD F. MARTIN, Deputy Commissioner.

Bureau of Chief Engineer.

No. 31 Chambers street, 9 A. M. to 4 P. M.
GEORGE W. BIRDSALL, Chief Engineer.

Bureau of Water Register.

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

Bureau of Street Improvements.

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

Bureau of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.
Engineer-in-Charge.

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WILLIAM G. BERGEN, Superintendent.

Bureau of Water Purveyor.

No. 31 Chambers street, 9 A. M. to 4 P. M.
WM. H. BURKE, Water Purveyor.

Bureau of Lamps and Gas.

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

Bureau of Streets and Roads.

No. 31 Chambers street, 9 A. M. to 4 P. M.
JOHN B. SHEA, Superintendent.

Bureau of Incumbrances.

No. 31 Chambers street, 9 A. M. to 4 P. M.
MICHAEL F. CUMMINGS, Superintendent.

Keeper of City Hall.
MARTIN J. KEENE, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.

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

Auditing Bureau.

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

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

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
D. LOWBER SMITH, Collector of Assessments and Clerk of Arrears.
No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.

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

Bureau for the Collection of Taxes.

No. 57 Chambers street and No. 35 Reade street, Stewart Building, 9 A. M. to 4 P. M.
GEORGE W. McLEAN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes.
No money received after 2 P. M.

Bureau of the City Chamberlain.

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster.

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

LAW DEPARTMENT.

Office of the Counsel to the Corporation.

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

Office of the Public Administrator.

No. 49 Beekman street, 9 A. M. to 4 P. M.
CHARLES E. LYDECKER, Public Administrator.

Office of Attorney for Collection of Arrears of Personal Taxes.

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

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.
LOUIS STECKLER, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.
CHARLES F. MACLEAN, President; WILLIAM H. KIPP, Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.
HENRY H. PORTER, President; GEORGE F. BRITTON, Secretary.

Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A. M. to 4 P. M. Saturdays, 12 M. Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M. Saturdays, 12 M. CHARLES BENN, General Bookkeeper.

Out-Door Poor Department. Office hours, 8.30 A. M. to 4.30 P. M. WILLIAM BLAKE, Superintendent. Entrance on Eleventh street.

FIRE DEPARTMENT.

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

Headquarters.

Nos. 157 and 159 East Sixty-seventh street.
HENRY D. PURROY, President; CARL JUSSON, Secretary.

Bureau of Chief of Department.

HUGH BONNER, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

JAMES MITCHELL, Fire Marshal.

Bureau of Inspection of Buildings.

THOMAS J. BRADY, Superintendent of Buildings.

Attorney to Department.

WM. L. FINDLEY.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent.
Central Office open at all hours.

Repair Shops.

Nos. 128 and 130 West Third street.
JOHN CASTLES, Foreman-in-Charge, 8 A. M. to 5 P. M.

Hospital Stables.

Ninety-ninth street, between Ninth and Tenth avenues.
JOSEPH SHEA, Foreman-in-Charge.
Open at all hours.

HEALTH DEPARTMENT.

No. 301 Mott street, 9 A. M. to 4 P. M.
 CHARLES G. WILSON, President; EMMONS CLARK,
 Secretary.

DEPARTMENT OF PUBLIC PARKS.

Emigrant Industrial Savings Bank Building, Nos. 49
 and 51 Chambers street, 9 A. M. to 4 P. M. Saturdays, 12 M.
 WALDO HUTCHINS, President; CHARLES DE F. BURNS,
 Secretary.

Office of Topographical Engineer.

Arsenal, Sixty-fourth street and Fifth avenue, 9 A. M.
 to 5 P. M.

Office of Superintendent of 23d and 24th Wards.

One Hundred and Forty-sixth street and Third ave-
 nue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Battery, Pier A, North river.
 EDWIN A. POST, President; AUGUSTUS T. DOCHARTY,
 Secretary.

Office hours, from 9 A. M. to 4 P. M.

DEPARTMENT OF TAXES AND ASSESSMENTS

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M.
 Saturdays, 12 M.
 MICHAEL COLEMAN, President; FLOYD T. SMITH,
 Secretary.

DEPARTMENT OF STREET CLEANING.

49 and 51 Chambers street. Office hours, 9 A. M. to 4 P. M.
 HORACE LOOMIS, Commissioner; EDWARD P. HAGAN,
 Deputy Commissioner; R. W. HORN, Secretary;
 HENRY W. BEARDSLEY, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMIN-
ING BOARDS.

Cooper Union, 9 A. M. to 4 P. M.
 JAMES THOMSON, Chairman of the Supervisory Board;
 GUNTHER K. ACKERMAN, Secretary and Executive
 Officer.

BOARD OF ESTIMATE AND APPORTIONMENT

Office of Clerk, Staats Zeitung Building, Room 5.
 The Mayor, Chairman; CHARLES V. ADEE, Clerk.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A. M. to 4 P. M.
 EDWARD GILON, Chairman; WM. H. JASPER, Secretary

BOARD OF EXCISE.

No. 54 Bond street, 9 A. M. to 4 P. M.
 ALEXANDER MEAKIN, President; JAMES F. BISHOP,
 Secretary and Chief Clerk.

SHERIFF'S OFFICE.

Nos. 6 and 7 New County Court-house, 9 A. M. to 4 P. M.
 JAMES A. FLACK, Sheriff; JOHN B. SEXTON, Under
 Sheriff; JOHN M. TRACY, Order of Arrest Clerk.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.
 FRANK T. FITZGERALD, Register; JAMES A. HANLEY
 Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and
 Broadway, 9 A. M. to 4 P. M.
 CHARLES REILLY, Commissioner; JAMES E. CONNER,
 Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A. M. to 4 P. M.
 EDWARD F. REILLY, County Clerk; P. J. SCULLY,
 Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park,
 9 A. M. to 4 P. M.
 JOHN R. FELLOWS, District Attorney; THOMAS
 COSTIGAN, Chief Clerk.

THE CITY RECORD OFFICE,

And Bureau of Printing, Stationery, and Blank Books.
 No. 2 City Hall, 9 A. M. to 5 P. M., except Saturdays, on
 which days 9 A. M. to 12 M.
 W. J. K. KENNY, Supervisor; DAVID RYAN, Assist-
 ant Supervisor; JOHN J. McGRATH, Examiner.

CORONERS' OFFICE.

Nos. 13 and 15 Chatham street, 8 A. M. to 5 P. M. Sun-
 days and holidays, 8 A. M. to 12:30 P. M.
 MICHAEL J. B. MESSEMER, FERDINAND LEVY, DANIEL
 HANLY, LOUIS W. SCHULTZ, Coroners; EDWARD F.
 REYNOLDS, Clerk of the Board of Coroners.

SUPREME COURT

Second floor, New County Court-house, opens at
 10:30 A. M.
 CHARLES H. VAN BRUNT, Presiding Justice; EDWARD
 F. REILLY, Clerk; P. J. SCULLY, Deputy County Clerk.
 General Term, Room No. 9, WILLIAM LAMB, Jr., Clerk.
 Special Term, Part I., Room No. 10, HUGH DONNELLY,
 Clerk.
 Special Term, Part II., Room No. 18, WILLIAM J.
 HILL, Clerk.
 Chambers, Room No. 11, AMBROSE A. MCCALL,
 Clerk.
 Circuit, Part I., Room No. 12, WALTER A. BRADY,
 Clerk.
 Circuit, Part II., Room No. 14, JOHN B. MCGOLDRICK,
 Clerk.
 Circuit, Part III., Room No. 13, GEORGE F. LYON,
 Clerk.
 Circuit, Part IV., Room No. 15, J. LEWIS LYON, Clerk.
 Judges' Private Chambers, Rooms Nos. 19 and 20.
 SAMUEL GOLDBERG, Librarian.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
 General Term, Room No. 35.
 Special Term, Room No. 33.
 Equity Term, Room No. 30.
 Chambers, Room No. 33.
 Part I., Room No. 34.
 Part II., Room No. 35.
 Part III., Room No. 36.
 Judges' Private Chambers.
 Naturalization Bureau, Room No. 31.
 Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
 JOHN SEDGWICK, Chief Judge; THOMAS BOESE, Chief
 Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 9 A. M. to 4 P. M.
 Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.
 Clerk's Office, Room No. 21, 9 A. M. to 4 P. M.
 General Term, Room No. 24, 11 o'clock A. M. to ad-
 journment.
 Special Term, Room No. 22, 11 o'clock A. M. to ad-
 journment.
 Chambers, Room No. 22, 10:30 o'clock A. M. to ad-
 journment.
 Part I., Room No. 26, 11 o'clock A. M. to adjournment.
 Part II., Room No. 24, 11 o'clock A. M. to adjournment.
 Equity Term, Room No. 25, 11 o'clock A. M. to ad-
 journment.
 Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
 RICHARD L. LARREMORE, Chief Justice; S. JONES,
 Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Court open at 11 o'clock A. M.
 FREDERICK SMYTH, Recorder; RANDOLPH B. MAR-
 TINE, JAMES FITZGERALD and RUFUS B. COWING,
 Judges.
 Terms open, first Monday each month.
 JOHN SPARKS, Clerk. Office, Room No. 11, 10 A. M. till
 4 P. M.

CITY COURT.

City Hall.

General Term, Room No. 20.
 Trial Term, Part I., Room No. 20.
 Part II., Room No. 21.
 Part III., Room No. 15.
 Part IV., Room No. 11.
 Special Term Chambers and will be held in Room No.
 19, 10 A. M. to 4 P. M.
 Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
 DAVID MCADAM, Chief Justice; MICHAEL T. DALY,
 Clerk.

OYER AND TERMINER COURT.

New County Court-house, second floor, southeast cor-
 ner, Room No. 12. Court opens at 10½ o'clock A. M.
 JOHN SPARKS, Clerk. Office, Brown-stone Building,
 City Hall Park, second floor, northwest corner, Room
 No. 11, 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily
 at 10:30 A. M., excepting Saturday.
 JOHN F. CARROLL, Clerk. Office, Tombs.

DISTRICT CIVIL COURTS.

First District—Third, Fifth and Eighth Wards, and
 all that part of the First Ward lying west of Broadway
 and Whitehall street. Court-room, southwest corner of
 Centre and Chambers streets.
 PETER MITCHELL, Justice.

