

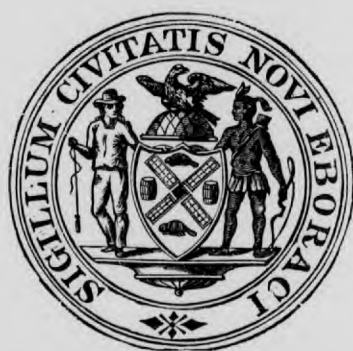
# THE CITY RECORD.

## OFFICIAL JOURNAL.

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### DEPARTMENT OF DOCKS.

Eighteenth Annual Report, for the Year ending April 30, 1888.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,  
PIER "A," NORTH RIVER, BATTERY PLACE,  
NEW YORK, August 22, 1888.

Hon. ABRAM S. HEWITT, Mayor, City of New York:

SIR—I transmit herewith the annual report of this Department for the fiscal year ending April 30, 1888.

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

Yours, very respectfully,

L. J. N. STARK, President.

DEPARTMENT OF DOCKS,  
PIER "A," NORTH RIVER, BATTERY PLACE,  
NEW YORK, April 30, 1888.

To the Honorable ABRAM S. HEWITT, Mayor of the City of New York:

SIR—In pursuance of section 719 of chapter 410, Laws of 1882, the Board of Commissioners of this Department has the honor to present its annual report for the year commencing May 1, 1887, and ending April 30, 1888, being its eighteenth annual report.

In submitting this report of the operations of this Department to your Honor for the year ending April 30, 1888, the Commissioners deem it desirable and proper to suggest what, in their opinion, is required for the improvement of the water-front of the city.

It may not be amiss to state that under what is known as the "Dock Law" (Laws of 1871 and 1872), this Department prepared maps or plans for the improvement of the whole water-front, which were submitted to the Commissioners of the Sinking Fund in April, 1871. Some of these plans, embodying what is known as the "New Plan," were adopted by them, and comprised the territory or district from the Battery to Grand street, and from Avenue B to Third avenue, on the East river; and also from the Battery to West Seventy-second street on the North river (except from Sixty-first street to Sixty-fifth street); and on the westerly side of Harlem river, from Fifty-ninth street to High Bridge.

It is submitted that such portions of the plans as have not been acted upon should receive the careful attention of the Commissioners of the Sinking Fund, with the view of enabling this Department to carry on the work along those sections which have not yet been provided for.

This Board would especially suggest the advisability of adopting, as part of the "New Plan," those modified maps or plans for the improvement of Grand street to Thirty-fourth street which were submitted in 1883, upon which the then Comptroller made a report, which has been printed in pamphlet form and copies of which are on file in the offices of the Finance Department and of the Commissioners of the Sinking Fund.

To carry out, however, this scheme of improving the water-front, property must be acquired either by purchase or by condemnation.

Several pieces of property have been purchased at different times and have been improved under the requirements of the "New Plan," with the most gratifying results, as respects the increase of revenue and the benefits to the commercial interests of the city.

A list of this property is herewith submitted.

It will not be questioned, however, that more speedy and effective means must be devised for the acquisition of property necessary for the work. In view of the fact that the question as to the proper measure of compensation to private property-owners has not been finally decided by the courts, those owning property along the water-front are not disposed to part with it except at a price which is not in conformity with the ideas of the Sinking Fund Commissioners, and hence the Department has been unable to acquire any property by purchase since June 16, 1887, with the exception of one piece bought from the Old Dominion Steamship Company.

The statutes providing for the acquisition of private property by condemnation do not seem to be as effective as are needed, as is shown by the fact that but one piece of property has been obtained in this way since the inception of the Department in 1871, and this was brought about partially through friendly adjustment, the only difference between the owner and the City being the question of price, and yet the acquisition was not consummated until five years after the proceedings were begun. To remedy this condition of affairs as it now exists, the Board requested the Counsel to the Corporation to prepare a bill which would enable the Department to acquire property with less delay. The bill was prepared as requested, and with the approval of your Honor and the various heads of departments subsequently introduced in the Legislature. Unfortunately, however, as the Commissioners deem it, it failed to pass. It is to be hoped that some method may be devised by which, without injustice to the private owner, the City may be enabled to acquire title and enter into possession of such property as shall be needed in extending the facilities so very much needed by commerce, the growth of which has been out of all proportion to the increase of wharf accommodation. Should such a measure at some future time become a law, the Board will be prepared without delay to submit a list of the pieces of property which should be acquired and improved at the earliest possible moment.

The Board is gratified in being able to state that the bill conferring upon the Dock Masters the powers formerly possessed and exercised by the Harbor Masters has become a law. The powers thus conferred will be of great service in facilitating the enforcement of the rules and regulations of the Department and in extending its authority in cases in respect to which, in the absence of this law, there has been some question as to the powers and duties possessed and exercised by the Dock Masters.

Very respectfully,

[SEAL.]

L. J. N. STARK,  
JAMES MATTHEWS, } Commissioners.

G. KEMBLE, Secretary.

The law provides that the annual report shall contain: 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.

### 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., 133 33
George H. Laughlin, Jr.	Engrossing Clerk	1,500 00
Louis S. Kellogg	Clerk	Per mo., 116 66
Charles J. Farley	Clerk to the Commissioners	" 100 00
Webster H. Gilon	Stenographer and Typewriter	" 66 66
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
John Callan	"	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
J. De Witt Foshay	Doorman and Watchman	Per hour, 25
Bernard Garvey	"	" 25
Michael Magee	"	" 25

#### 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., 125 00
Edward C. Reynolds	Assistant to Engineer-in-Chief	2,000 00
Henry C. Freeman	Clerk, Engineer-in-Chief	1,800 00
Alfred U. Jacobs	Clerk	Per mo., 117 00
Edward Gottschall	Searcher of Water-Grants	" 125 00
Frederick Lange	Stationery Clerk and Messenger	1,200 00
Robert M. Kid	Draughtsman	Per mo., 110 00
John A. Duntze	"	1,200 00
William S. White	"	Per mo., 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	\$2,500 00
Winfield S. Lasher	Assistant Engineer	2,000 00
Edgar B. Gosling	"	Per mo., 100 00
Patrick White	Foreman of Piling and Woodwork	1,200 00
Mortimore W. Casper	Inspector Pier Building	Per hour, 50
Hugh J. Daly	"	" 50
John E. Land	"	" 50
Frank E. Doughty	"	" 40
E. E. McCarney	"	" 40
Daniel Darby	Foreman of Dock Builders	" 40
Thomas Hanly	"	" 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
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
Joseph Ross	"	" 15 00
George W. Carpenter	Inspector of Dredging	Per hour, 25
John McDonough	"	" 25
George E. Rogers	"	" 25
Effingham V. Smith	Timekeeper	Per mo., 83 33
Marcellus Grant	Foreman of Carpenters	Per hour, 40

#### 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
William G. Fenwick	Fireman, tug "Manhattan"	" 60 00
Charles Sollen	Deck-hand tug "Manhattan"	" 50 00
Alfred D. Tyrell	"	" 50 00
William Love	Captain Pile Driver	Per hour, 35
William H. Rose	Engineer, 10-Ton Derrick	Per wk., 21 00
Dennis F. Eagan	" Pile Driver	Per hour, 35
William H. Burnham	"	" 35
Robert Kyles	"	" 35
Frank D. Smith	"	" 35
Montraville M. Smith	Steam Engineer	" 30
Edward J. Kenney	"	" 35
Zephaniah C. Smith	"	" 35
Isaac B. Maslen	"	" 35
James Vandegrift	Fireman	Per wk., 15 00
Patrick H. McCullough	Roundsman	Per mo., 100 00

#### Surveying Force.

Frederick P. Thompson	Surveyor	\$2,000 00
J. Frank Johnson	Leveler	1,200 00
Berthold Sommer	Clerk	Per mo., 83 33



NAME.	OCCUPATION.	COMPENSATION.
Frank P. Rush	Clerk	\$1,000 00
Hiram C. Calkins	Hydrographer	Per mo., 100 00
Irving K. Taylor	"	" 100 00
Allen N. Spooner	"	" 100 00
Patrick Crowley	Rodman	Per wk., 15 00
John F. Williams	"	" 15 00
John Post	Boatman	" 15 00
Charles Thompson	"	" 15 00
James J. White	"	" 15 00
John S. Markham	Scowman	" 15 00
Ole Oissen	"	" 15 00
Charles Williams	"	" 15 00
John C. Darby	Sounder	" 15 00
William H. Reilly	"	" 15 00
William J. F. Sullivan	"	" 15 00
George A. Button	Chainman	" 15 00
James W. Dikeman, Jr.	"	" 15 00
William McCarthy	"	" 12 00
Bernard Rolf	"	" 12 00
Randolph Gardniere	Messenger	Per mo., 75 00

*General Repairs Force.*

David F. McCarthy	Superintendent of Repairs	\$2,000 00
John W. Ingalls	Clerk	1,000 00
William J. Trimble	"	Per mo., 75 00

*On the Works.*

Robert M. Sterritt	Foreman West 57th Street Yard	\$1,200 00
Theodore F. Alling	Blacksmith	Per hour, 35
Charles McLean	"	" 35
Henry Wenzel	Saw Filer	" 35
William H. Cunliffe	Painter	" 35
William C. Rogers	"	" 35
John Bruton	Mason and Stone-cutter	" 40
Matthew Coghlan	"	" 40
Michael Gayte	"	" 40
Laughlin Harty	"	" 40
William Harrison	"	" 40
Joseph Jacques	"	" 40
John J. Boyle	Carpenter	" 35
Edward Cavanagh	"	" 35
Charles Carney	"	" 35
Patrick Barrett	"	" 35
James Connelly	"	" 35
Matthew Drum	"	" 35
Hugh Daly	"	" 35
Charles Eagle	"	" 35
John R. Grant	"	" 35
Peter Lang	"	" 35
John Lysaght	"	" 35
Daniel McLaughlin	"	" 35
John McNamara	"	" 35
Andrew J. Lundhal	"	" 35
Gavin Rutherford	"	" 35
George Sparks	"	" 35
Joseph J. Whelan	"	" 35
William Fisher	Rigger	Per wk., 15 00
Louis J. Quistwater	"	" 15 00
Richard McCarthy	Blacksmith's Helper	Per hour, 20
Thomas Conroy	Caulker	" 35
Thomas Higgins	"	" 35
John Conroy	"	" 35
Lawrence Welsh	"	" 35