Clerk's Office open from 9 A. M. to 4 P. M.
 Second District—Second, Fourth, Sixth and Fourteenth
 Wards, and all that portion of the First Ward lying
 south and east of Broadway and Whitehall street.
 Court-room, corner of Grand and Centre streets.
 CHARLES M. CLANCY, Justice.

Clerk's Office open from 9 A. M. to 4 P. M.
 Third District—Ninth and Fifteenth Wards. Court-
 room, southwest corner Sixth avenue and West Tenth
 street. Court open daily (Sundays and legal holidays
 excepted) from 9 A. M. to 4 P. M.
 GEORGE B. DEANE, Justice.

Fourth District—Tenth and Seventeenth Wards.
 Court-room, No. 30 First street, corner Second avenue.
 Court opens 9 A. M. daily, and remains open to close of
 business.
 ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh and Thirteenth
 Wards. Court-room, No. 154 Clinton street.
 HENRY M. GOLDFOGLE, Justice.

Sixth District—Eighteenth and Twenty-first Wards.
 Court-room, No. 61 Union place, Fourth avenue, south-
 west corner of Eighteenth street. Court opens 9 A. M.
 daily; continues open to close of business.
 SAMSON LACHMAN, Justice.

Seventh District—Nineteenth Ward. Court-room
 No. 151 East Fifty-seventh street. Court opens every
 morning at 9 o'clock (except Sundays and legal holidays),
 and continues open to the close of business.
 JOHN B. MCKEAN, Justice.

Eighth District—Sixteenth and Twentieth Wards.
 Court-room, southwest corner of Twenty-second street
 and Seventh avenue. Court opens at 9 A. M. and con-
 tinues open to close of business.
 Clerk's office open from 9 A. M. to 4 P. M. each court
 day.

Trial days, Wednesdays, Fridays and Saturdays.
 Return days, Tuesdays, Thursdays and Saturdays.
 JOHN JEROLOMAN, Justice.

Ninth District—Twelfth Ward, except all that portion
 of the said ward which is bounded on the north by the
 centre line of One Hundred and Tenth street, on the
 south by the centre line of Eighty-sixth street, on the
 east by the centre line of Sixth avenue, and on the west
 by the North river. Court-room, No. 150 East One
 Hundred and Twenty-fifth street.
 JOSEPH P. FALLON, Justice.

Clerk's office open daily from 9 A. M. to 4 P. M. Trial
 days, Tuesdays and Fridays. Court opens at 9½ A. M.

Tenth District—Twenty-third and Twenty-fourth
 Wards. Court-room, corner of Third avenue and One
 Hundred and Fifty-eighth street.
 Office hours, from 9 A. M. to 4 P. M. Court opens at
 9 A. M.

Eleventh District—Twenty-second Ward, and all that
 portion of the Twelfth Ward which is bounded on the
 north by the centre line of One Hundred and Tenth
 street, on the south by the centre line of Eighty-sixth
 street, on the east by the centre line of Sixth avenue,
 and on the west by the North river. Court-room, No.
 919 Eighth avenue. Court open daily (Sundays and
 legal holidays excepted) from 9 A. M. to 4 P. M.
 THOMAS E. MURRAY, Justice.

POLICE COURTS.

Judges—MAURICE J. POWER, J. HENRY FORD,
 JAMES T. KILBRETH, JOHN J. GORMAN,
 HENRY MURRAY, SOLOMON B. SMITH, ANDREW J. WHITE,
 CHARLES WELDE, DANIEL O'REILLY, PATRICK G.
 DUFFY, DANIEL F. MCMAHON, EDW. HOGAN, JOHN
 COCHRANE, CHARLES N. TAINOR.
 GEORGE W. CREIGER, Secretary.
 Office of Secretary, Fifth District Police Court, One
 Hundred and Twenty-fifth street, near Fourth avenue.
 First District—Tombs, Centre street.
 Second District—Jefferson Market.
 Third District—No. 69 Essex street.
 Fourth District—Fifty-seventh street, near Lexington
 avenue.
 Fifth District—One Hundred and Twenty-fifth street,
 near Fourth avenue.
 Sixth District—One Hundred and Fifty-eighth street
 and Third avenue.

JURORS.

NOTICE OF COMMISSIONER OF JURORS
IN REGARD TO CLAIMS FOR EX-
EMPTION FROM JURY DUTY.

Room 127, Stewart Building,
 No. 280 Broadway, Third Floor,
 NEW YORK, June 1, 1889.

CLAIMS FOR EXEMPTION FROM JURY
 duty will be heard by me daily at my office, from
 9 A. M. until 4 P. M.

Those entitled to exemption are: Clergymen, lawyers,
 physicians, surgeons, surgeon-dentists, professors or
 teachers in a college, academy or public school, licensed
 pharmacists or druggists, actually engaged in their
 respective professions and not following any other call-
 ing; militiamen, policemen, and firemen; election
 officers, jury non-residents, and city employees, and
 United States employees; officers of vessels making
 regular trips; licensed pilots, actually following that
 calling; superintendents, conductors and engineers of
 a railroad company other than a street railroad com-
 pany; telegraph operators actually doing duty as such;
 Grand, Sheriff's, and Civil Court jurors; stationary
 engineers; and persons physically incapable of per-
 forming jury duty by reason of severe sickness, deaf-
 ness, or other physical disorder.

Those who have not answered as to their liability, or
 proved permanent exemption, will receive a "jury ex-
 emption notice," requiring them to appear before me

this year. Whether liable or not, such notices must be
 answered (in person, if possible), and at this office only,
 under severe penalties. If exempt, the party must
 bring proof of exemption; if liable, he must also answer
 in person, giving full and correct name, residence, etc.,
 etc. No attention paid to letters.

Persons "enrolled" as liable must serve when called
 or pay their fines. No mere excuse will be allowed or
 interference permitted. The fines, if unpaid, will be en-
 tered as judgments upon the property of the delinquents.

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

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

CHARLES REILLY,
 Commissioner of Jurors.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
 OFFICE OF THE PROPERTY CLERK (Room No. 9),
 No. 300 MULBERRY STREET,
 NEW YORK, 1889.

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 claim-
 ants: 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.

CIVIL SERVICE SUPERVISORY
AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,
 COOPER UNION,
 NEW YORK, July 20, 1889.

NOTICE.

1. Office hours from 9 A. M. until 4 P. M.
 2. Blank applications for positions in the classified
 service of the city may be procured upon application at
 the above office.

3. Examinations will be held from time to time as the
 needs of the several Departments of the City Government
 may require. When examinations are called, all persons
 who have filed applications prior to that date will be
 notified to appear for examination for the position
 specified.

4. All information in relation to the Municipal Civil
 Service will be given upon application either in person
 or by letter. Those asking for information by mail
 should inclose stamp for reply.

5. The classification by schedule of city employees is
 as follows:
 Schedule A shall include all deputies of officers and
 commissioners duly authorized to act for their principals,
 and all persons necessarily occupying a strictly confi-
 dential position.

Schedule B shall include clerks, copyists, recorders,
 bookkeepers and others rendering clerical services,
 except type-writers and stenographers.

Schedule C shall include Policemen, both in the Police
 Department and Department of Parks, and the uniformed
 force in the Fire Department, and Doormen in the Police
 Department.

Schedule D shall include all persons for whose duty
 special expert knowledge is required not included in
 Schedule E.

Schedule E shall include physicians, chemists, nurses,
 orderlies and attendants in the city hospitals and
 asylums, surgeons in the Police Department and the
 Department of Public Parks, and medical officers in the
 Fire Department.

Schedule F shall include stenographers, type-writers
 and all persons not included in the foregoing schedules,
 except laborers or day workmen.

Schedule G shall include all persons employed as
 laborers or day workmen.

Positions falling within Schedules A and G are exempt
 from Civil Service examination.

G. K. ACKERMAN,
 Secretary and Executive Officer.

DEPARTMENT OF TAXES AND
ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,
 STAATS ZEITUNG BUILDING,
 NEW YORK.

IN COMPLIANCE WITH SECTION 817 OF THE
 City Consolidation Act of 1882, it is hereby adver-
 tised that the books of "The Annual Record of the
 Assessed Valuations of Real and Personal Estate" of
 the City and County of New York for the year 1890,
 will be open for examination and correction from the
 second Monday of January, 1890, until the first day of
 May, 1890.

All persons believing themselves aggrieved must make
 application to the Commissioners of Taxes and Assess-
 ments, at this office, during the period said books are
 open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on
 personal estate must be made by the person assessed,
 to the said Commissioners, between the hours of 10 A.
 M. and 2 P. M., at this office, during the same period.

MICHAEL COLEMAN,
 THOMAS L. FEITNER,
 EDWARD L. PARRIS,
 Commissioners of Taxes and Assessments

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT,
 157 AND 159 EAST SIXTY-SEVENTH STREET,
 NEW YORK, March 6, 1890.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING
 Six Hose Wagons to this Department will be
 received by the Board of Commissioners at the head of
 the Fire Department, at the office of said Department,
 Nos. 157 and 159 East Sixty-seventh street, in the City
 of New York, until 10 o'clock A. M., Wednesday, March
 13, 1890, at which time and place they will be publicly
 opened by the head of said Department and read.

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

For information as to the description of the apparatuses
 to be furnished, bidders are referred to the specifications
 which form part of these proposals.

The form of the agreement, with specifications,
 showing the manner of payment for the work, may be
 seen and forms of proposals may be obtained at the
 office of the Department.

Bidders must write out the amount of their estimate
 in addition to inserting the same in figures.

The apparatuses are to be completed and delivered
 within one hundred and twenty (120) days after the
 execution of the contract.

The damages to be paid by the contractor for each day
 that the contract may be unfulfilled after the time speci-
 fied for the completion thereof shall have expired, are
 fixed and liquidated at the sum specified in the form of
 contract.

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

Any person making an estimate for the apparatuses
 shall present the same in a sealed envelope, to said Board,
 at said office, on or before the day and hour above named,
 which envelope shall be indorsed with the name or
 names of the person or persons presenting the same, the
 date of its presentation, and a statement of the work to
 which it relates.

The Fire Department reserves the right to decline any
 and all bids or estimates if deemed to be for the public
 interest. No bid or estimate will be accepted from, or
 contract awarded to, any person who is in arrears to the
 Corporation upon debt or contract, or who is a defaulter,
 as surety or otherwise, upon any obligation to the Corpora-
 tion.