*Watchmen, Per Hour, 16 2/3 Cents.*

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

*Dock Builders, Per Hour, 30 Cents.*

James Anderson	William Fitzgerald	Thomas Molloy
George Bloomer	John Gaffney	John Manly
William Barr	Patrick Geoghegan	Michael Monaghan
Edward Brady	William Gibbons	James E. Moloney
Patrick Brady	Patrick Gibbons	Henry McShane
Fremont Beaver	Patrick Hance	Patrick Monohan
Dunning Brown	Charles Hennessey	James Murray
Michael Brady	Peter Johnson	Peter Nolan
Michael Carroll	William Jordan	William Porter
James Clark	Thomas Kenney	Joseph Ryan
Charles Clark	Thomas Kiernan	Patrick Ryan
Michael Connolly	Andrew Knox	James Smith (No. 1)
Richard Cunningham	Patrick Lafferty	James Smith (No. 2)
Stephen Chism	John Love	John Stokely
Henry Crum	Thomas Love	Joseph Shivan
John Daniels	Peter McArdle	John Smith
John Duke	Matthew McDonald	Charles Swanson
William Dally	Ronald McDonald	Thomas Redman
Joseph Doyle	John J. McEntee	Ambrose C. Tanner
Thomas E. Davis	Thomas McCarthy	Thomas Thomas
Alonzo Davis	Charles McInenly	Patrick Ward
Thomas A. Eddy	James McEneaney	Patrick Whalen
Frederick Eckerstrom	Patrick McManus	James Woods
Edward Fitzpatrick	Thomas Moran	Henry Wilson
John Fitzpatrick	Patrick H. Murray	Christopher Welsh

*Laborers, Per Hour, 23 Cents.*

Thomas Ahearn	Alexander Bird	Michael Carney
William Armitage	John Bowen	John Connors
Alexander Aikman	Edwin Burke	Joseph Chaney
John A. Anderson	Hugh Brady	Patrick Cash
Peter Bagley	Dennis Caniff	Matthew J. Coggey
William Baillie	Bartholomew Carr	James Cahill
Patrick Butler	Thomas C. Carroll	Patrick Coate
William Barrett	Jeremiah Collins	John Cullen
John Barrett	Thomas Coady	John Dillon
Edward Barry	Patrick Coyle	John Devine
Phillip Becker	Charles W. Crossen	Joseph Devlin
James Bransfield	Patrick Connerty	Thomas P. Doran
Michael Broderick	John J. Cunnion	Thomas Dwyer
Thomas E. Brady	George T. Cash	Patrick Devlin
Peter Brown	John Curry	William Doyle
John Brady	Marcus Cane	James Dunning

Dennis G. Deery	Thomas Kelly	Samuel J. Morrison
John J. Dawson	Patrick Lestrangle	John Miller, Jr.
James Devine	Thomas Lestrangle	William Mitchell
Christopher Dalton	Hugh McCann	Daniel Nolan
John English	Edward McDonald	Daniel Norton
Michael Farrell	Henry C. McCord	Robert Nolan
Jeremiah Fitzpatrick	James P. McCaffrey	James Nulty
Martin Flanagan	Patrick McGowan	Edward O'Halloran
James Fox	John McGrath	Patrick J. O'Brien
Richard Fox	John McSorley	William Poole
Godfrey P. Farley	Alexander McVitty	Nelson Parker
William J. Garvin	Timothy McMahon	Edwin S. Phillips
Andrew Gallagher	James McKeever	Thomas Quinlan
Edwin A. Gregory, Jr.	Alexander McLean	Francis Quinn
John Gibbens	Thomas J. McCloskey	Frank Quinn
John Geoghegan	James McGinley	Patrick Quinn
Martin Griffin	Michael McLaughlin	Jeremiah Quinn
Michael J. Hogan	Joseph McDonald	George Rafferty
Joseph Heeney	William McDermott	John Reeves
Patrick Hickey	Roger McGuire	Michael Ryan
John Hogan	George McClancey	George Roemer
John Haughey	J. J. McCabe	Stewart W. Russell
James Harty	James McGarry	Edward Robinson
Daniel Haggerty	Patrick McGovern	Charles Rose
Bernard Igoo	Thomas Mahan	Walter Russell
John Jones	Dennis Meehan	Thoma Sullivan
Matthew Keefe	Francis Moss	Edmund Sheridan
William Keefe	Thomas Molloy	Patrick Sheahan
Bernard Kelly	Patrick Maguire	Michael G. Scally
James Kennedy	Louis F. Merlino	Peter Snedden
James Keane	John Mahoney	William Struve
Peter King	James Mullon	Joseph Thompson
Thomas Kearney	Nicholas Murphy	Henry Thomas
Owen Kettle	Richard Mulroy	Charles S. Thompson
Patrick Kelly	Robert Mularkey	Thomas Winters
Patrick Kiernan	John Moroney	Frank Whelan
James King	Bartholomew Murphy	William Woodbridge
William Keefe	Thomas Murphy	John Whearty
Lawrence Kelly	Thomas Maher	Michael Zeigler

1887.

*Appointments from May 1, 1887, to April 30, 1888.*

May	4.	Gouverneur Kemble, Secretary.
"	4.	William Hayden, Dock Builder.
"	4.	James Butler, Laborer.
"	9.	David W. Bogart, Dock Master.
"	14.	John Clark, Scowman.
"	14.	Michael Tobin, Mason.
"	14.	Michael J. Hogan, Laborer.
June	11.	John Lysaght, Peter Lang, Joseph Whalen, Ship Carpenters.
"	11.	Frank Quinn, Laborer.
"	15.	Edward G. Ames, Clerk, reinstated.
"	23.	George A. Button, Bernard Rolf, Chainmen.
"	28.	A. G. Lundhal, Ship Carpenter.
"	28.	George Sparks, Michael Connolly, Fremont Beaver, Richard Cunningham, Dock Builders.
July	11.	Nelson Parker, Temporary Watchman.
"	14.	John Ward, Dennis Brown, Gavin Rutherford, John Smith, Patrick Brady, William Fitzgerald, John Manley, Dock Builders.
"	14.	G. W. Barber, Carpenter.
"	14.	Henry Wilson, Laborer.
"	22.	John Mokely, John Kelly, Thomas McCarty, Thomas Kenney, Thomas E. Davis, Dock Builders.
"	22.	Joseph Heaney, George Roemer, Laborers.
"	25.	Charles E. Beck, Bernard D. Meyer, Inspectors of Dumping of Dredged Material
"	25.	J. G. Darby, Sounder.
"	25.	John E. Land, Inspector of Pier Building.
"	27.	William J. F. Sullivan, Sounder.
"	27.	Hugh J. Daly, Inspector of Pier Building.
"	27.	Allen N. Spooner, Hydrographer.
"	27.	George E. Rogers, Inspector of Dredging.
"	28.	Charles Hutchinson, Dock Master.
Aug.	4.	John Hanlon, Patrick Ward, Peter Johnson, Dock Builders.
"	11.	Charles H. Fendergast, Dock Master.
"	11.	Henry C. Reilly, John Crosland, Laborers.
"	11.	Matthew McDonald, Dock Builder.
"	19.	Thomas Conway, Caulker.
"	19.	Charles McLean, Machinist.
"	19.	Andrew Knox, Dock Builder.
"	19.	Robert Mularkey, Laborer.
"	19.	Henry Wenzel, Saw Filer.
"	19.	George Sparks, Ship Carpenter.
"	22.	George A. Dearborn, Dock Master.
"	23.	Patrick Gibbons, Stephen Chism, Thomas A. Eddy, William J. Beard, Dock Builders.
Sept.	2.	John C. Wood, Engineer, tug "Manhattan."
"	2.	William H. Reilly, Sounder.
"	2.	Thomas Thomas, Edward Roach, Dock Builders.
"	2.	Edward Cavanagh, Carpenter.
"	7.	Jeremiah O'Connell, Ship Carpenter.
"	7.	Charles McLean, Blacksmith.
"	8.	Andrew McC. Parker, Assistant Engineer.
"	8.	William G. Fenwick, Fireman.
"	8.	Charles Sollen, Deck-hand.
"	8.	Michael Brady, James E. Maloney, Charles McCarthy, Thomas Carroll, Dock Builders.
"	8.	Godfrey P. Farley, Laborer.
"	8.	James Connolly, Ship Carpenter.
"	16.	John J. Ryan, Dock Master.
"	16.	Nelson Parker, Laborer.
"	16.	Henry Crum, Richard O'Brien, Thomas Redman, Dock Builders.
"	16.	Thomas Higgins, Caulker.
"	16.	Matthew Drum, Ship Carpenter.
"	23.	George H. Coffin, Jr., Deck-hand.
"	23.	Matthew Coghlan, Stone Cutter.
Oct.	1.	William S. White, Draughtsman.
"	1.	Joseph Ross, Inspector of Dumping of Dredged Material.
"	6.	James Boyle, Nicholas F. Kinnally, Henry Manheimer, Montford Clements, Hugh Byrne, John McDougal, Watchmen.
"	6.	William O'Brien, Alexander McLean, Bernard Igoo, Jeremiah Quinn, James Nulty, Martin Burke, Stewart W. Russell, Patrick Hickey, William Struve, Thomas J. McCloskey, Patrick Coate, James McNally, Laborers.
"	6.	Edward Steadman, F. S. Dunning, Dock Builders.
"	13.	Edward J. Kenney, Z. C. Smith, Steam Engineers.
"	13.	Patrick Monohan, Patrick Hance, Andrew Higgins, Dock Builders.
"	13.	Joseph Thompson, James McGinley, John Cullen, Laborers.
"	27.	Francis Quinn, Daniel Norton, Michael McLaughlin, Peter King, Martin Griffen, Edward O'Halloran, Edward Robinson, Laborers.
"	27.	Charles McInenly, James McEaney, Peter Girard, James Byrnes, Henry Wilson, Dock Builders.
Nov.	3.	Charles J. Farley, Clerk to the Commissioners.
"	3.	Alonzo Davis, Dock Builder.
"	3.	Andrew G. Lundhal, Charles Carney, Patrick Barrett, Ship Carpenters.
"	3.	Patrick Kelly, John Geoghegan, William Lyons, Bernard Flood, Patrick Kiernan, Patrick Cash, Owen Kettle, Joseph McDonald, Laborers.
"	18.	Webster H. Gilon, Stenographer and Type-writer.
"	18.	Patrick Sheehan, John Mahoney, Francis Moss, Matthew J. Coggy, Laborers.
"	18.	William Porter, Henry McShane, Christopher Webb, Dock Builders.
"	23.	William Armitage, James King, Alexander Bird, Laborers.
"	23.	Patrick McManus, Dock Builder.
Dec.	2.	Edward O'Halloran, James Devine, Adolph Harbert, William Keefe, Laborers.
"	2.	Gavin Rutherford, Ship Carpenter.
"	9.	William Poole, Laborer.



1887.  
Dec. 23. William Harrison, Laughlin Harty, Joseph Jaques, Stone Cutters.  
" 23. Christopher Dalton, Charles Rose, James Cahill, James Nash, Edwin Burke, Thomas Winters, Hugh Brady, Peter Bagley, John Whearty, Patrick Connerty, John A. Anderson, Michael Carroll, John Bowen, Dennis Deery, John J. Connion, George T. Cash, Laborers.  
" 23. Patrick Lafferty, Dock Builder.  
" 29. Isaac B. Maslen, Steam Engineer.  
1888.  
Jan. 5. William McDermott, James Fox, Laborers.  
" 13. Daniel Darby, Foreman of Dock Builders.  
" 13. John Hogan, John Curry, John J. Dawson, Laborers.  
" 13. John Conroy, Lawrence Walsh, Caulkers.  
" 20. William G. Johnson, Matthew S. Gregory, Draughtsmen.  
" 27. Roger McGuire, Joseph Chaney, Thomas Lestrangle, John Haughney, Laborers.  
" 27. Michael Gayte, Stone Cutter.  
Feb. 3. Frank E. Doughty, E. E. McCarney, Inspectors of Pier Building.  
" 3. James Anderson, Dock Builder.  
" 23. Edward Roach, Joseph Ryan, Dock Builders.  
Mar. 2. Walter Hillis, Thomas Love, Frederick Eckstein, Dock Builders.  
" 2. Marcus Cane, William Doyle, James Dunning, Michael Carney, Michael Zeigler, Bartholomew Murphy, Thomas Murphy, William Woodbridge, Edwin S. Phillips, Martin Flanagan, Laborers.  
" 23. Simeon S. Dunning, Foreman of Laborers.  
" 30. Charles Hennessey, Dock Builder.  
Apr. 6. Alfred D. Tyrell, Deck-hand, tug "Manhattan."  
" 6. Patrick Devlin, Richard Fox, Thomas Maher, Peter Snedden, Thomas Dwyer, Laborers.  
" 6. Thomas Kenney, John Gaffney, John Connors, Dock Builders.  
" 9. George Bloomer, Dock Builder.  
" 9. Michael G. Scally, Patrick J. O'Brien, Laborers.  
" 21. Edwin A. Gregory, Jr., John Jones, Phillip Becker, Walter Russel, Samuel J. Morrison, George McClancy, J. J. McCabe, Thomas Kelly, James Brady, Thomas Kearney, James McGarry, John Miller, Jr., John Connors, Laborers.  
" 27. John Gibbons, Patrick McGovern, William Mitchell, James Harty, Daniel Haggerty, Lawrence Kelly, Laborers.  
" 27. James Murray, Dock Builder.

*Resigned, Discharged, etc., from May 1, 1887, to April 30, 1888.*

May 9. John M. Smith, Dock Master, resigned.  
June 23. William H. Ellis, Laborer, died.  
July 11. Edward G. Ames, Clerk, resigned.  
" 11. John Sloan, Pilot, tug "Manhattan," suspended and relieved from duty.  
" 11. Thomas Ferris and Nelson Parker, Assistant Janitors, suspended and relieved from further duty.  
" 11. George S. Hunt, Messenger, suspended and name taken from the pay-roll.  
" 14. John C. Donohue, Clerk General Repairs Force, died.  
" 22. Edward Freil, Carpenter, discharged.  
" 22. William Hayden, Matthew McDonald, Patrick Horan, Alexander Law, Dock Builders, discharged.  
" 22. Charles Daniels, William Dowling, Bartley Hartens, George Bambury, John Scanlan, Laborers, discharged.  
" 28. John J. Simpson, Joseph F. Sharkey, Dock Masters, relieved from duty and names dropped from the roll.  
" 28. John Ward, Dock Builder, discharged.  
Aug. 11. Eugene McCarthy, Dock Master, relieved from duty and name dropped from the pay-roll.  
" 18. Amos Stokely, Watchman, died.  
" 18. John Heenan, Fireman, tug "Manhattan," discharged.  
" 18. Daniel McCullough, Deck-hand, tug "Manhattan," discharged.  
" 18. Edward Conklin, Captain Pile-driver, discharged.  
" 18. John Benson, Daniel Duffy, Martin N. O'Donnell, Timothy Murphy, George Sparks, and John Mokeley, Dock Builders, discharged.  
" 18. Christopher Barden, James Butler, George J. Davis, John C. Farlow, Michael H. Leach, John Murphy, Edward R. Smith, Simon Binswanger, Thomas Cody, Richard Dever, Patrick Kelly, John Lestrangle, Frank Pierson, Jacob Sussman, Jeremiah Quinn, Laborers, discharged.  
" 18. Michael Tobin, Mason, discharged.  
" 18. John Clark, Scowman, discharged.  
" 18. George H. Kimball, Caleb A. Simms, Robert Mularkey, and Albert A. Spitzer, Temporary Watchmen, discharged.  
" 22. Anthony Hartman, Dock Master, died.  
" 30. Edward Lasher, Engineer; Henry Condon, Fireman; and Thomas McGrath, Deck-hand of the tug "Manhattan," suspended.  
Sept. 2. Charles McLean, Machinist, appointment revoked.  
" 8. John Kelly, Dock Builder, discharged.  
" 16. Charles P. Blake, Dock Master, name dropped from the roll.  
" 16. Nelson Parker, Temporary Watchman, relieved from duty.  
Oct. 27. Edward Steadman, Richard O'Brien, Charles McCarthy, John Hanlon, Dock Builders, discharged.  
" 27. Jeremiah O'Connell, Andrew G. Lundhal, Ship Carpenters, discharged.  
" 27. Martin Burke and William H. Cox, Laborers, discharged.  
Nov. 3. Andrew Higgins, Dock Builder, discharged.

1887.  
Nov. 3. William O'Brien, Laborer, discharged.  
" 18. Peter Girard, Dock Builder, discharged.  
" 23. James Boyle, Watchman, discharged.  
" 23. James Burnes, Dock Builder, discharged.  
" 23. Edward O'Halloran, William Lyons, Laborers, discharged.  
Dec. 2. Gavin Rutherford, Dock Builder, discharged.  
" 8. Dennis McLaughlin, Laborer, died.  
" 9. Adolph Harbert, Laborer, discharged.  
" 29. Terrence McGough, Watchman, died.  
1888.  
Jan. 5. James Bagley, Laborer, resigned.  
" 12. George W. Barber, Carpenter, dropped from the roll.  
" 12. Thomas Carroll, Dock Builder, dropped from the roll.  
" 12. James Carson, James McNally, Patrick Smith, Laborers, dropped from the roll.  
" 12. Bernard D. Meyer, Inspector of Dredged Material, dropped from the roll.  
" 13. Daniel Hart, Foreman Dock Builders, dropped from the roll.  
Mar. 2. Marcus Kane, Janitor, discharged.  
" 23. Matthew S. Gregory, Temporary Draughtsman, discharged.  
" 23. Francis S. Dunning, Dock Builder, discharged.  
" 30. John Crosland, Laborer, resigned.  
April 6. Walter Hillis, Dock Builder, died.  
" 6. George H. Coffin, Deck-hand, tug "Manhattan," resigned.  
" 6. Joseph Ross, Inspector Dumping Dredged Material, dropped from the roll.  
" 9. John Crandall, Watchman, resigned.  
" 21. William J. Beard, Edward Roach and John Connors, Dock Builders, discharged.

The following changes in rates of compensation and official designation of employees were made:

*Compensation Fixed as follows:*  
1887.  
July 11. Charles Miller, Jr., Recording Clerk, \$133.33 per month.  
" 11. Louis S. Kellogg, Clerk, \$116.66 per month.  
" 11. Berthold Sommer, Clerk, \$83.33 per month.  
Sept. 2. Alfred U. Jacobs, Clerk, \$117 per month.  
" 2. Ethingam V. Smith, Time-keeper, \$83.33 per month.  
" 2. David H. Lane, Clerk, \$83.33 per month.  
" 16. Edward Gottschall, Searcher of Water Grants, \$125 per month.  
Dec. 29. Allen N. Spooner, Hydrographer, \$100 per month.  
" 29. George A. Button, Chainman, \$15 per week.  
" 29. James W. Dikeman, Jr., Chainman, \$15 per week.  
" 30. Francis E. Moon, Chief Clerk, \$183.33 per month.  
1888.  
Jan. 13. Martin Miller, Daniel Darby, Foremen Dock Builders, 40 cents per hour.

*Official Designation.*

Sept. 2. Edgar B. Gosling, Draughtsman, promoted to Assistant Engineer, \$100 per month.  
" 2. Marcellus Grant, Carpenter, promoted to Foreman of Carpenters, 40 cents per hour.  
Aug. 11. Pay of Dock Builders increased from 28 to 30 cents per hour.  
Apr. 21. Pay of Dock Builders and Laborers on tide-work increased.

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.

December 29, 1887, the Board prepared and caused to be published the revised rules and regulations for the government of all wharf property, as provided by law, a copy whereof is herewith submitted.

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
244	Dredging at sundry named places on E. R.....	William M. Tebo.....	23 cents per cubic yard...	May 11, 1887	May 23, 1887	June 15, 1887.
245	Building dumping-board and approach at foot of East Eightieth street, E. R.....	W. Danforth .....	\$2,395 00	May 20, 1887	May 27, 1887	July 15, 1887.
246	Building new pier and crib-bulkhead at West One Hundred and Thirty-second street, N. R., and for repairing crib-bulkhead north of crib pier at West One Hundred and Thirty-first street, N. R.....	Thomas O'Connell and Michael J. Coffey..	Class 1: Mud dredging, 28 cents per cubic yard. Class 2: Crib-bulkhead, etc., \$10,875. Class 3: Repairing crib-bulkhead \$2,175. Class 4: Building new pier, \$15,583 .....	June 16, 1887	June 27, 1887	October 15, 1887.
247	Building cribwork bulkhead at foot of East Seventy-sixth street, E. R.....	John Gillies .....	\$1,500 00	July 1, 1887	July 18, 1887	October 1, 1887.
248	Building Pier, new 61, N. R.....	Joseph Walsh .....	48,000 00	June 21, 1887	June 29, 1887	October 17, 1887.
249	Granite work and masonry on the boat-landing wall and about the approach to Pier "A," N. R.....	Robert L. Darragh & Co.....	7,600 00	Dec. 29, 1887	Jan. 9, 1888	May 31, 1888.
250	Dredging at Pier, new 59, N. R.....	Union Dredging Co.....	20 cents per cubic yard...	July 13, 1887	Aug. 9, 1887	September 5, 1887.
251	Dredging at Pier 12, Pier 13 and Pier 14, E. R.....	Morris & Cumings Dredging Co.....	22 cents per cubic yard...	July 18, 1887	Aug. 3, 1887	August 27, 1887.
252	Building new wooden pier at foot of West Thirty-seventh street, N. R.....	John Gillies.....	\$23,600 00	Aug. 30, 1887	Sept. 9, 1887	December 10, 1887, or within specified time thereafter.
253	Removing the remains of burned Pier, new 37, near the foot of Charlton street, N. R.....	Morris & Cumings Dredging Co.....	2,450 00	Sept. 8, 1887	Sept. 21, 1887	October 8, 1887.
254	For dredging site of Pier, new 37, N. R.....	Union Dredging Co.....	20 cents per cubic yard... Class 1: Crib-dredging, \$1.50; Class 2: Repairs, etc., store-house pier, \$357; Class 3: Building new platform, etc., \$4,178 .....	Sept. 23, 1887	Oct. 1, 1887	October 15, 1887.
255	Building platform north of Storehouse Pier at Blackwell's Island, E. R., and for removing a part of said pier.....	Duncan A. Gillies....		Oct. 13, 1887	Oct. 20, 1887	February 25, 1888.
256	Building Pier, new 62, N. R.....	Ranald Gillies .....	\$66,000 00	Nov. 4, 1887	Nov. 12, 1887	April 13, 1888.
257	Building Pier, new 37, N. R.....	Pacific Improvement Company.....	59,500 00	Oct. 14, 1887	Oct. 17, 1887	February 15, 1888.
258	Building crib-bulkhead from centre of block, between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets to north line of East One Hundred and Fifteenth street, H. R.....	John Gillies.....	Class 1: Dredging, 30 cents per yard; Class 2: Crib-bulkhead, etc., complete, \$5,500; Class 3: Rip-rap embankment, 65 cents per cubic yard.....	Nov. 1, 1887	Nov. 3, 1887	March 15, 1888.