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 esti-
 mate 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 verifica-
 tion be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the con-
 sent, in writing, of two householders or freeholders of
 the City of New York, with their respective places of
 business or residence, to the effect that if the contract be
 awarded to the person making the estimate, they
 will, on its being so awarded, become bound as
 sureties for its faithful performance in the sum of
 one thousand and six hundred (\$1,600) dollars, 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 other-
 wise; and that he has offered himself as a surety in
 good faith and with the intention to execute the bond
 required by law. The adequacy and sufficiency of the
 security offered is to be approved by the Comptroller of
 the City of New York before the award is made and
 prior to the signing of the contract.

No estimate will be considered unless accompanied by
 either a certified check upon one of the 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 upon the contract. Such check or
 money must not be inclosed in the sealed envelope contain-
 ing 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 afore-
 said, the amount of his deposit will be returned to him.

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

HENRY D. PURROY,
 S. HOWLAND ROBBINS,
 ANTHONY EICKHOFF,
 Commissioners.

BOARD OF EDUCATION.

OFFICE OF THE BOARD OF EDUCATION,
 No. 146 GRAND STREET, N. Y. CITY.

SEALED PROPOSALS WILL BE RECEIVED
 at the office of the Board of Education, corner of
 Grand and Elm streets, until Friday, March 21, 1890,
 at 4 P. M., for supplying the Coal and Wood required for
 the public schools in the city for the ensuing year, say
 seventeen thousand (17,000) tons of coal, more or less,
 and four hundred (400) cords of oak and twelve hundred
 (1,200) cords of pine wood, more or less. The coal must
 be of the best quality of white ash, furnace, egg, stove
 and nut sizes, clean and in good order, two thousand
 and two hundred and forty (2,240) pounds to the ton,
 and must be delivered in the bins of the several school build-
 ings at such times and in such quantities as required by
 the Committee on Supplies.

The proposals must state the mines from which it is
 proposed to supply the coal (to be furnished from the
 mines named if accepted) and must state the price per
 ton of two thousand two hundred and forty (2,240)
 pounds.

The quantity of the various sizes of coal required will
 be about as follows, viz.: Eleven thousand eight hun-
 dred (11,800) tons of furnace size, two thousand five hun-
 dred (2,500) tons of stove size, two thousand 2,000 tons

signature and residence of the proposed sureties. No compensation, above the contract price, will be allowed for delivering said coal and wood at any of the schools, nor for putting and piling the same in the yards, cellars, vaults or bins of said schools.

Proposals must be directed to the Committee on Supplies of the Board of Education, and should be indorsed "Proposals for Coal," or "Proposals for Wood," as the case may be.

The Committee reserves to itself the right to impose such conditions and penalties in the contract as it may deem proper, and to reject any or all proposals received when deemed best for the public interest.

FERDINAND TRAUD,
THADDEUS MORIARTY,
SAMUEL M. PURDY,
EDWARD H. PEASLEE,
MRS. SARAH H. POWELL,
Committee on Supplies.

NEW YORK, March 7, 1890.

SEALED PROPOSALS WILL BE RECEIVED by the School Trustees of the Twelfth Ward, at the Hall of the Board of Education, No. 146 Grand street, until 4 o'clock p. m. on Tuesday, March 18, 1890, for supplying a Steam heating Apparatus for Grammar School Building No. 46, One Hundred and Fifty-sixth street and St. Nicholas avenue, and Grammar School Building No. 89, on northwest corner of Lenox avenue and West One Hundred and Thirty-fourth street; also for the Furniture required for Grammar School Building No. 89, on northwest corner of Lenox avenue and West One Hundred and Thirty-fourth street.

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

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

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

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

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

JOHN WEALEN,

WILLIAM E. STILLINGS,

ANTONIO RASINES,

LEOPOLD WORMSER,

ROBERT E. STEEL,

School Trustees, Twelfth Ward.

Dated NEW YORK, March 5, 1890.

SEALED PROPOSALS WILL BE RECEIVED at the Hall of the Board of Education, No. 146 Grand street, by the School Trustees for the Twenty-third Ward, until 11 o'clock A. M. on Thursday, March 13, 1890, for the erection of a new school building on the south side of East One Hundred and Fifty-seventh street, near Courtland avenue, and Janitor's house on Courtland avenue, near One Hundred and Fifty-seventh street.

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

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

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

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

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

FREDERICK FOLZ,

WILLIAM HOGG,

SAMUEL SAMUELS,

WILLIAM R. BEAL,

A. F. BRUGMAN,

School Trustees, Twenty-third Ward.

Dated NEW YORK, February 28, 1890.

FINANCE DEPARTMENT.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
March 6, 1890.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 997 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the assessment list in the matter of acquiring title to East One Hundred and Sixtieth street, from Railroad avenue, East, to Washington avenue, which was confirmed by the Supreme Court, February 28, 1890, and entered on the 5th day of March, 1890, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 998 of said "New York City Consolidation Act of 1882."

Section 998 of the said act provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated from the date of such entry to the date of payment."

The above assessment is payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," Room 31, Stewart Building, between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before April 5, 1890, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEODORE W. MYERS,
Comptroller.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
February 24, 1890.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the following assessment lists, viz:

Front street sewer extension, between Old Slip and Wall street.

Grand street sewer extension, between Goerck and Lewis streets.

Avenue A, flagging east side, from Eighty-seventh to Eighty-eighth street.

Hamilton place sewer, between One Hundred and Thirty-sixth and One Hundred and Fortieth streets.

Lenox avenue, flagging and reflagging, curbing and receding, east side, from One Hundred and Eleventh to One Hundred and Twentieth street; from One Hundred and Twenty-second to One Hundred and Twenty-third street; from One Hundred and Thirtieth to One Hundred and Thirty-second street, from One Hundred and Thirty-eighth to One Hundred and Forty-first street, and from One Hundred and Forty-first to One Hundred and Forty-third street; and on the west side of Lenox ave-

nue, from One Hundred and Eleventh to One Hundred and Nineteenth street; from One Hundred and Twentieth to One Hundred and Twenty-first street, from One Hundred and Twenty-sixth to One Hundred and Twenty-seventh street, from One Hundred and Thirty-fourth to One Hundred and Thirty-fifth street, from One Hundred and Thirty-sixth to One Hundred and Thirty-seventh street, from One Hundred and Thirty-eighth to One Hundred and Thirty-ninth street, and from One Hundred and Forty-first to One Hundred and Forty-third street.

Lenox avenue, flagging and reflagging east side of, from One Hundred and Forty-third to One Hundred and Forty-sixth street.

West End avenue, paving, from Sixty-fifth to Sixty-ninth street, with granite blocks and laying crosswalks.

Fourth avenue sewer, west side, between Ninety-ninth and One Hundred and Third streets.

Fifth avenue, flagging and reflagging east side of, from Fifty-sixth to Fifty-seventh street; north side of Fifty-sixth street and south side of Fifty-seventh street, east of Fifth avenue.

Sixth avenue, flagging and reflagging east side of, from Sixty-fifth to Sixty-sixth street.

Seventh avenue, flagging and reflagging, both sides of, from One Hundred and Sixteenth to One Hundred and Eighteenth street.

Eighth avenue, curbing and receding, flagging and reflagging, west side of, from One Hundred and Twelfth to One Hundred and Thirteenth street.

Ninth avenue, alteration and improvements to sewer, west side, between Eighty-third and Eighty-fourth streets.

Tenth avenue, alterations and improvements to sewer, between Seventy-seventh and Eighty-first streets.

Twelfth avenue, regulating, grading, curbing and flagging, from One Hundred and Thirty-third to One Hundred and Thirty-fifth street.

Twenty-second street, alteration and improvement to sewer, between Ninth and Eleventh avenues.

Fifty-fourth street, alteration and improvements to sewer, between Tenth and Eleventh avenues.

Sixty-second street, curbing and receding, flagging and reflagging, north side of, from Second to Third avenue.

Sixty-third street sewer, between Tenth and Eleventh avenues.

Seventy-second street sewers, between Hudson river and Eleventh avenue, with branch in Riverside avenue, between Seventy-second and Seventy-sixth streets.

Seventy-eighth street sewer, between Riverside and West End avenues.

Eighty-fifth street, flagging and reflagging, curbing and receding, south side of, between Madison and Park avenues.

Eighty-fifth street sewer, between Boulevard and Riverside avenues.

Eighty-ninth street flagging and reflagging, both sides of, from First to Second avenue.

Eighty-ninth and Ninetieth streets flagging and reflagging, between Second and Third avenues.

Ninetieth street flagging and reflagging, south side of, from First to Second avenue.

Ninetieth street sewer, between West End avenue and Boulevard.

Ninety-third and Ninety fourth streets, fencing vacant lots, between Fifth and Madison avenues.

Ninety-seventh street and Tenth avenue, receiving-basin, on the northeast corner of.

Ninety-seventh street sewer, between Tenth avenue and Boulevard.

One Hundred and Second street sewer, between Harlem river and First avenue.

One Hundred and Second street sewer, between Ninth and Tenth avenues.

One Hundred and Seventh street sewer, between Manhattan and Eighth avenues.

One Hundred and Seventh street regulating and grading, curbing and flagging, from West End avenue to Riverside Drive.

One Hundred and Eighteenth street, flagging and reflagging both sides of, from Fifth to Lenox avenue.

One Hundred and Thirty-first street and Lenox avenue, receiving-basin on the northwest corner of.

One Hundred and Thirty-third street, curbing and receding, flagging and reflagging, both sides of, from Fifth to Lenox avenue.

One Hundred and Thirty-fourth street, paving, from Sixth to Seventh avenue, with granite-blocks, and laying crosswalks.

One Hundred and Sixty-fifth street sewer, between Tenth avenue and Kingsbridge road.

One Hundred and Seventieth street, regulating, grading, curbing and flagging, from Tenth to Eleventh avenue.

—which were confirmed by the Board of Revision and Correction of Assessments February 6, 1890, and entered on the same date in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 917 of said "New York City Consolidation Act of 1882."

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

The above assessments are payable to the Collector of Assessments and Clerk of Arrears at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before April 14, 1890, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

THEO. W. MYERS,
Comptroller.

NOTICE OF SALE OF THE CITY'S INTEREST IN CERTAIN REAL ESTATE IN THE TWENTY-SECOND WARD.

NOTICE IS HEREBY GIVEN THAT ALL the right, title and interest of the Corporation of the City of New York in and to certain land in the Twenty-second Ward of said city, being a part of the Old Fitzroy road, will be sold at public auction to the highest bidder, at the Comptroller's Office, No. 280 Broadway, at noon, on Tuesday, the 25th day of March, 1890, under the authority of a resolution adopted by the Commissioners of the Sinking Fund, February 14, 1890, to wit:

Resolved, That pursuant to the provisions of section 170 of the New York City Consolidation Act of 1882, the Comptroller be and he is hereby authorized and directed to sell at public auction, after public advertisement and appraisal, all the right, title and interest of the Corporation of the City of New York in and to all that certain piece or parcel of land, being a part of the Old Fitzroy road, situate, lying and being in the City and County of New York, forming a portion of lots known as Ward Nos. 13, 13½, in Block No. 89, on the tax maps of the Twenty-second Ward, bounded and described as follows: Beginning at a point on the northerly side of Forty-first (41st) street, distant three hundred (300) feet easterly from the corner formed by the intersection of the northerly side of Forty-first (41st) street with the easterly side of Ninth (9th) avenue; running thence northerly and parallel with Ninth (9th) avenue sixty-two (62) feet and nine (9) inches to the westerly side of the Old Fitzroy road, as laid down on the map for the Commissioners

appointed to close said Fitzroy road, by D. Ewen, City Surveyor, dated February, 1833; thence northeasterly along the westerly line of said Fitzroy road forty-one (41) feet to a point on the centre line of the block between Forty-first (41st) and Forty-second (42d) streets, distant three hundred and twenty-two (322) feet easterly from the easterly side of Ninth (9th) avenue; thence easterly along the said centre line of the said block ten (10) feet and two (2) inches; thence southerly and parallel with Ninth (9th) avenue fifty-five (55) feet and eleven (11) inches to the easterly side of said Fitzroy road; thence southwesterly along the said easterly side of said Fitzroy road fifty-one (51) feet and one (1) inch to the northerly side of Forty-first (41st) street, distant three hundred and six (306) feet easterly from the easterly side of Ninth (9th) avenue; thence westerly along the northerly side of Forty-first (41st) street six (6) feet to the point or place of beginning; the distances of the said described land, colored pink, being more or less, as shown on a diagram thereof; the purchase money and the auctioneer's fee to be paid in cash at the time of the sale, and all taxes, assessments and Croton water rates that may be due shall be paid on or before the delivery of said release; and the Comptroller is hereby authorized to appoint an appraiser of the interest of the City in said described land forming a part of the Old Fitzroy road, the appraisal to be approved by this Board before such sale.

THEO. W. MYERS,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, February 21, 1890.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriff's sales in 6x volumes, full bound, price \$100 00

The same in 25 volumes, half bound 50 00

Complete sets, folded, ready for binding 15 00

Records of Judgments, 25 volumes, bound 10 00

Orders should be addressed to "Mr. Stephen Angell, Room 23, Stewart Building."

THEODORE W. MYERS,
Comptroller.

DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,
Nos. 49 and 51 CHAMBERS STREET,
NEW YORK, March 6, 1890.

TO CONTRACTORS.

PROPOSALS FOR ESTIMATES FOR FURNISHING POLICE UNIFORMS.

SEALED ESTIMATES FOR THE ABOVE WORK. Indorsed with the above title, also with the name of the person or persons making the same, and the date of presentation, will be received at the office of the Department of Public Parks, Nos. 49 and 51 Chambers street, until eleven o'clock A. M., on Wednesday, the 13th day of March, 1890, at which place and hour the bids will be publicly opened by the head of said Department and read, and the award of the contract will be made as soon thereafter as practicable.

The number and kind of uniforms required is as follows:

One (1) double-breasted Uniform body coat for Captain.

Six (6) double-breasted Uniform body coats for Sergeants.

Ten (10) single-breasted Uniform body coats for Roundsmen.

Two hundred and twenty-nine (229) single-breasted Uniform body coats for Patrolmen.

Seven (7) pairs Uniform pants for Captain and Sergeants.

Seventeen (17) pairs Riding breeches for Mounted Parkkeepers.

Two hundred and twenty-two (222) pairs Uniform pants for Roundsmen and Patrolmen.

Each and every of the foregoing articles to be made of the best West Point Cadet cloth, 54 inches wide, 22 ounces to the yard.

The time for the completion of the work of furnishing said Uniforms will be on or before April 15, 1890.

The person or persons to whom the contract may be awarded will be required to attend at the office of the said Department, with the sureties offered by him or them, and execute the contract within five days after written notice that the same has been awarded to his or their bid or estimate, and that the sureties offered by him or them have been approved by the Comptroller; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation, and thereupon the contract will be re-advertised and relet, and so on until the contract be accepted and executed.

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 called for in these proposals, or which contain bids for items not called for therein. Permission will not be given for the withdrawal of any bid or estimate, and the right is expressly reserved by the Department of Public Parks to reject any or all estimates which it may deem prejudicial to the public interests. No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Bidders are required to state in their estimates, under oath, their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested, they shall distinctly state the fact; also, that such estimate is made without any connection with any other person making a bid or estimate for the same purpose, and that it is in all respects fair and without collusion or fraud; and also, 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 estimate must be verified by the oath, in writing, of the party making such estimate that the several matters therein stated are in all respects true. When more than one person is interested in the estimate the verification must be made by all the parties interested.

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

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

The amount of security required is three thousand dollars (\$3,000).

Bidders are informed that no deviation from the specifications will be allowed unless a written permission shall previously have been obtained from the Commissioners of the Department of Public Parks.

Blank forms of proposals and form of agreement, including the specifications, and showing the mode of payment for the work, can be obtained on application to the Secretary at this office.

WALDO HUTCHINS,
M. C. D. BORDEN,
J. HAMPDEN ROBB,
ALBERT GALLUP,
Commissioners of Public Parks.

DEPARTMENT OF PUBLIC PARKS,
NEW YORK, February 25, 1890.

AUCTION SALE.

THE DEPARTMENT OF PUBLIC PARKS will sell at public auction, by J. Thomas Stearns, Auctioneer, buildings, barns, sheds, etc., now standing within the lines of Van Cortlandt and Crotona Parks, on Friday, March 7, 1890.

The sale will begin with and in front of premises numbered 1, viz., 2-story frame building on Gun Hill road, near Grand avenue, at 10 o'clock A. M., and will be continued in the order arranged in the catalogue.

TERMS OF SALE.

The purchase moneys to be paid in bankable funds at the time of sale. Purchasers will be required to remove their property within twenty days from date of sale. Purchasers to be liable for any and all damages to persons, animals or property by reason of the removal of said buildings, etc.

For further information and for catalogues apply at the offices of the Department, Nos. 49 and 51 Chambers street; Arsenal, Central Park; No. 2773 Third avenue, Lorillard House, Bronx Park; Tremper House, Van Cortlandt Park.

By order of the Department of Public Parks,
CHARLES DEE. BURNS,
Secretary.

DEPARTMENT OF PUBLIC PARKS,
Nos. 49 and 51 CHAMBERS STREET,
NEW YORK, February 17, 1890.

NOTICE IS HEREBY GIVEN THAT THE Commissioners of the Department of Public Parks, in the City of New York, will, at their office, Nos. 49 and 51 Chambers street, in the Emigrants' Savings Bank Building, in said city, on Wednesday, March 12, 1890, at 11 o'clock A. M., hear and consider all statements, objections and evidence that may then and there be offered in reference to the contemplated revision of the street system, in pursuance of the provisions of chapter 721 of the Laws of 1887, in the following "Districts," in the Twenty-third and Twenty-fourth Wards, viz:

1. In that part of the "Hunt's Point," "West Farms" "Districts," bounded west by Southern Boulevard, east by the Bronx river, north by Kingsbridge road, and south by Home and One Hundred and Sixty-seventh street and Westchester avenue.

2. In that part of the "Hunt's Point District" bounded north by Spofford street, east by Hunt's Point road and Faile street, south by Wenman avenue, and west by Leggett avenue, Winslow and Tiffany streets.

3. In that part of the "Spuytten Duyvil District" bounded north by Spuytten Duyvil Parkway, east by Waldo street, west by Riverdale avenue, and south by W. C. Wetmore estate; and

4. In that part of the same "District" bounded north by the first street north of W. C. Wetmore's estate, east by Spuytten Duyvil Parkway, south by Morrison street, and west by Putnam avenue.

5. In that part of the Central District lying between Jerome and Morris avenues, Cameron place and North street.

6. In reference to proposed discontinuance and closing of Anderson avenue, between Sedgwick and Bremer avenues.

7. In reference to the proposed change of Casanova street from third to first class, between Edgewater road and Wenman avenue; and of Lane avenue, from second to first class, between Barretto and Tiffany streets.

The general character and extent of the contemplated change consist in changing the location, width, course, windings, lines, class and grades of, and discontinuing and closing, in whole or in part, certain avenues, streets and roads, extending and laying out others to take their places, and fixing the grades of the several streets within the above-described limits.

A map showing the contemplated change is now on exhibition in said office.

WALDO HUTCHINS,
J. HAMPDEN ROBB,
M. C. D. BORDEN,
ALBERT GALLUP,
Commissioners of Public Parks.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

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

TO CONTRACTORS.

PROPOSALS FOR GROCERIES, DRY GOODS, HARDWARE, LUMBER, ETC.

SEALED BIDS OR ESTIMATES FOR FURNISHING

GROCERIES, ETC.

7,919 pounds Dairy Butter, sample on exhibition Thursday, March 6, 1890.
1,600 pounds Cheese.
1,500 pounds Dried Apples.
2,000 pounds Rio Coffee.
1,000 pounds Macaroni.
6,000 pounds Oatmeal, price to include packages.
250 pounds Whole Pepper, sifted.