No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
259	For furnishing sawed yellow pine timber.....	Dexter Hunter.....	\$25.95 per thousand.....	Nov. 22, 1887	Dec. 3, 1887	June 1, 1888.
260	Preparing for and building crib-bulkhead at foot of West One Hundred and Fifty-eighth street, N. R.....	Duncan A. Gillies....	\$14,350	Dec. 1, 1887	Dec. 13, 1887	April 30, 1888.
261	For removing Pier, old 37, and building Pier, new 29, E. R., with temporary approach, and for repairing the bulkhead under and east of pier.....	P. Sanford Ross.....	Class 1: Repairs to bulkhead, \$2,100; Class 2: Building new pier, \$24,200; Class 3: Rip-rap, 65 cents per cubic yard.....	Dec. 5, 1887	Dec. 7, 1887	April 30, 1888, or within specified time thereafter.
262	Building new pier and crib-bulkhead at foot of East One Hundred and Seventeenth st., H. R.	John W. Flaherty....	Class 1: Dredging, 35 cents per cubic yard; Class 2: Crib-bulkhead, etc., \$3,495; Class 3: Rip-rap embankment, 65 cents per cubic yard; Class 4: new pier, \$6,575.....	Dec. 19, 1887	Dec. 30, 1887	April 9, 1888.
263	Building Pier, new 24, N. R., near the foot of Franklin street.....	John Gillies.....	\$36,000 00	Dec. 22, 1887	Jan. 9, 1888	April 30, 1888.
264	Building pier and approach at foot of West Thirty-eighth street, N. R., and for repairing existing crib-bulkhead thereat.....	Richard Cronin.....	Class 1: Repairs to bulkhead, \$1,120; Class 2: Pier, etc., \$45,280.....	Jan. 27, 1888	Feb. 3, 1888	May 23, 1888, or within specified time thereafter.
265	For furnishing granite.....					
266	Dredging at Pier 7, E. R.....	Union Dredging Co..	20 cents per cubic yard...	Feb. 6, 1888	Feb. 13, 1888	March 31, 1888.
267	See next Annual Report.....			May 28, 1888		
268	Furnishing granite.....	J. Goss, Jr.....	\$1.03 per cubic foot.....	Mar. 16, 1888	Mar. 19, 1888	October 1, 1888.
269	Building pier on the site of Pier 60, E. R., and repairing crib-bulkhead thereat.....	Duncan A. Gillies....	Class 1: Repairs to bulkhead, \$1,950; Class 2: New pier, \$16,049.....	Mar. 9, 1888	Mar. 19, 1888	July 2, 1888.
270	See next Annual Report.....					
271	Building pier and crib-bulkhead at foot of East Forty-sixth street, E. R.....	Thomas O'Connell and Michael J. Coffey...	Class 1: Repairing bulkhead, etc., \$3,350. Class 2: Building pier, \$13,000. Class 3, 85 cents per cubic yard.	Mar. 16, 1888	Mar. 21, 1888	June 25, 1888, or within specified time thereafter.
272	Building pier at West Fifty-first street, N. R.....	Richard Cronin.....	\$25,970 00	Mar. 28, 1888	Apr. 7, 1888	August 1, 1888, or within specified time thereafter.

## III.—MONEYS EXPENDED BY THE BOARD.

The Commissioners of Docks have made requisitions upon the Finance Department on account of liabilities incurred from April 30, 1887, to May 1, 1888, amounting in the aggregate to the sum of \$1,069,538.62, of which sum \$25,228.94 has been expended, as follows:

For the Department of Public Charities and Correction.....	\$11,027 09
For the Department of Street Cleaning.....	12,082 55
For the Health Department.....	1,460 28
For the Department of Public Works.....	474 25
For the Fire Department.....	184 77
	<u>\$25,228 94</u>

## IV.—REVENUE.

The total revenues of the Department which have accrued within the year amount to \$1,320,684.81, not including \$387,994.20 collected by the Finance Department for rent of ferries, etc., which properly constitutes a part of the revenue of the water-front.

## V.—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, 1888, and also those in force on the 1st of May, 1888.

## STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1888.

## STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1888.

## DOCK AND SLIP RENT.

## I.—REVENUE:

Amount of rents accrued and wharfage collected during the year ending April 30, 1888, to wit:	
1. To lessees of corporation wharf property.....	\$1,111,480 31
2. To occupants of land under water, the property of the corporation, covered by wharf improvements erected by permission of the Department....	91,738 78
3. Amount of wharfages collected within the year from unleased corporation wharf property.....	117,465 52
	<u>\$1,320,684 61</u>

## II.—DISTRIBUTION:

## Cash—

Amount of moneys deposited with the Chamberlain prior to May 1, 1887, being in payment, in advance, of rents accruing therefor.....	\$34,823 75
Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund, for the redemption of the City Debt.....	1,314,740 08
	<u>\$1,349,563 83</u>

Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit:

Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1888, 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.....	\$21,793 75
Proceeds of sales of old material.....	202 95
Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1887.	7,500 00
	<u>29,496 70</u>

Leaving this amount deposited during the year as rents and wharfage from corporation wharf property (except from premises in use under ferry leases made with the Comptroller).....	\$1,319,467 13
Claims for unpaid rents during the year, placed in the hands of the Counsel to the Corporation for collection.....	\$1,135 73
Unpaid rent.....	81 75
	<u>1,217 48</u>
	<u>\$1,320,684 61</u>

## DOCK BONDS.

Total amount of "Dock Bonds of the City of New York," issued by direction of the Commissioners of the Sinking Fund, for the uses and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 30, 1888.....

\$13,453,000 00

## DOCK FUND.

## I RECEIPTS:

1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1887, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1887.....	\$324,939 86
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, upon the Comptroller, to issue said amount of bonds, of which the latter issued.....	900,000 00
Premium on \$500,000 Bonds sold by Comptroller.....	14,240 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 cost 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.....

\$39,435 96  
\$1,278,615 82

## 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.....

\$525,705 12

As per Schedule C:

Salaries of the Commissioners.....	9,000 00
Salaries of the Construction force.....	53,070 07
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.....	127,729 02
	<u>\$715,504 21</u>

## 2. For General Repairs—

For bills and claims audited as per Schedule D.....

\$186,379 61

As per Schedule E:

Pay-rolls of dock-builders, watchmen, carpenters, inspectors and engineers on General Repairs force.....	44,255 56
	<u>230,635 17</u>

## 3. For Annual Expense—

For bills and claims audited as per Schedule F.....

\$41,469 87

As per Schedule G:

Salaries of officers and appointees.....	6,315 92
	<u>47,785 79</u>

## 4. For Acquired Property—

For bills and claims audited as per Schedule G.....

75,613 45

1,069,538 62

## III.—BALANCE:

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1888, for use of this Department.....

\$209,077 20

NEW YORK, April 30, 1888.

Respectfully submitted to the Board,

FRANCIS E. MOON, Chief Clerk.

Approved and adopted:

LUCIUS J. N. STARK,  
JAMES MATTHEWS,  
CHARLES H. MARSHALL.

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, 1888.

DR.

CR.

To deposits of money with the Chamberlain.....	\$1,353,576 04	By balance, April 30, 1887, as per report for the year ending that date.....	\$1,237,721 34
To bills and claims audited for materials and supplies furnished and for services rendered, to wit:		By Dock and Slip rent.....	1,320,684 61
On Construction account.....	715,504 21	By requisition for Dock Bonds.....	900,000 00
On General Repairs account.....	230,635 17	By premium on \$500,000 Dock Bonds.....	14,240 00
On Annual Expense account.....	47,785 79	By rent advances.....	21,793 75
To compromise by Comptroller, Rent for north half Pier 29, N. R.....	3,994 56	By reimbursement for repairs to private wharves, and for use of Department plant.....	29,433 78
Balance carried forward.....	1,222,018 80	By sales of maps, etc.....	90 00
		By sale of dump tickets.....	9,912 18
		By moneys credited to Dock Fund.....	39,435 96
		By sale of old material.....	202 95
	<u>\$3,573,514 57</u>		<u>\$3,573,514 57</u>

By balance, April 30, 1888.....

\$1,222,018 80

NEW YORK, April 30, 1888.

LUCIUS J. N. STARK,  
JAMES MATTHEWS,  
CHARLES H. MARSHALL, } Commissioners,  
composing the  
Board of Docks.



DR.	Balance Sheet, April 30, 1888.	CR.
Contingent Fund.....	\$1,000 00	The Mayor, Aldermen and Commonalty of the City of New York..... \$1,200,225 05
Judgments (as per Schedule J).....	123,252 46	Rents paid in advance of May 1, 1888.... 21,793 75
Sundry Debtors for unpaid rents in hands of Counsel to the Corporation for col- lection (as per Schedule I).....	104,379 54	
Dock Fund.....	209,077 20	
Floating plant (as per Schedule L).....	176,900 00	
Acquired real property.....	607,327 85	
Canda & Kane.....	81 75	
	\$1,222,018 80	\$1,222,018 80

SCHEDULE "A."

LEDGER BALANCES APRIL 30, 1888.

DR.	FOL.	CR.
.....	90	Sales of maps..... \$90 00
\$230,635 17	60	General repairs.....
47,785 79	2	Annual expenses.....
1,000 00	18	Contingent fund.....
104,379 54	440	Unpaid rents in hands of Counsel to the Corporation.....
169,641 34	34	Dock fund.....
.....	30	Dock and Slip rent..... 1,320,684 61
.....	84	The Mayor, Aldermen and Commonalty of the City of New York..... 2,147,966 78
.....	76	Repairs for private owners, etc..... 29,433 78
607,327 85	1	Acquired property.....
.....	38	Dump tickets..... 9,912 18
123,252 46	70	Judgments recovered.....
176,900 00	50	Floating plant.....
1,353,576 04	80	William M. Ivins, Chamberlain.....
715,504 21	14	Construction account.....
.....	92	Sales of old material..... 202 95
.....	19	Rent advances..... 21,793
81 75	201	Canda & Kane.....
\$3,530,084 05		\$3,530,084 05

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Contracts for Building Piers.