6,000 pounds Rice.
10,000 pounds Brown Sugar.
2,000 pounds Coffee Sugar.
1,700 pounds Cut Leaf Sugar.
1,000 pounds Granulated Sugar.
100 barrels Crackers.
50 bushels Dried Peas.
3,050 dozen Fresh Eggs, all to be candled.
12 dozen Tomato Catsup.
15 dozen Extract Lemon.
675 barrels good sound White Potatoes, 172 pounds net per barrel.
50 barrels prime Red or Yellow Onions, 150 pounds net per barrel.
100 barrels prime Carrots, 130 pounds net per barrel.
100 barrels prime Russia Turnips, 135 pounds net per barrel.
1,600 heads prime, good-sized cabbage, to be delivered in crates or barrels.
35 pieces prime quality City-cured Bacon, about 6 pounds each.
25 prime quality City-cured Smoked Hams, about 14 pounds each.
10 prime quality City-cured Smoked Tongues, about 6 pounds each.
20 tubs prime quality kettle-rendered Leaf Lard, 50 pounds each.
12 gross Shoe Blacking, No. 3.

CROCKERY, DRYGOODS, ETC.

10 gross W. G. Bowls.
100 dozen Cotton Mops.
20 bales Cotton Batts, 50 pounds each, 16 ounces to the pound.
50 dozen Handkerchiefs.
25,000 Sewing Needles, 12 No. 3, 13 No. 4.

HARDWARE, WOODENWARE, ETC.

2 gross Carpenter's Pencils.
12 gross Hat and Coat Hooks.
12 dozen Taper Saw Files, 8 each, 3", 4" and 5".
6 dozen F. B. Files, 14".
6 dozen Claw Hammers.
6 dozen Shoe Hammers.
6 dozen small Brass Padlocks, with 2 keys.
6 dozen Shoe Raps.
6 dozen Garden Rakes.
12 dozen Paint Brushes, 6".
12 dozen Stove Brushes.
24 dozen Dust Brushes.
12 dozen Window Brushes.
10 coils first quality Manila Rope, 9 thread.
1 coil first quality Manila Bolt Rope, 4 1/2".
250 coils first quality Waxed Kip Leather, to average about 11 feet.
50 barrels first quality White-wash Lime.
25 barrels first quality Plaster Paris.
15 barrels first quality Whiting.

LUMBER.

10,000 feet first quality extra clear White Pine Shelving 12 to 16" x 12 to 16 feet dressed 2 sides.
1,500 feet first quality Spruce, 4" x 4".
300 feet first quality Clear Pine, 1/2" dressed.
50 pieces first quality Spruce, 3" x 4" x 16 feet.
2 pieces first quality Spruce, 3" x 12" x 16 feet.
500 feet first quality Clear Pine, 1/2" dressed 2 sides.
200 feet first quality Spruce Plank, 1 1/2".
50 first quality Spruce Plank, 1 1/2".

All lumber to be delivered at Blackwell's Island.
—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9:30 o'clock A. M. of Friday, March 7, 1890. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Groceries, Dry Goods, Hardware, Lumber, etc.," with his or her name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

THE BOARD OF PUBLIC CHARITIES AND CORRECTION RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882.

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

The award of the contract will be made as soon as practicable after the opening of the bids.
Delivery will be required to be made from time to time, and in such quantities as may be directed by the said Commissioners.

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

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

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

No bid or estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be 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 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 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.

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

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same on exhibition at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

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

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

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

The form of the contract, including specifications, and showing the manner of payment, will be furnished at the office of the Department; and bidders are cautioned to examine each and all of its provisions carefully, as the Board of Public Charities and Correction will insist upon its absolute enforcement in every particular.

Dated New York, February 24, 1890.

HENRY H. PORTER, President,

CHAS. E. SIMMONS, M. D.,

EDWARD C. SHEEHY,

Commissioners of Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, March 4, 1890.

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

At Morgue, Bellevue Hospital, from Bellevue Hospital—Unknown man, aged about 40 years; 5 feet 9 inches high; dark brown hair, mixed with gray, sandy moustache and chin beard, gray eyes. Had on black overcoat, black coat and vest, brown pants, white shirt, red and blue shirt, gray undershirt and drawers, blue socks, brogan shoes.

Unknown man from One Hundred and Tenth street and Fifth avenue, aged about 45 years; 5 feet 9 inches high; dark brown hair, moustache and full beard, brown eyes. Had on black chinchilla overcoat, black coat, vest and pants, white shirt, gray woolen undershirt and drawers, brown socks, laced shoes, brown derby hat.

At Homeopathic Hospital, Ward's Island—Robert Rietz, aged 47 years; 5 feet 6 inches high; brown hair and eyes. Had on brown coat and vest, dark striped pants, gaiters, black derby hat.

Nothing known of their friends or relatives.

By order, G. F. BRITTON, Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, February 27, 1890.

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

At Morgue, Bellevue Hospital, from Pier 40, North river—Unknown man, aged about 65 years; 5 feet 6 inches high; gray hair, moustache and whiskers; brown eyes. Had on brown overcoat, brown check coat, black vest and pants, white knit undershirt and drawers, white cotton socks, buckled shoes.

Unknown man, from One Hundred and Eighth street, North river—Aged about 70 years; 5 feet 7 inches high; gray hair, beard and moustache; blue eyes. Had on blue check jumper, brown plaid vest, black and gray striped pants, striped shirt, white cotton undershirt, white cotton flannel drawers, blue socks, gaiters.

At N. Y. City Asylum for Insane, Blackwell's Island—Agnes Cook, aged 42 years; 5 feet 2 inches high; gray hair, brown eyes. Had on when admitted felt hat, blue veil, drab cloth sack, black dress, gray skirt, shoes.

Nothing known of their friends or relatives.

By order, G. F. BRITTON, Secretary.

CORPORATION NOTICE

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors, for examination by all persons interested, viz.:

List 3177, No. 1. Paving Ninety-ninth street, from Eighth to Ninth avenue, with granite blocks.

List 3182, No. 2. Paving Sixty-sixth street, from Tenth to Eleventh avenue, with granite blocks.

List 3192, No. 3. Flagging and reflagging, curbing and receding both sides of Seventy-first street, full width, from First avenue to the East river.

List 3193, No. 4. Laying crosswalks across Lenox avenue, at the northerly and southerly sides of One Hundred and Twenty-seventh street.

List 3196, No. 5. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Twenty-ninth street.

List 3197, No. 6. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Twenty-fourth street.

List 3198, No. 7. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Thirty-second street.

List 3201, No. 8. Flagging and reflagging, curbing and receding south side of Eighty-first street, from First avenue to Avenue A.

List 3199, No. 9. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Twenty-third street.

List 3200, No. 10. Laying a crosswalk across Avenue A, at the southerly side of Seventy-seventh 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 Ninety-ninth street, from Eighth to Ninth avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of Sixty-sixth street, from Tenth to Eleventh avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of Seventy-first street, from First avenue to the East river.

No. 4. To the extent of half the block from the northerly and southerly intersection of One Hundred and Twenty-seventh street and Lenox avenue.

No. 5. To the extent of half the block, from the northerly and southerly intersections of One Hundred and Twenty-ninth street and Seventh avenue.

No. 6. To the extent of half the block, from the northerly and southerly intersections of One Hundred and Twenty-fourth street and Seventh avenue.

No. 7. To the extent of half the block from the northerly and southerly intersections of One Hundred and Thirty-second street and Seventh avenue.

No. 8. South side of Eighty-first street, from First avenue to Avenue A.

No. 9. To the extent of half the block from the northerly and southerly intersections of One Hundred and Twenty-third street and Seventh avenue.

No. 10. To the extent of half the block from the southerly intersection of Seventy-seventh street and Avenue A.

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 5th day of April, 1890.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHAS. E. WENDT,
EDWARD CAHILL,

Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, March 4, 1890.

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 3176, No. 1. Regulating, grading, curbing, gutter and flagging One Hundred and Thirty-first street, from Boulevard to Twelfth avenue.

List 3180, No. 2. Paving One Hundred and Sixth street, from Park to Fifth avenue, with granite blocks, and laying crosswalks.

List 3181, No. 3. Paving Eighty-eighth street, from Eighth to Ninth avenue, with granite blocks, and laying crosswalks.

List 3184, No. 4. Paving Ninety-fourth street, from Fifth to Madison avenue, with granite blocks.

List 3190, No. 5. Flagging and reflagging, curbing and receding both sides of Ninety-second street, between Second avenue and the East river.

List 3194, No. 6. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Twentieth street.

List 3195, No. 7. Laying crosswalks across Seventh avenue, at the northerly and southerly sides of One Hundred and Twenty-first 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 Thirty-first street, from Boulevard to Twelfth avenue, and to the extent of half the block at the intersecting avenues.

No. 2. Both sides of One Hundred and Sixth street, from Park to Fifth avenue, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of Eighty-eighth street, from Eighth to Ninth avenue, and to the extent of half the block at the intersecting avenues.

No. 4. Both sides of Ninety-fourth street, from Fifth to Madison avenue, and to the extent of half the block at the intersecting avenues.

No. 5. Both sides of Ninety-second street, from Second avenue to the East river.

No. 6. To the extent of half the block from the northerly and southerly intersections of Seventh avenue and One Hundred and Twentieth street.

No. 7. To the extent of half the block, from the northerly and southerly intersections of Seventh avenue and One Hundred and Twenty-first 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 29th day of March, 1890.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHAS. E. WENDT,
EDWARD CAHILL,

Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, February 28, 1890.

NEW AQUEDUCT.

MANHATTAN ISLAND SECTION—
ADDITIONAL LANDS.

SUPREME COURT, SECOND JUDICIAL
DISTRICT.

In the matter of the petition of John Newton, Commissioner of Public Works of the City of New York, under and in pursuance of chapter 490 of the Laws of 1883, and on behalf of the Mayor, Aldermen and Commonality of the City of New York, for the appointment of Commissioners of Appraisal, under chapter 490 of the Laws of 1883.

NOTICE OF THE CONFIRMATION OF THE report of the Commissioners of Appraisal—Manhattan Island Section—Additional Lands, as to Parcels Numbers Seventy-four (74) and part of Eighty-one (81), and as to damages to real estate contiguous thereto.

Public notice is hereby given that the report of the Commissioners of Appraisal as to Parcels Numbers Seventy-four (74) and part of Eighty-one (81), and as to damages to real estate contiguous thereto, which report is dated June 3, 1889, and was filed in the office of the Clerk of the County of Westchester on the 7th day of June, 1889, and a copy of which was filed in the office of the Clerk of the City and County of New York on the same day, was duly confirmed by the Supreme Court at a Special Term thereof, held in the Second Judicial District, by order dated the 11th day of January, 1890, and duly filed and entered in the office of the Clerk of the County of Westchester, on the 15th day of February, 1890. A certified copy of said order was duly filed in the office of the Clerk of the City and County of New York on the 3d day of March, 1890.

Dated New York, March 6, 1890.

WILLIAM H. CLARK,

Counsel to the Corporation,

No. 2 Tryon Row, New York,

Attorney for Petitioner.

DEPARTMENT OF STREET
CLEANING.

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, at No. 51 Chambers street.

HORACE LOOMIS,

Commissioner of Street Cleaning.

BOARD OF STREET OPENING
AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THERE will be a regular meeting of the Board of Street Opening and Improvement of the City of New York held in the Mayor's Office, on Friday, March 7, 1890, at 2 o'clock P. M., at which meeting it is proposed to consider unfinished business, and such other matters as may be brought before the Board.

Dated March 5, 1890.

V. B. LIVINGSTON,

Secretary.

SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND TWENTY-FIRST STREET, from Tenth avenue to New avenue (Morningside West), 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 or 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. 200 Broadway (fifth floor), in the said city, on or before the fourteenth day of April, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said fourteenth day of April, 1890, and for that purpose will be in attendance at our said office on each of said ten days at 3:30 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 fifteenth day of April, 1890.

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

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the chambers thereof, in the County Court-house, in the City of New York, on the twenty-eighth day of April, 1890, 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, March 3, 1890.

EDWARD L. PARRIS, Chairman,

MITCHEL LEVY,

JAMES J. PHELAN,

Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to the opening of ONE HUNDRED AND TWENTY-THIRD STREET, from Tenth avenue to New avenue (Morningside West), 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 or 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. 200 Broadway (fifth floor), in the said city, on or before the fourteenth day of April, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said fourteenth day of April, 1890, and for that purpose will be in attendance at our said office on each of said ten days at 3:30 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 fifteenth day of April, 1890.

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

Fourth—That our report herein will be presented to the Supreme Court of the State of New York at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the twenty-eighth day of April, 1890, 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, March 3, 1890.

EDWARD L. PARRIS, Chairman,

MITCHEL LEVY,

JAMES J. PHELAN,

Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to EAST ONE HUNDRED AND SEVENTY-SIXTH STREET (although not yet named by proper authority), extending from Jerome avenue to Tremont avenue and from Carter avenue to Third 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.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, the Mayor, Aldermen and Commonality of the City of New York hereby give notice that the Counsel to the Corporation will apply

to the Supreme Court in the First Judicial District, in the State of New York, at a Special Term thereof, to be held at Chambers of said court, on the 27th day of March, 1890, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above-entitled proceeding in the place and stead of Fordham Morris, who has declined to serve.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.
Dated New York, February 27, 1890.

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

PURSUANT TO THE STATUTES IN SUCH cases made and provided, the Mayor, Aldermen and Commonality of the City of New York hereby give notice that the Counsel to the Corporation will apply to the Supreme Court in the First Judicial District in the State of New York, at a Special Term thereof, to be held at Chambers of said Court, in the County Court-house, in the City of New York, on the 27th day of March, 1890, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above-entitled proceeding in the place and stead of Bowie Dash, who has declined to serve.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.
Dated New York, February 27, 1890.

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

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 or 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. 200 Broadway (fifth floor), in the said city, on or before the thirty-first day of March, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said thirty-first day of March, 1890, and for that purpose will be in attendance at our said office on each of said ten days at one o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 first day of April, 1890.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the southerly line of East One Hundred and Sixty-third street; easterly by a line extending from the southerly line of East One Hundred and Sixty-third street to the northerly line of East One Hundred and Forty-ninth street and parallel with, and distant 100 feet easterly from, the easterly line of Eagle avenue except where the centre line of the block between Eagle avenue and St. Ann's avenue is distant less than 100 feet westerly from the westerly line of Eagle avenue, and in such case said centre line forms the easterly boundary; southerly by the northerly line of East One Hundred and Forty-ninth street; and westerly by a line extending from the northerly line of East One Hundred and Forty-ninth street to the southerly line of East One Hundred and Sixty-third street and parallel with, and distant 100 feet westerly from, the westerly line of Eagle avenue, except where the centre line of the block between Eagle avenue and St. Ann's avenue is distant less than 100 feet westerly from the westerly line of Eagle avenue, and in such case said centre line forms the westerly boundary; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house in the City of New York, on the eighteenth day of April, 1890, 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, February 18, 1890.
FRANCIS V. S. OLIVER, Chairman,
NEVIN W. BUTLER,
JOHN H. KITCHEN,
Commissioners.

CARROLL BERRY, Clerk.

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

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 or 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. 200 Broadway (fifth floor), in the said city, on or before the twenty-ninth day of March, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said twenty-ninth day

of March, 1890, 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 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 thirty-first day of March, 1890.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the prolongation westerly of the southerly side of East One Hundred and Sixty-seventh street, from Clay avenue to Morris avenue, and the southerly side of East One Hundred and Sixty-seventh street; easterly by the westerly line of the lands of the New York and Harlem Railroad Company, from East One Hundred and Sixty-seventh street to East One Hundred and Sixty-fifth street, and the westerly side of Brook avenue, from East One Hundred and Sixty-fifth street to East One Hundred and Thirty-eighth street; southerly by the northerly side of East One Hundred and Thirty-eighth street, from Brook avenue to Morris avenue; and westerly by the easterly side of Morris avenue, from East One Hundred and Thirty-eighth street to the point where the northerly boundary line, heretofore described, intersects the easterly side of Morris avenue; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the eleventh day of April, 1890, 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, February 12, 1890.
GEORGE F. LANGBEIN, Chairman,
MITCHELL LEVY,
LAMONT McLOUGHLIN,
Commissioners.

CARROLL BERRY, Clerk.

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

PURSUANT TO THE STATUTES IN SUCH cases made and provided, the Mayor, Aldermen and Commonality of the City of New York hereby give notice that the Counsel to the Corporation will apply to the Supreme Court in the First Judicial District in the State of New York, at a Special Term thereof, to be held at Chambers of said Court, in the County Court-house, in the City of New York, on the 27th day of March, 1890, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, for the appointment of a Commissioner of Estimate and Assessment in the above-entitled proceeding in the place and stead of Ernest Hall, who has declined to serve.

WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.
Dated New York, February 27, 1890.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to that part of PRISTOW STREET (although not yet named by proper authority), extending from Union avenue to Stebbins avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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 or 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. 200 Broadway (fifth floor), in the said city, on or before the nineteenth day of March, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said nineteenth day of March, 1890, and for that purpose will be in attendance at our said office on each of said ten days at three o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 twentieth day of March, 1890.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the southerly line of Boston road; easterly by the centre line of the blocks between Bristow street and Stebbins avenue, from Boston road to Stebbins avenue; southerly by the northerly line of Stebbins avenue, the northerly line of Freeman street and the northerly line of Jennings street; and westerly by the centre line of the block between Bristow street and Chisholm street, from Freeman street to Jennings street and the centre line of the block between Bristow street and Prospect avenue, from Jennings street to Boston road; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares, and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the fourth day of April, 1890, 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, February 4, 1890.
AUGUSTUS C. BROWN, Chairman,
HENRY G. CASSIDY,
LAMONT McLOUGHLIN,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to that part of CHISHOLM STREET, (although not yet named by proper authority), extending from Stebbins avenue to Jennings street, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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 or 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. 200 Broadway (fifth floor), in the said city, on or before the eighteenth day of March, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said eighteenth day of March, 1890, and for that purpose will be in attendance at our said office on each of said ten days at 3.30 o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 nineteenth day of March, 1890.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the southerly line of Jennings street; easterly by the centre line of the blocks between Chisholm street and Bristow street, from Jennings street to Stebbins avenue; southerly by the northerly line of Stebbins avenue, and westerly by the centre line of the blocks between Chisholm street and Lyman place and Prospect avenue, from Stebbins avenue to Jennings street, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the fourth day of April, 1890, 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, February 4, 1890.
AUGUSTUS C. BROWN, Chairman,
LAMONT McLOUGHLIN,
JOHN N. EMRA,
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to that part of JENNINGS STREET, (although not yet named by proper authority), extending from Union avenue to Stebbins avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

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 or 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. 200 Broadway (fifth floor), in the said city, on or before the eighteenth day of March, 1890, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said eighteenth day of March, 1890, and for that purpose will be in attendance at our said office on each of said ten days at four o'clock p. m.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also 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 nineteenth day of March, 1890.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the centre line of the blocks between Jennings street and Boston road, from Union avenue to a point 100 feet easterly from the easterly line of Stebbins avenue; easterly by a line drawn parallel with and distant 100 feet easterly from the easterly side of Stebbins avenue, and extending from the last mentioned point to the centre line of the block between Freeman street and Lyman street; southerly by the centre line of the blocks between Freeman street and Lyman street, from the easterly limit of the assessment district to the easterly line of Lyman place and by the centre line of the block between Jennings street and Ritter place, from Prospect avenue to Union avenue, and westerly by the easterly line of Lyman place, the easterly line of Prospect avenue, and the easterly line of Union avenue, excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets, avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the Laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the fourth day of April, 1890, 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, February 4, 1890.
AUGUSTUS C. BROWN, Chairman,
THOMAS E. GRACE,
LAMONT McLOUGHLIN,
Commissioners.

CARROLL BERRY, Clerk.

DEPARTMENT OF DOCKS.

(Work of Construction under New Plan.)

DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 321.)

PROPOSALS FOR ESTIMATES FOR DREDGING THE SITE OF PROPOSED PIER, NEW 29, AND THE SITE OF PROPOSED BULKHEAD-WALL, AT THE FOOT OF VESTRY STREET, ON THE NORTH RIVER, AND ALSO AT THE INNER END OF THE SITE OF PROPOSED NEW PIER, AT THE FOOT OF EAST TWENTY-EIGHTH STREET, ON THE EAST RIVER.