John Gillies.....	\$67,795 16	
William P. Kelly.....	20,434 75	
Duncan A. Gillies.....	5,338 50	
Richard Cronin.....	14,312 24	
Joseph Walsh.....	48,000 00	
Pacific Improvement Co.....	59,500 00	
P. Sanford Ross.....	7,281 47	
O'Connell & Coffey.....	30,252 32	
John W. Flaherty.....	6,048 55	
Ranald Gillies.....	20,231 05	
W. Danforth.....	2,395 00	
	\$281,589 04	

Dredging.

Union Dredging Co.....	\$99,442 40	99,442 40
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Cement.

Haebler & Co.....	\$4,304 81	
Marcial & Co.....	2,457 50	
James Brand.....	2,200 00	
	8,962 31	

Lumber and Piles.

Paul C. Coffin.....	\$1,033 60	
Wilson Adams.....	1,461 91	
Bell Bros.....	1,158 39	
Dexter Hunter.....	18,748 30	
C. & R. Poillon.....	407 58	
W. P. Canaday, President Carolina Creosote Co.....	868 67	
A. J. Murray.....	29,775 07	
Beard & Kimpland.....	1,335 00	
Hilton Timber and Lumber Co.....	22,402 24	
	77,190 76	

Granite.

Michael Nolan & William T. Nolan.....	\$3,409 24	3,409 24
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Broken Stone, Cobble, Rip-rap and Sand.

Brown & Fleming.....	\$16,875 32	
P. Ciancimino.....	907 50	
A. J. Howell.....	532 00	
John A. Bouker.....	6,955 10	
	25,309 92	

Coal for Tug, Pile-drivers, etc.

Ward & Olyphant.....	\$4,870 41	4,870 41
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General Expenses, including Stationery, Insurance, Paving, Plumbing, Towing, Tools and Maintenance of Floating Plant and Department Yards, etc.

Martin B. Brown.....	\$1,914 87	
Hodgman Rubber Co.....	563 33	
Patterson Bros.....	1,542 12	
Abendroth & Root Manufacturing Co.....	5 84	
Metropolitan Telephone and Telegraph Co.....	759 82	
Thomas C. Townsend.....	33 66	
The Evening Post Job Printing Office.....	99 08	
Thomas Crery.....	17 72	
H. H. Anderson & Co.....	9 00	

Clark & Wilkins.....	\$18 00	
A. V. Abbott.....	144 25	
Kurtz, Blanchard & Co.....	470 75	
Brooklyn Furniture Co.....	68 00	
Eureka Manufacturing Co.....	5 27	
Gaskell, Greenlie & Co.....	174 14	
R. J. Dean & Co.....	275 00	
Garrett E. Green.....	337 04	
Samuel A. Suydam.....	664 18	
R. Hoe & Co.....	203 44	
Victor Vierow.....	1,600 00	
George F. Doak.....	56 59	
Lidgerwood Manufacturing Co.....	10 00	
Pioneer Iron Works.....	1,286 88	
Jordan L. Mott Iron Works.....	93 25	
Richardson & Boynton.....	6 60	
W. W. Maclay.....	32 48	
John H. Corley.....	48 35	
Frederic P. Thompson.....	74 02	
P. H. McCullough.....	3 95	
Metropolitan Hardware Co.....	39 61	
David F. McCarthy.....	16 29	
Irving K. Taylor.....	7 96	
Richard Vose.....	72 00	
William Rainer.....	49 95	
David Clark.....	90 00	
Fairbanks & Co.....	147 60	
James Reilly.....	20 00	
George Karr & Co.....	261 72	
Manning, Maxwell & Moore.....	68 18	
M. Thompson.....	34 43	
F. H. Evans.....	24 56	
William Wall's Sons.....	607 48	
Pierson & Co.....	273 03	
V. J. Hedden.....	121 35	
John F. Walsh.....	39 50	
Zimdars & Hunt.....	9 50	
McLaughlin & Loyd.....	180 40	
John Morris.....	95 00	
W. B. Ferguson & Son.....	867 08	
Glover & Co.....	760 95	
James Matthews, Treasurer.....	877 10	
J. & H. Berge.....	19 00	
J. Bryant.....	247 90	
Ogden & Co.....	13 06	
Stackpole & Bro.....	55 00	
Popham & Co.....	60 75	
McNab & Harlin Manufacturing Co.....	221 81	
J. T. Dill.....	2 70	
Ransom Parker.....	36 75	
Fred Lange.....	5 46	
W. A. Nichols.....	3 79	
Joel W. Mason & Co.....	62 00	
A. Starke.....	1,534 50	
Taunton Copper Co.....	45 29	
J. A. Roebbing's Sons.....	35 86	
Robert M. Gilmour.....	11 91	
William M. Tebo.....	686 75	
Delamater Iron Works.....	330 00	
New York Belting and Packing Co.....	39 43	
Hoyt Paper Tube Works.....	4 00	
H. Murray.....	24 50	
Home of Industry.....	36 00	
Frederick W. Beatty.....	139 20	
Thomas C. Dunham.....	124 90	
Wyckoff, Seamans & Benedict.....	60 00	
Liverpool and London and Globe Insurance Co.....	466 75	
S. S. Townsend, agent.....	46 50	
N. Y. Coal Tar & Chemical Co.....	201 60	
J. S. Barron & Co.....	509 08	
Alexander Pollock.....	2,370 69	
Manhattan Fire Brick and Enameled Clay Retort Works.....	2 50	
F. S. Shurick.....	358 27	
F. W. Devoe & Co.....	454 94	
Fernoline Chemical Co.....	19 40	
William H. Clark.....	275 22	
Iron Clad Manufacturing Co.....	9 00	
Ketterney & Hays.....	6 00	
C. L. Bucki & Co.....	932 89	
C. H. Pepper.....	31 00	
William H. Hamblar.....	15 00	
E. B. Walters.....	32 50	
L. Dubois' Sons.....	137 72	
J. F. Rogers.....	19 60	
Isaac E. Smith & Son.....	100 50	
	\$23,016 12	
	\$525,705 12	

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.

Lucius J. N. Stark.....	\$3,000 00	
James Matthews.....	3,000 00	
Charles H. Marshall.....	2,814 52	
Joseph Koch.....	185 48	
	\$9,000 00	

Construction Force.

G. S. Greene, Jr.....	\$6,000 00	
Willard A. Nichols.....	3,000 00	
William W. Maclay.....	2,500 00	
Winfield S. Lasher.....	2,000 00	
Edward C. Reynolds.....	2,000 00	
David F. McCarthy.....	2,000 00	
John H. Corley.....	1,500 00	
John A. Duntze.....	1,200 00	
Robert M. Kidd.....	1,320 00	
Alexander M. Goge.....	978 40	
Nicholas J. Vander Weyde.....	1,000 00	
William S. White.....	600 00	
Edgar B. Gosling.....	1,100 00	
Andrew McC. Parker.....	954 17	
Frederick P. Thompson.....	2,000 00	
J. Frank Johnson.....	1,200 00	
Hiram C. Calkins.....	1,200 00	
Irving K. Taylor.....	1,157 52	
Allen N. Spooner.....	700 00	
Randolph Gardinere.....	900 00	
Edward Gottschall.....	1,375 00	
Robert M. Sterritt.....	1,200 00	
Patrick White.....	1,200 00	
Henry C. Freeman.....	1,800 00	
Frederick Lange.....	1,200 00	
Alfred U. Jacobs.....	1,336 00	
Frank R. Push.....	982 41	
Berthold Sommer.....	444 43	
Effingham V. Smith.....	966 64	
David H. Lane.....	966 64	
John W. Ingalls.....	1,000 00	



William J. Trimble.....	\$900 00
John Sloan.....	498 39
Edward Lasher.....	400 00
Henry Condon.....	240 00
Thomas McGrath.....	200 00
Marcus Cane.....	405 55
Edward G. Ames.....	68 37
Charles A. Martin.....	939 52
John C. Wood.....	786 67
George H. Coffin.....	313 33
William C. Fenwick.....	446 00
Charles Sollen.....	380 00
William G. Johnson.....	274 18
Matthew S. Gregory.....	198 05
Alfred D. Tyrell.....	45 00
	\$53,070 07

*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, 1887, to April 30, 1888.....	127,729 02
	\$715,504 21

## SCHEDULE D.

## BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS ACCOUNT.

*Contracts for Repairing Piers, etc.*

John Gillies.....	\$41,901 09
John W. Flaherty.....	25,832 00
P. Sanford Ross.....	12,129 77
Thomas O'Connell & Michael J. Coffey.....	5,975 00
John L. Eagan.....	1,500 00
	\$87,397 86

*Dredging.*

Union Dredging Co.....	\$72,601 30
Morris & Cumings Dredging Co.....	7,000 70
William M. Tebo.....	4,181 17
	83,783 17

*Lumber and Piles.*

Bell Brothers.....	\$8,615 06
Dexter Hunter.....	884 20
Carolina Oil and Creosote Co.....	561 12
A. J. Murray.....	2,563 89
O'Connell & Coffey.....	250 00
	12,874 27

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

A. V. Abbott.....	\$17 00
Garrett E. Green.....	10 74
David F. McCarthy.....	55 69
John Monks.....	126 00
T. Tully.....	25 00
Adolph Starke.....	217 60
Martin B. Brown.....	688 25
Isaac Hall's Sons.....	97 20
F. S. Shurick.....	49 73
Thomas F. White.....	50 00
Henry Gelhaar.....	118 95
Ansonia Clock Co.....	5 00
Patterson Brothers.....	39 50
F. W. Devoe & Co.....	6 00
Pioneer Iron Works.....	750 00
Samuel A. Suydam.....	15 55
Evening Post Job Printing Office.....	52 10
	2,324 31
	\$186,379 61

## 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, 1887, to April 30, 1888.....	44,255 56
	\$230,635 17

## SCHEDULE F.

## BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

*Stationery, Printing, Fire Insurance and Contingent Expenses.*

Colgate & Co.....	\$3 60
Stern Bros.....	33 83
Martin B. Brown.....	1,628 90
Consolidated Gas Co.....	240 99
James P. Apgar.....	50 00
Joel W. Mason & Co.....	76 00
Manufacturers' and Builders' Fire Insurance Co.....	12 50
National Press Intelligence Co.....	32 00
Garrett E. Green.....	80 31
Patterson Bros.....	6 63
James S. Barron & Co.....	125 83
Clark & Wilkins.....	15 00
American Shipmasters' Association.....	15 00
Ward & Olyphant.....	686 14
Wyckoff, Seamen & Benedict.....	137 50
Ketterer & Co.....	5 75
Samuel A. Suydam.....	10 00
James Matthews.....	425 63
John H. Gresham.....	115 19
Evening Post Job Printing Office.....	690 00
Nathan Lane's Sons.....	214 65
New York Journal of Commerce.....	55 80
	\$4,661 25

By order of Supreme Court:  
Edward G. Ames.....