ESTIMATES FOR DREDGING THE SITE of proposed Pier, New 29, and the site of the proposed Bulkhead-wall, at the foot of Vestry street, on the North river, and also at the inner end of the site of proposed new Pier, at the foot of East Twenty-eighth street, on the East river, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock m. of

WEDNESDAY, MARCH 19, 1890,

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract, in the manner prescribed and required by ordinance, in the sum of One Thousand Dollars.

The Engineer's estimate of the quantities of material necessary to be dredged in order to secure at the premises mentioned the depth of water set opposite thereto in the specifications, is as follows:

CLASS 1.—MUD DREDGING.

At proposed Pier, new 29, North river, and site of Bulkhead-wall 14,300 cubic yards.
Total 14,300 "

CLASS 2.—CRIB DREDGING.

At proposed new pier at East Twenty-eighth street, East river 1,100 cubic yards.
Total 1,100 "

N. B.—Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

1st. Bidders must satisfy themselves, by personal examination, of the location of the proposed dredging, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work contracted for to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work in each class before mentioned, which shall be actually performed, at the prices therefor, per cubic yard, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under the contract is to be commenced within five days after the date of the contract, and the entire work is to be fully completed on or before the 10th day of April, 1890, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment has expired, are, by a clause in the contract, fixed and liquidated at Fifty Dollars per day.

All the material excavated is to be removed by the contractor and deposited in all respects according to law.

Bidders will state in their estimates a price per cubic yard in each class for doing such dredging, in conformity with the approved form of agreement and the specifications therein set forth, by which prices the bids will be tested. These prices are to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing each class of this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation, and the contract will be readvertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein, and if no other person be so interested, the estimate shall distinctly state the fact; also, that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also, 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; which estimate must be verified by the oath, in writing, of the party 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 to by all the parties interested.*

Each 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 or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion, and that which said Corporation may be obliged to pay to the person 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 to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts

of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as a surety in good faith, and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No 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 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 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.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Engineer-in-Chief.

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

The right to decline all the estimates is reserved, if deemed for the interest of the Corporation of the City of New York.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

EDWIN A. POST,
JAMES MATTHEWS,
J. SERGEANT CRAM,
Commissioners of the Department of Docks.

Dated NEW YORK, March 4, 1890.

DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 326.)

PROPOSALS FOR ESTIMATES FOR DREDGING AT PIER, NEW 50, ON THE NORTH RIVER, AND AT PIER 61, ON THE EAST RIVER.

ESTIMATES FOR DREDGING AT PIER, new 50, North river, and at Pier 61, on the East river, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock M. of

FRIDAY, MARCH 14, 1890.

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract in the manner prescribed and required by ordinance, in the sum of Two Thousand Seven Hundred Dollars.

The Engineer's estimate of the quantities of material necessary to be dredged in order to secure at the premises mentioned the depth of water set opposite thereto in the specifications, is as follows:

| | |
|--------------------------------|---------------------|
| Pier, new 50, North river..... | 48,000 cubic yards. |
| Pier 61, East river..... | 6,500 " |
| Total..... | 54,500 " |

N.B.—As the above mentioned quantities, though stated with as much accuracy as is possible, in advance, are approximate only, bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

1. Bidders must satisfy themselves, by personal examination of the location of the proposed dredging, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2. Bidders will be required to complete the entire work to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the price therefor per cubic yard, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under the contract is to be commenced within five days after the date of the contract, and the entire work is to be fully completed on or before the first day of May, 1890, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment has expired, are, by a clause in the contract, fixed and liquidated at \$50 per day.

Bidders will state in their estimates a price per cubic yard for doing such dredging in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation; and the contract will be readvertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also, that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also, 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; which estimate must be verified by the oath, in writing, of the party 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 to by all the parties interested.

Each 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 or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion, and that which said Corporation may be obliged to pay to the person 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 to be done by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as surety in good faith, and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No 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 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 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.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Engineer-in-Chief.

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

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED, IF DEEMED FOR THE INTEREST OF THE CORPORATION OF THE CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

EDWIN A. POST,
JAMES MATTHEWS,
J. SERGEANT CRAM,
Commissioners of the Department of Docks.

Dated NEW YORK, March 3, 1890.

DEPARTMENT OF DOCKS,
PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 324.)

PROPOSALS FOR ESTIMATES FOR FURNISHING SAWED SPRUCE TIMBER.

ESTIMATES FOR FURNISHING SAWED Spruce Timber will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, Pier "A," foot of Battery place, North river, in the City of New York, until 12 o'clock M. of

WEDNESDAY, MARCH 12, 1890.

at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract in the manner prescribed and required by ordinance, in the sum of Two Thousand Five Hundred Dollars.

The Engineer's estimate of the quantities is as follows:

| | Feet, B. M. |
|---|----------------|
| Spruce Timber, 12" x 12", 450 pieces, 20 feet 6 inches long, about..... | 110,700 |
| " 12" x 12", 178 pieces, 24 feet long, about..... | 51,264 |
| " 8" x 8", 433 pieces, 19 feet long, about..... | 66,970 |
| " 4" x 12", about 3,437 linear feet, in 15', 18', 21' and 24' lengths, about..... | 13,748 |
| " 4" x 12", about 1,438 linear feet in 12 feet lengths and upwards, about..... | 5,752 |
| " 4" x 10", about 20,913 linear feet in 15', 18', 21' and 24 feet lengths, about..... | 69,710 |
| " 4" x 10", about 3,262 linear feet, in 12 feet lengths and upwards, about..... | 10,873 |
| " 4" x 10", about 230 pieces, 17 feet 9 inches long, about..... | 13,608 |
| " 4" x 10", about 520 pieces, 16 feet 9 inches long, about..... | 29,033 |
| " 4" x 10", about 290 pieces, 25 feet 1 inch long, about..... | 24,244 |
| " 4" x 10", about 230 pieces, 9 feet 4 inches long, about..... | 7,153 |
| " 4" x 10", about 50 pieces, 20 feet long, about..... | 3,333 |
| " 4" x 10", about 43 pieces, 19 feet long, about..... | 2,533 |
| " 3" x 10", about 97 pieces, 17 feet 9 inches long, about..... | 4,302 |
| " 3" x 10", about 254 pieces, 16 feet 9 inches long, about..... | 10,635 |
| " 3" x 10", about 157 pieces, 25 feet 1 inch long, about..... | 9,845 |
| " 3" x 10", about 97 pieces, 9 feet 4 inches long, about..... | 2,262 |
| " 3" x 10", about 50 pieces, 20 feet long, about..... | 2,500 |
| " 3" x 10", about 50 pieces, 19 feet long, about..... | 2,375 |
| Total Spruce Timber, about..... | 440,840 |

N. B.—Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

1st. Bidders must satisfy themselves by personal examination of the location of the proposed deliveries of the materials, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the price therefor, to be specified by the lowest bidder, shall be due or payable for the entire work.

At least 50,000 feet, board measure, of the timber is to be delivered within thirty days, Sundays excepted, from the date of the contract, and all the timber to be delivered under this contract is to be delivered on or before the first day of May, 1890, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, determined, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price per thousand feet, board measure, for the spruce timber to be delivered in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the receiving of the material by the Department of Docks.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for furnishing this material.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do he or they will be considered as having abandoned it, and as in default to the Corporation, and the contract will be readvertised and relet and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence, the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also, that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also, 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; which estimate must be verified by the oath, in writing, of the party 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 to by all the parties interested.

Each 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 or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion, and that which said Corporation may be obliged to pay to the person 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 material to be delivered by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as surety in good faith, and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No 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 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 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.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Engineer-in-Chief.

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

The right to decline all the estimates is reserved, if deemed for the interest of the Corporation of the City of New York.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

EDWIN A. POST,
JAMES MATTHEWS,
J. SERGEANT CRAM,
Commissioners of the Department of Docks.
Dated NEW YORK, February 25, 1890.

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS ST.,
NEW YORK, March 4, 1890.

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. Tuesday, March 18, 1890, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR FURNISHING AND DELIVERING TO THE DEPARTMENT OF PUBLIC WORKS ABOUT FIVE HUNDRED CUBIC YARDS OF ROA HOOK GRAVEL, SUITABLE FOR ROAD SURFACING; ALSO ABOUT ONE THOUSAND CUBIC YARDS OF ROA HOOK GRAVEL BANK SCREENINGS.

No. 2. FOR FURNISHING AND DELIVERING TO THE DEPARTMENT OF PUBLIC WORKS ABOUT TWENTY-FIVE HUNDRED CUBIC YARDS OF BROKEN STONE OF TRAP ROCK; ALSO ABOUT TWELVE HUNDRED CUBIC YARDS OF COARSE SCREENINGS OF TRAP ROCK.

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 the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York, as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of 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 13, No. 31 Chambers street.

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, March 4, 1890.

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. Tuesday, March 18, 1890, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR SEWERS IN SOUTH STREET, between Roosevelt street and Pike Slip, with outfall through Pier, new 29, East river, and ALTERATION AND IMPROVEMENT TO SEWERS IN JAMES SLIP, OLIVER STREET, CATHARINE STREET AND MARKET SLIP.

No. 2. FOR EXTENSION OF SEWER GUTLET IN ELEVENTH STREET AT EAST RIVER.

No. 3. FOR SEWER IN ONE HUNDRED AND TWENTY-FOURTH STREET, between Ninth and Tenth avenues.

No. 4. FOR SEWER IN TENTH AVENUE, east side, between One Hundred and Thirtieth and One Hundred and Thirty-first streets.

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 the sealed envelope containing the estimate, but must be handed to the officer

or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of 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 9, No. 31 Chambers street.

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, February 28, 1890.

PUBLIC NOTICE CALLING FOR BIDS OR PROPOSALS FOR THE PRIVILEGES OR LICENSES TO SPRINKLE CERTAIN PUBLIC STREETS IN THE CITY OF NEW YORK WITH WATER DRAWN FROM THE PUBLIC FIRE-HYDRANTS, THE BIDS TO BE RECEIVED AT THE OFFICE OF THE COMMISSIONER OF PUBLIC WORKS, ON MONDAY, MARCH 17, 1890, UNTIL 12 O'CLOCK NOON, AT WHICH HOUR THEY WILL BE PUBLICLY OPENED.

A separate bid must be made for each of the sprinkling routes hereinafter described.

The bidder must state the amount which he proposes and agrees to pay for the license, over and above the amount which will be charged for the water consumed in sprinkling. The amount of each bid must be paid in advance at the time when the license is issued and the charges for water, as established by the Commissioner of Public Works, must be paid monthly in advance.

The season for sprinkling the streets shall begin not earlier than March 15, 1890, and terminate not later than November 15, 1890, and the Commissioner of Public Works reserves the right to diminish the length of the season and to suspend sprinkling during the season whenever he deems it in the interest of the city so to do.

The Commissioner of Public Works also reserves the right to reject any or all of the bids or proposals.

In the sprinkling of the streets the following rules and regulations must be observed:

1st. The tin sprinkler attached to each cart shall conform in every respect to a pattern approved by the Department of Public Works, the holes to be in parallel rows, at least one-half inch apart, and of a size not to exceed No. 14 Wire.

2d. The name and residence of each person licensed to sprinkle the streets shall be painted on both sides of the cart in black letters of not less than two inches in length on a white ground.

3d. Permits for sprinkling carts, if driven by boys, will be immediately revoked.

4th. No license will be granted to any person not a resident of the City and County of New York.

5th. Each sprinkling cart shall be provided with a sound and proper piece of hose to conduct the water from the fire-hydrant to the cart, and such hose shall always be kept in order and free from leaks.

6th. Each person obtaining a permit for sprinkling shall keep the hydrants allotted to his use closed, except when obtaining water for use, and shall be responsible for any damage that may result from the use or abuse of them while in their charge; provided such damage shall not have been occasioned by others than those in the employ of said person.

7th. Any person who shall thus obtain a permit shall pay to the Department of Public Works such sum or price as may be fixed by the Department for the water used during the season for sprinkling; the payments to be made monthly in advance and within the first week of each month.

8th. Each person obtaining a permit will be required to sprinkle the streets with sufficient water only to lay the dust; drenching the streets with an excessive quantity of water will be sufficient cause to revoke any permit or license.

9th. Every person who shall obtain a sprinkling permit will be required to confine himself strictly to his route; encroaching on other routes will not be permitted.

10th. No double-nozzle hydrants shall be used.

11th. Any licensee violating any of the above rules and regulations will, at the discretion of the Commissioner of Public Works, have his license revoked, and will forfeit all moneys paid by him on account of the same.

No bid 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 Commissioner of Public Works, or money, to the amount of one hundred dollars (\$100), as security for compliance with the conditions of the license. Such check or money must not be inclosed in the sealed envelope containing the bid, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no bid 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 license is awarded. If the successful bidder shall refuse or neglect, within five days after the license 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 license within the time aforesaid, the amount of the deposit will be returned to him.

The following is a description of the routes for which proposals will be received:

The proper envelopes in which to inclose the bid, and any further information desired, can be obtained from Joseph Riley, Water Register, Room 2, No. 31 Chambers street.

ROUTE NUMBER 12.

Greenwich and West streets, from Cortlandt street to Fattery place.
Liberty street, Broadway to West street.
Cedar, Albany and Rector streets, Greenwich to West street.
Church street, Cortlandt to Morris street.
Rector street, Broadway to Greenwich street.
Battery place and Bowling Green to West street.

ROUTE NUMBER 19.

Houston street, Mercer to Macdougall street.
Bleeker street, Broadway to Sullivan street.
West Third street, Broadway to Macdougall street.
Greene and Wooster streets, Houston to West Third street.

South Fifth avenue and Thompson street, Houston to West Fourth street.
Sullivan street, Houston to West Third street.
Macdougall street, Houston to West Third street.
Waverley place, Perry to Washington street.
West Eleventh street, Bleeker to Washington street.
Hudson street, West Eleventh to Twelfth street.
Eighth avenue, Bank to Twelfth street.

ROUTE NUMBER 22.

Bowery, Division to Fourth street.
Canal street, Bowery to Mott street.
Bond street, Bowery to Broadway.
Spring street, Bowery to Mott street.

Second street, Bowery to Second avenue.
Delancey street, Bowery to Columbia street.
Rivington street, Bowery to Essex street.
Essex, from Stanton to Delancey street.

ROUTE NUMBER 32.

Third avenue, One Hundred and Sixteenth street to One Hundred and Thirtieth street.
One Hundred and Twenty-fourth street to One Hundred and Thirtieth street, Eighth avenue to East river.
Eighth avenue, from One Hundred and Twentieth to One Hundred and Fifty-fifth street.
Eighth to Fifth avenue, from One Hundred and Thirtieth to One Hundred and Thirty-fifth street.

ROUTE NUMBER 37.

Exchange place, Hanover to Broad street.
Hanover street, Exchange place to Pearl street.
South street, Burling to Coenties Slip.
Front street, Fulton to Burling Slip.
Burling Slip, South to Water street.
Coenties and Old Slips, South to Front street.
Whitehall street, South to Bridge street.
Pearl and Water streets, Whitehall street to Old Slip.
Front street, Whitehall street to Coenties Slip.
State street, Whitehall street to Battery place.
Broad street, South to Pearl street.
Bridge street, State to Whitehall street.
Old Slip, Water to Front street.
Coenties Slip, South to Whitehall street.

ROUTE NUMBER 44.

Hudson street, Clarkson to West Eleventh street.
Hudson street, Horatio to West Twelfth street.
Eighth avenue, Twelfth to Horatio street.
Bleeker street, Charles to Park street.
Van Ness place, Bleeker street to Waverley place.
Greenwich street, Clarkson to Morton street.
West Eleventh street, Bleeker street to Waverley place.

THOMAS F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, February 21, 1890.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder inclosed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M. Friday, March 7, 1890, 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 THE ROADWAY OF SIXTY-FIFTH STREET, from Tenth avenue to the Boulevard.

No. 2. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF SIXTY-SIXTH STREET, from Eighth to Ninth avenue.

No. 3. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF SIXTY-NINTH STREET, from Eighth to Ninth avenue.

No. 4. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF SEVENTIETH STREET, from Eighth to Ninth avenue.

No. 5. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF SEVENTY-SEVENTH STREET, from the Boulevard to Riverside Drive.

No. 6. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF SEVENTY-EIGHTH STREET, from the Boulevard to Riverside Drive.

No. 7. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF AVENUE B, from the north side of Seventy-ninth street to the south side of Eighty-sixth street.

No. 8. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF EIGHTIETH STREET, from the Boulevard to West End avenue.

No. 9. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, THE ROADWAY OF EIGHTY-EIGHTH STREET, from Park to Madison avenue.

No. 10. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, THE ROADWAY OF NINETY-SECOND STREET, from West End avenue to the Boulevard.

No. 11. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRETH STREET, from the Boulevard to Riverside avenue.

No. 12. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND SECOND STREET, from Ninth to Tenth avenue.

No. 13. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND EIGHTH STREET, from the Boulevard to Riverside Drive.

No. 14. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND FOURTEENTH STREET, from Eighth to New (now Manhattan) avenue.

No. 15. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND NINETEENTH STREET, from Eighth avenue to Manhattan avenue.

No. 16. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND NINETEENTH STREET, from Manhattan to Ninth avenue.

No. 17. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND TWENTY-SIXTH STREET, from the westerly side of St. Nicholas avenue to the westerly side of Ninth avenue.

No. 18. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND THIRTY-FOURTH STREET, between Fifth and Lenox avenues.

No. 19. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND THIRTY-SIXTH STREET, from Seventh to Eighth avenue.

No. 20. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT, THE ROADWAY OF ONE HUNDRED AND FORTY-THIRD STREET, from Seventh to Eighth avenue.

No. 21. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND FORTY-FOURTH STREET, from Eighth avenue to the first new avenue west.

No. 22. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND FORTY-SIXTH STREET, from St. Nicholas to Tenth avenue.

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 the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of 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 6, No. 31 Chambers street.

THOMAS F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS ST.,
NEW YORK, February 20, 1890.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder inclosed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M. Friday, March 14, 1890, at which place and hour they will be publicly opened by the head of the Department.

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

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

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND NINETEENTH STREET, between Seventh and St. Nicholas avenues.

No. 4. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND TWENTY-EIGHTH STREET, between St. Nicholas and Eighth avenues.

No. 5. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND THIRTY-FOURTH STREET, between St. Nicholas and Eighth avenues.

No. 6. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND TWENTY-SIXTH STREET, between St. Nicholas and Eighth avenues.

No. 7. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND SIXTH STREET, between Fifth avenue and the Boulevard.

No. 8. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT, ON CONCRETE FOUNDATION, THE ROADWAY OF ONE HUNDRED AND SIXTH STREET, between Fifth avenue and 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 the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same, within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of 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 1, No. 31 Chambers street.

THOMAS F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, August 14, 1889.

TO OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

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

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

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

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

THOS. F. GILROY,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 31 CHAMBERS STREET,
NEW YORK, June 1st, 1889.

PUBLIC NOTICE AS TO WATER RATES.

PUBLIC NOTICE IS HEREBY GIVEN THAT in compliance with the provisions of chapter 559, Laws of 1887, amending sections 350 and 921 of the New York City Consolidation Act of 1882, passed June 9, 1887, the following changes are made in charging and collecting water rents:

1st. All extra charges for water incurred from and after June 9, 1887, shall be treated, collected and returned in arrears in the same manner as regular rents have heretofore been treated.

2d. In every building where a water meter or meters are now, or shall hereafter be in use, the charge for water by meter measurement shall be the only charge against such building, or such part thereof as is supplied through meter.

3d. The returns of arrears of water rents, including the year 1887, shall be made as heretofore on the confirmation of the tax levy by the Board of Aldermen, and shall include all charges and penalties of every nature.

4th. A penalty of five dollars (\$5) is hereby established, and will be imposed in each and every case where the rules and regulations of the Department prohibiting the use of water through hose, or in any other wasteful manner, are violated, and such penalties will be entered on the books of the Bureau against the respective buildings or property, and, if not collected, be returned in arrears in like manner as other charges for water.

5th. Charges for so-called extra water rents of every nature, imposed or incurred prior to June 9, 1887, will be canceled of record on the books of the Department.

THOMAS F. GILROY,
Commissioner of Public Works.

THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY, Sundays and legal holidays other than the general election day excepted, at No. 2 City Hall, New York City. Price, single copy, 3 cents; annual subscription, \$9.30.

W. J. K. KENNY,
Supervisor.