1,654 67

\$6,315 92

## SCHEDULE G.

## BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

Claims for wharf property purchased during the year.....	\$75,613 45
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## SCHEDULE H.

*Salaries Audited on Annual Expense Account.*

Gouverneur Kemble.....	\$2,951 61
Francis E. Moon.....	2,066 64
James Weir.....	2,000 00

John H. Matthews.....	\$1,743 74
Charles Miller, Jr.....	1,562 55
George H. Laughlin, Jr.....	1,500 00
Louis S. Kellogg.....	1,359 08
Berthold Sommer.....	535 10
John J. Simpson.....	450 00
Patrick J. Brady.....	1,800 00
Patrick Curley.....	1,800 00
Charles B. Husted.....	1,300 00
Joseph B. Irwin.....	1,800 00
Joseph F. Sharkey.....	450 00
Charles H. Thompson.....	1,800 00
Edward Abeel.....	1,800 00
Eugene McCarthy.....	522 58
Charles P. Blake.....	750 00
Anthony Hartman.....	541 94
John Callan.....	1,800 00
David W. Bogert.....	1,775 80
Nelson Parker.....	265 24
Thomas H. Ferris.....	152 00
Max Drucker.....	1,200 00
George S. Hunt.....	867 00
Mary Dowling.....	475 80
Catharine Lyons.....	475 80
J. de Witt Foshay.....	732 00
Bernard Garvey.....	734 00
Michael Magee.....	711 00
Charles H. Pendergast.....	1,277 42
Charles Hutchinson.....	1,345 16
George A. Dearborn.....	1,243 55
Charles J. Farley.....	556 07
Webster H. Gilon.....	355 52
John J. Ryan.....	1,050 00
	\$41,469 87

## SCHEDULE I.

## WHARFAGE FROM UNLEASED WHARVES FOR THE YEAR ENDING APRIL 30, 1888.

*On North River.*

	Received this Year.
Bulkhead between Piers, old 21 and 23.....	\$12 00
Bulkhead between Piers, new 21 and old 33.....	53 71
New made ground between Piers, new 20 and new 21.....	495 00
North half Pier, old 34.....	42 48
Bulkhead between Piers, old 35 and old 36.....	1,479 67
" " " 41 " 42.....	1,400 10
Pier, old 42.....	2,878 58
Bulkhead between Piers, new 35 and new 36.....	79 81
" " " 36 " 37.....	241 69
" " " 37 " 38.....	349 99
" " " 38 " 39.....	654 38
" " " 39 " 40.....	480 70
" " " 41 " 42.....	259 89
" " " 42 " 43.....	384 19
Pier, new 43.....	16,055 19
" 46.....	2 40
Bulkhead south of Pier, old 54.....	371 00
Pier, old 54.....	1,747 07
Bulkhead south side of West Eleventh street.....	3,686 29
Bulkhead at Bank street.....	364 00
Pier at Bethune street.....	21 41
Bulkhead at Bogart street.....	21 00
Bulkhead between Gansevoort street and Bogart street.....	20 00
Pier north of Bogart street.....	462 16
Pier north of Bloomfield street.....	882 62
Pier at Jane street.....	1,162 01
Pier at Horatio street.....	152 95
Bulkhead south of Little West Twelfth street.....	20 00
Pier at Little West Twelfth street.....	870 90
" West Thirteenth street.....	1,388 80
" West Fifteenth street.....	492 65
" West Sixteenth street.....	512 63
" West Seventeenth street.....	3,144 76
" West Eighteenth street.....	2,312 31
" West Nineteenth street.....	1,530 73
Bulkhead platform at West Twenty-fourth street.....	179 77
Bulkhead between Piers, new 54 and new 55.....	361 51
Pier, new 57.....	3,135 33
" new 59.....	2,360 01
" new 60.....	124 87
Pier at West Thirty-fourth street.....	1,120 22
" West Thirty-fifth street.....	296 42
" West Thirty-seventh street.....	335 10
" West Fortieth street.....	1 00
" West Forty-fourth street.....	200 00
" West Forty-sixth street.....	3,074 32
" West Forty-seventh street.....	1,055 44
" West Fifty-first street.....	2,243 94
Bulkhead at West Fifty-second street.....	11 17
Pier at West Fifty-fifth street.....	4,837 05
Crib-bulkhead at West Seventy-seventh street.....	9 00
" between West Seventy-seventh and Seventy-eighth streets.....	61 30
" at West Seventy-eighth street.....	44 50
Bulkhead between Seventy-eighth and Seventy-ninth streets.....	3,994 51
" West Seventy-ninth and Eightieth streets.....	39 10
" Eightieth and Eighty-first streets.....	85 00
Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth streets.....	96 40
Bulkhead between West One Hundred and Thirty-first and One Hundred and Thirty-second streets.....	14 50
Bulkhead at West One Hundred and Thirty-second street and Pier.....	95 68
Pier at West One Hundred and Thirty-eighth street.....	100 46
" West Seventy-ninth street.....	182 03
" West Ninety-sixth street.....	445 54
" West One Hundred and Thirtieth street.....	694 96
" West One Hundred and Thirty-first street.....	756 75
" West One Hundred and Fifty-second street.....	2 50
	\$70,000 45

*On East River.*

Bulkhead at Battery.....	\$1,170 00
Pier 7.....	4,938 41
Bulkhead between Piers 11 and 12.....	95
West half Pier 12.....	1,351 66
Bulkhead between Piers 18 and 19.....	179 58
West half Pier 19.....	5,335 26
Pier 25 and half bulkhead adjoining.....	821 00
Pier, new 32.....	2,928 61
Pier 37.....	1,248 11
Pier 41 and half bulkhead west side.....	212 73
Bulkhead east side Pier 41.....	11 50
Pier 43.....	298 89
Bulkhead between Piers 43 and 44.....	50
Pier 44.....	4,956 40
Pier 46.....	6,656 93
Pier 48.....	1,009 66
Pier 55.....	54 10
Bulkhead at Corlears street.....	13 97
North half Pier 56, south half Pier 57, and bulkhead between.....	270 28
Upper half of Pier 58.....	859 45
Pier 60 and bulkhead north side.....	2,825 97



	Received this Year.
Bulkhead between Piers 60 and 61	\$124 31
Pier 61 and bulkhead north side	764 59
Pier 62	16 00
Pier at Fifth street	20 41
Bulkhead at Fourteenth street	320 65
Sixteenth street	10 77
Seventeenth street	1 50
Eighteenth street	5 25
Pier at Twenty-fifth street	29 27
Bulkhead at Twenty-sixth street	273 07
Pier at Twenty-eighth street	943 96
Bulkhead at Twenty-ninth street	29 75
Thirtieth street	238 75
Pier at Thirty-second street	35 13
Bulkhead at East Thirty-sixth street	34 44
Pier at Thirty-seventh street	948 87
Thirty-eighth street	374 58
Bulkhead between Thirty-eighth and Thirty-ninth streets	90 00
Bulkhead south of East Thirty-ninth street	495 43
Bulkhead at Fortieth street	2 89
Forty-second street	390 23
Forty-third street	74 11
Forty-sixth street	171 50
East Forty-eighth street	94 93
East Fifty-fourth street	380 15
Bulkhead between Sixtieth and Sixty-second streets, and Pier at Sixty-second street	385 02
Bulkhead at East Seventy-third street	744 00
platform at East Seventy-fifth street	148 38
at East Seventy-sixth street	193 32
Bulkhead and platform between East Seventy-eighth and East Seventy-ninth streets	100 18
Dumping-board at East Eightieth street	1,155 00
Pier at Eighty-sixth street	1,058 17
Bulkhead at East Ninety-third street	834 75
Crib-bulkhead and ferry at East Ninety-ninth street	108 50

On Harlem River.

Float at East One Hundred and First street	26 00
Pier at East One Hundred and Second street	142 99
Bulkhead at East One Hundred and Fourth street	16 73
and platform at East One Hundred and Fifth street	5 75
at East One Hundred and Sixth street	13 01
at East One Hundred and Seventh street	125 48
Pier at East One Hundred and Ninth street	237 20
Float at East One Hundred and Twelfth street	62 05
Pier at East One Hundred and Seventeenth street	228 16
Bulkhead and platform at East One Hundred and Twentieth street	3 00
Pier at East One Hundred and Twenty-ninth street	278 90
Bulkhead at East One Hundred and Thirty-fifth street	2 00
East One Hundred and Thirty-sixth street	26 00
East One Hundred and Thirty-seventh street	66 50
East One Hundred and Thirty-eighth street	11 99
East One Hundred and Fifty-fifth street	293 94

Less short paid to Treasurer by Dock Master of District No. 5, paid subsequently to April 30, 1888

Total wharfage collected for the year

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
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
Owner or owners Dry Dock Pier 62, East river	To April 30, 1885	9,832 50

Against 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	250 00
Polhemus & Winne	1 mos. rent to May 1, 1888	150 00
Schwarzschild & Sulzburger	11 mos. rent to May 1, 1888	572 58
		\$104,379 54

SCHEDULE K.

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

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
"	Mar. 15, 1881	377 18	10,430 46
"	Apr. 26, 1881	637 85	1,839 68
"	July 29, 1881	1,366 67	3,105 56
James H. Graham	June 4, 1880	99 60	6,240 53
H. A. Tiedemann	Mar. 30, 1881	871 53	540 35
"	Oct. 6, 1881	611 10	4,721 53
Thomas Gaynor	Apr. 9, 1881	439 22	2,604 43
Thomas C. Burke	Jan. 15, 1881	2,389 60	2,531 72
"	Oct. 20, 1881	739 05	13,139 60
James Savage	Mar. 16, 1881	16 70	6,114 05
Herman Hastorf	May 17, 1880	439 63	141 70
"	Apr. 30, 1881	1,806 36	2,214 63
John E. Hoagland	Nov. 26, 1881	292 13	7,426 36
Jesse Ryder	Nov. 26, 1881	193 86	942 13
Empire City Ice Co	Jan. 27, 1882	43 15	658 86
William H. Brown	Feb. 16, 1882	636 31	193 15
John Burns	Apr. 29, 1882	7 35	2,011 31
John Brennan and others composing West India Fruit Dealers' Association	July 6, 1882	2,405 55	57 35
Daniel Dailey	Sept. 14, 1882	3 05	11,780 55
"	Oct. 13, 1882	1 45	140 55
Frederick Schecker	Oct. 12, 1882	46 47	138 95
Collateral Judgment against estate of Thomas Tone, surety for David Tracy	Oct. 23, 1882		883 97
John D. Tracy			231 67
Dillon Ransom			991 19
Patrick Grace			1,300 00
Adolph L. Kerker	Oct. 9, 1882		251 25
			2,100 00
			\$123,252 46

SCHEDULE L.

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

The 100-ton derrick "City of New York"	\$90,000 00
" 10-ton derrick	5,000 00
" tug "Manhattan"	25,000 00
" two dredges, Nos. "3" and "4"	15,000 00
" ten pile-drivers, Nos. "1," "2," "3," "5," "6," "7," "8," "9," "10" and "11"	27,000 00
" eight deck scows	12,000 00
" boring machine "Woodcock"	2,000 00
" diver's scow "G" and small diver's scow	600 00
" yawl boats, skiffs, bateaux and sounding-boats	300 00
	\$176,900 00

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1888.

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	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 56	\$34,258 68	\$40,015 20	\$313,992 68		
1872	412,859 93	1,075,605 61	48,252 65	59,544 40	20,702 69	69,473 94	877,631 93		
1873	447,328 01	622,878 03	50,000 00	54,787 41	28,754 09	60,791 45	428,545 08		
1874	479,361 51	932,710 32	14,574 73	48,738 55	20,913 32	32,383 02	816,100 10		
1875	589,361 06	1,536,204 33	12,443 52	52,788 12	24,029 20	37,674 30	1,409,269 19		
1876	650,781 88	692,603 96	12,500 00	31,973 61	15,844 34	28,560 33	603,725 68		
1877	706,607 78	433,089 90	12,500 00	24,604 53	10,999 82	29,995 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		
1879	702,122 37	373,425 68	11,281 18	20,859 62	13,021 17	28,449 84	249,068 36	\$23,568 42	
1880	810,465 41	599,768 63	6,000 00	19,706 94	12,786 96	28,450 00	284,608 89	50,745 51	
1881	865,071 89	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	515,044 45	44,415 84	\$203,530 00
1882	1,062,162 54	1,180,097 44	9,000 00	22,503 41	12,391 48	32,869 91	829,050 27	57,492 83	
1883	1,102,893 96	953,007 85	9,000 00	25,999 07	13,756 80	33,084 00	715,641 01	274,282 37	
1884	1,246,858 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,080 87	155,526 97	
1885	1,187,217 14	1,020,207 51	9,000 00	31,416 67	11,379 73	45,793 41	416,151 29	94,725 96	
1886	1,228,151 80	376,789 72	9,000 00	43,192 19	13,140 00	41,159 25	199,258 44	178,493 66	328,062 75
1887	1,260,036 58	389,169 82	9,000 00	46,693 71	6,472 12	44,960 89	162,621 52	70,918 19	121 65
1888	1,320,684 81	1,069,538 62	9,000 00	41,469 87	6,315 92	53,070 07	653,434 14	119,421 52	
	\$15,361,306 32	\$13,629,069 60	\$299,572 24	\$644,826 59	\$277,713 76	\$706,714 23	\$9,792,618 43	\$1,300,296 50	\$607,327 85

Total revenues of the Department of Docks since its organization in May, 1870, to April 30, 1888. \$15,361,306 32  
 Total expenditures of the Department of Docks since its organization in May, 1870, to April 30, 1888 (of which \$607,327.85 was for the acquisition of wharf property, and the value of floating plant on hand, \$176,900) 13,629,069 60  
 Excess of revenue over expenditures \$1,732,236 72



RENT-ROLL Showing the Occupancy on May 1, 1888, 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, 1887.	RECEIVED DURING YEAR.
<i>North River.</i>						
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, north of Pier, new 1.....	Cavanagh & Collins.....	May 1, 1885, to May 1, 1888	950 "	By public sale, March 30, 1885.....	.....	950 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.....	.....	.....
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 Railroad 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
North half Pier 12 and half bulkhead northerly.....	Central R. R. Co. of New Jersey.....	May 1, 1885, to May 1, 1890	7,600 "	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, October 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, 1886.....	.....	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 19, 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, and bulkhead southerly.....	Francis MacDonald.....	May 1, 1868, to 3 mos. notice	9,000 "	By the Mayor, etc., lease dated December 6, 1867.....	.....	2,250 00
Land under water for extension to Pier, old 20.....	Francis MacDonald.....	June 15, 1874, to 3 mos. notice	2,500 "	By resolution, March 11, 1874.....	.....	625 00
Pier, old 20, and bulkhead on southerly side, the bulkhead between Pier, old 20, and Pier, old 21, and Pier, old 21	Baltimore & Ohio R. R. Co.....	May 1, 1887, to May 1, 1892.	36,000 "	By public sale, April 9, 1887.....	\$9,000 00	27,000 00
Bulkhead, between Pier, old 21, and Pier, old 23.....	The New York Steam Co.....	May 1, 1887, to May 1, 1888.	1,200 "	By public sale, April 9, 1887.....	300 00	900 00
Bulkhead between Pier, old 21, and Pier, old 23.....	The New York Steam Co.....	May 1, 1888, to May 1, 1891	1,500 "	By public sale, April 11, 1888.....	.....	.....
South half Pier, old 23.....	The New York Steam Co.....	May 1, 1887, to May 1, 1888	1,500 "	By public sale, April 9, 1887.....	375 00	1,125 00
South half Pier, old 23.....	The New York Steam Co.....	May 1, 1888, to May 1, 1891	2,000 "	By public sale, April 11, 1888.....	.....	.....
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.....	.....	2,151 06
Land under water for platform between Piers, old 27 and old 28, 8,598 square feet.....	N. Y. Central & Hudson R. R. Co.....	Jan. 1, 1888, at pleasure of the Board.....	2,149.50 "	By resolution, January 5, 1887, and February 17, 1888.....	.....	179 12
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, February 17, 1888.....	.....	33 49
Land under water for platform north of Pier, old 28, 10,836 square feet.....	Old Colony Steamboat Co.....	At pleasure of the Board...	2,709 "	By resolution, October 27, 1887.....	.....	2,515 71
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 360 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, February 25, 1887.....	.....	178 96
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 platform adjoining.....	Catskill Evening Line.....	At pleasure of the Board...	7,500 "	By resolution, August 5, 1885.....	.....	7,500 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.....	.....	.....
North half Pier, old 34.....	S. D. Coykendall & James E. Morris.....	May 1, 1887, to May 1, 1888.	5,000 "	By public sale, April 9, 1887.....	1,250 00	3,750 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.....	.....	.....
One hundred feet bulkhead southerly from Franklin street.....	Van Sickler & Co.....	May 1, 1885, to May 1, 1887.	2,800 "	By purchase with lease March 13, 1885.....	.....	700 00
One hundred feet bulkhead southerly from Franklin street.....	Hunt & Donaldson.....	May 1, 1887, at pleasure of the Board.....	150 per mo.	By resolution, April 20, 1887.....	.....	1,650 00
Pier, old 35.....	Homer Ramsdell.....	May 1, 1879, to removal for new pier.....	15,000 per ann.	By resolution, November 27, 1878.....	.....	12,450 00
Pier, old 36.....	Bogert & Morgan, agents (assignees).....	Feb. 1, 1880, to removal for new pier.....	15,000 "	By resolutions November 27, 1878, and April 30, 1879, and June 22, 1881, and April 28, 1888.....	.....	15,000 00
Eighty-seven feet six inches bulkhead southerly from North Moore street.....	Morgan's Louisiana & Texas R. R. and Steamship Co.....	Dec. 23, 1884, to May 1, 1886	3,500 "	By purchase, December 23, 1884.....	.....	875 00
Bulkhead and platform eighty-seven feet six inches southerly of North Moore street.....	Morgan's Louisiana & Texas R. R. and Steamship Co.....	May 1, 1887, to May 1, 1888.	3,500 "	By public sale, April 9, 1887.....	875 00	2,625 00
Fifty feet bulkhead northerly from North Moore street.....	Morgan's Louisiana & Texas R. R. and Steamship Co.....	Feb. 11, 1885, to May 1, 1886	1,500 "	By purchase, February 11, 1885.....	.....	375 00
Bulkhead fifty feet northerly from North Moore street, and platform in front of same.....	Morgan's Louisiana & Texas R. R. and Steamship Co.....	May 1, 1887, to May 1, 1888.	1,500 "	By public sale, April 9, 1887.....	375 00	1,125 00
Pier, new 26.....	Old Dominion Steamship Co.....	May 1, 1881, to May 1, 1891.	30,000 "	By resolutions August 14, 1878, and April 27, May 11, and May 25, 1881.....	.....	30,000 00
Piers, new 27 and new 28 and bulkhead between.....	Pennsylvania R. R. Co.....	Sept. 1, 1884, to Sept. 1, 1894	55,000 "	By resolution, May 25, 1882.....	.....	55,000 00
Pier, old 39.....	Associates of the Jersey Co., and A. Van Santvoord and H. P. Farrington.....	May 1, 1879, to removal for new pier.....	15,000 "	By resolution, November 27, 1878.....	.....	15,000 00
Land under water for extension to outer end south half Pier, old 39.....	A. Van Santvoord and H. P. Farrington.....	April 29, 1887, pleasure of the Board.....	141.75 "	By resolution, April 2, 1887.....	.....	107 96
Land under water for platform north side of Desbrosses street.....	New Jersey R. R. & Transportation Co.....	At pleasure of the Board...	1,000 "	By resolution, November 2, 1871.....	.....	1,000 00
Pier, old 40 and bulkhead northerly.....	Harvey P. Farrington.....	May 1, 1883, to May 1, 1893.	20,000 "	By resolution, April 25, 1883.....	.....	20,000 00
Pier, new 34 and 75 feet bulkhead each side.....	Pacific Mail Steamship Co.....	Sept. 1, 1884, to Sept. 1, 1889	45,500 "	By resolutions July 23 and 31, and August 3, 1874.....	.....	45,500 00
Pier, new 35.....	H. Yonge, Jr., agent.....	May 1, 1883, to May 1, 1893.	35,000 "	By resolution, June 6, 1883.....	.....	35,000 00
One hundred and ten feet of bulkhead between Piers, new 35 and new 36.....	Polhemus & Winne.....	Apr. 11, 1887, at pleasure of the Board.....	150 per mo.	By resolution, April 6, 1887.....	.....	1,295 00
Pier, new 36.....	Providence and Stonington Steamship Co., assignee.....	June 1, 1881, to June 1, 1891.	30,000 per ann.	By resolutions, November 20, 1879, and April 27 and June 22, 1881, and July 3, 1885.....	.....	30,000 00
Pier, new 37.....	C. P. Huntington.....	May 1, 1883, to May 1, 1893.	70,000 "	By public sale, April 27, 1883.....	.....	52,500 00
Half bulkhead southerly and half bulkhead northerly of Pier, new 37.....	C. P. Huntington (with covenant for 10 years renewal).....	To May 1, 1893.....	3,500 "	By resolution, June 24, 1886.....	875 00	2,625 00
Pier, new 38.....	Williams & Guion.....	May 1, 1878, to May 1, 1888.	30,000 "	By resolutions, April 26, 1876, and January 30, 1878, and September 6, 1878.....	.....	30,000 00
Pier, new 38.....	A. M. Underhill & Co., agents.....	May 1, 1888, to May 1, 1898.	31,500 "	By resolution, April 21, 1888.....	.....	.....
Pier, new 39.....	Francis W. J. Hurst (National S. S. Co., Limited).....	Feb. 1, 1878, to Feb. 1, 1888.	30,000 "	By resolutions, April 26, 1876, and January 30 and July 17, 1878.....	.....	30,125 00
Pier, new 39.....	Francis W. J. Hurst (National S. S. Co., Limited).....	Feb. 1, 1888, to Feb. 1, 1898.	30,500 "	As per renewal.....	.....	.....
Pier, new 40 (except use of water on north side).....	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
Water, north side of Pier, new 40.....	Cunard Steamship Co. (Limited)—Substituted.....	Nov. 1, 1880, to May 1, 1889.	7,500 "	By resolutions, April 26, 1876, and November 10, 1880.....	.....	7,500 00
Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co. (Assignee).....	Sept. 1, 1881, to Sept. 1, 1891	30,000 "	By resolutions, April 29, September 1, 1881, and December 21, 1881.....	.....	30,000 00
Bulkhead ninety-four feet each side of Pier, new 41.....	Delaware, Lackawanna & Western R. R. Co.....	Sept. 1, 1886, to Sept. 1, 1891	5,000 "	By resolution, August 20, 1886, February 9 and July 14, 1887.....	.....	5,000 00
Reclaimed land south of Pier, new 42.....	Hudson Tunnel Railway Co.....	Jan. 1, 1881, to Jan. 1, 1885 (holding over).....	3,000 "	By resolutions, March 23, 1881, and January 7, 1885.....	.....	1,500 00
Land under water, southerly of Pier, new 42.....	Hudson Tunnel Railway Co.....	Jan. 1, 1881, to Jan. 1, 1886 (holding over).....	1,000 "	By resolution, March 23, 1881.....	.....	500 00
Reclaimed land south of Pier, new 42.....	Hudson Tunnel Railway Co.....	Nov. 1, 1887, at pleasure of the Board.....	2,000 "	By resolution, December 8, 1887.....	.....	1,000 00
Pier, new 42.....	Compagnie Générale Transatlantique.....	Nov. 1, 1876, to Nov. 1, 1886	30,000 "	By resolution, February 18, 1875.....	.....	30,500 00
Pier, new 43.....	Baltimore & Ohio Railroad Co.....	Nov. 1, 1886, to Nov. 1, 1891	30,500 "	By resolution, September 29, 1886.....	.....	2,000 00
Pier, new 43.....	Baltimore & Ohio Railroad Co.....	Nov. 1, 1886, at pleasure of the Board.....	\$2,000 per mo.	By resolution, September 29, 1886.....	.....	.....



PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1887.	RECEIVED DURING YEAR.
Piers, new 44 and new 45, bulkhead between, and one-half bulkhead north of Pier, new 45.....	Oceanic Steam Navigation Co.....	July 1, 1884, to July 1, 1889	\$45,500 per ann.	By resolution, December 4, 1873.....	.....	\$45,500 00
Pier, new 46 .....	C. P. Huntington.....	March 7, 1887, to completion of rebuilding Pier, new 37, North river.....	2,500 per mo.	By resolution, April 4, 1887.....	\$2,000 00	28,000 00
Pier, new 47, and bulkhead southerly and bulkhead along easterly side of approach to Piers, new 46 and new 47. 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 .....	Quebec Steamship Co.....	May 1, 1886, to May 1, 1891	17,000 per ann.	By public sale, April 15, 1886.....	.....	17,000 00
Pier, old 54 .....	Jacob I. Houseman.....	May 1, 1887, to May 1, 1890	5,500 "	By public sale, April 9, 1887.....	1,375 00	4,125 00
Bulkhead at Bank street .....	I. P. Mersereau.....	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 11, 1888.....	.....	.....
Pier at Bethune street .....	Knickerbocker Ice Co.....	May 1, 1888, to May 1, 1891	500 "	By public sale, April 11, 1888.....	.....	.....
Pier at Jane street.....	A. T. Decker & Co.....	May 1, 1887, to May 1, 1890	1,200 "	By public sale, April 9, 1887.....	300 00	900 00
Pier at Horatio street .....	A. T. Decker & Co.....	May 1, 1888, to May 1, 1891	1,400 "	By public sale, April 11, 1888.....	.....	.....
Pier at Horatio street, except reservation, etc.....	Consumers' Ice Co.....	July 1, 1887, to May 1, 1888	150 per mo. 100 "	By resolutions, June 1, and August 30, 1887.....	.....	900 00
Pier at Gansevoort street (with reservation to cancel, if required for new public market) .....	Consumers' Ice Co.....	May 1, 1888, to May 1, 1891	1,500 per ann.	By public sale, April 11, 1888.....	.....	.....
Pier, old 56 (with reservation to cancel, if required for new public market) .....	Daniel Shea.....	May 1, 1885, to May 1, 1888	3,000 "	By public sale, March 30, 1885.....	.....	3,000 00
Bulkhead extending from Pier at foot of Gansevoort street to Pier, old 57, near the foot of Bogart street (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.....	.....	.....
Bulkhead between Gansevoort street and Bogart street (with reservation to cancel, if required for new public market) .....	N. Y. City Ice Co.....	May 1, 1887, to May 1, 1888	1,200 "	By public sale, April 9, 1887.....	300 00	900 00
Bulkhead between Pier, old 57, and Pier, old 58 (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.....	.....	.....
Bulkhead between Pier, old 57, and Pier, old 58, (with reservation to cancel, if required for new public market) .....	John A. Bouker.....	May 1, 1887, to May 1, 1888	1,300 "	By public sale, April 9, 1887.....	325 00	975 00
Bulkhead between Pier, old 58, and Pier, old 59 (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.....	.....	.....
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, 1887, to May 1, 1888	1,200 "	By public sale, April 9, 1887.....	300 00	900 00
Land under water for platform at bulkhead south of Thirteenth street, 5,453 square feet.....	Mutual Benefit Ice Co.....	May 1, 1888, to May 1, 1889	1,300 "	By public sale, April 11, 1888.....	.....	.....
Berth for ice barge on north side of Pier at West Thirteenth street .....	Drew & Bucki.....	At pleasure of the Board...	500 "	By resolution, November 1, 1876.....	.....	500 00
Pier at West Fifteenth street .....	A. C. Cheney.....	At pleasure of the Board...	150 per mo.	By resolution, April 30, 1887.....	.....	600 00
Pier at West Seventeenth street.....	George W. Winant.....	May 1, 1888, to May 1, 1891	1,000 per ann.	By public sale, April 11, 1888.....	.....	.....
Pier at West Twentieth street.....	Robert S. Briggs.....	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 11, 1888.....	.....	.....
Pier at West Twenty-first 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-second street.....	C. T. Van Santvoord.....	May 1, 1886, to May 1, 1891	3,500 "	By public sale, April 15, 1886.....	.....	3,500 00
Land under water for platform and ferry racks, between West Twenty-second and West Twenty-third streets, 6,846 square feet.....	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 north of Ferry at West Twenty-third street, 45,000 square feet.....	N. Y., Lake Erie & Western R. R. Co.....	March 18, 1887, at pleasure of the Board.....	1,711.50 "	By resolutions, October 20, 1886, and January 7, 1887.....	.....	2,067 85
Pier, new 54.....	Twenty-third Street Railway Co.....	At pleasure of the Board...	100 per mo.	By resolution, June 5, 1882.....	.....	1,200 00
Pier, new 55.....	Sanderson & Son, assignees.....	Jan. 1, 1882, to Jan. 1, 1892..	20,000 per ann.	By resolutions, June 30, 1880, November 16, 1881, and April 19, 1886.....	.....	20,000 00
Pier, new 56.....	Pim, Forwood & Co., agents.....	May 1, 1882, to May 1, 1892	20,000 "	By resolutions, July 7, 1880; December 14 and 28, 1881, and April 12, 1882.....	.....	20,000 00
Pier, new 60.....	Simpson & Spence, agents.....	July 1, 1882, to July 1, 1892.	25,000 "	By resolutions, December 8, 1880, and July 19, 1882.....	.....	25,000 00
Pier, new 61.....	James McClenahan.....	May 1, 1887, to May 1, 1892.	2,000 "	By public sale, April 9, 1887.....	500 00	1,500 00
Site for Pier at West Thirty-third street.....	N. Y. Central & Hudson R. R. Co.....	November 1, 1887, to date of lease.....	20,000 "	By resolution, January 28, 1887.....	.....	10,000 00
Pier at West Thirty-fifth street .....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1873, to Nov. 1, 1883 (holding over)....	5,000 "	By resolutions, September 13, 1873, and February 6, 1884.....	.....	5,000 00
Pier at West Thirty-sixth street.....	Pennsylvania R. R. Co.....	May 1, 1887, to May 1, 1892.	4,500 "	By public sale, April 9, 1887.....	1,125 00	3,375 00
Land under water for platform southerly about 66 feet from West Fortieth street, 924 square feet.....	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
Pier and temporary approach at West Fortieth street.....	John R. McPherson.....	May 15, 1887, at pleasure of the Board.....	231 "	By resolution, February 2, 1887.....	.....	165 81
Bulkhead at West Forty-first street.....	Western Stock Yard Co.....	May 1, 1887, to May 1, 1892.	7,000 "	By public sale, April 9, 1887.....	1,750 00	5,250 00
Land under water for extension to Pier at West Forty-third street .....	John A. Bouker.....	May 1, 1887, to May 1, 1888.	50 "	By public sale, April 9, 1887.....	12 50	37 50
Pier at West Forty-fourth street .....	Knickerbocker Ice Co.....	At pleasure of the Board...	100 "	By resolutions, September 25 and November 21, 1873.....	.....	100 00
Bulkhead at West Forty-fifth street.....	New York House Manure Co.....	May 1, 1887, to May 1, 1892.	3,500 "	By public sale, April 9, 1887.....	875 00	2,625 00
Bulkhead at West Forty-fifth street .....	James McLaughlin.....	May 1, 1887, to May 1, 1888.	125 "	By public sale, April 9, 1887.....	31 25	93 75
Land under water south side West Fiftieth street.....	James McLaughlin.....	May 1, 1888, to May 1, 1889.	200 "	By public sale, April 11, 1888.....	.....	.....
Pier at West Fifty-eighth street.....	James Gillies.....	At pleasure of the Board...	250 "	By resolution, February 13, 1884.....	.....	250 00
Land under water for dumping-board at Fifty-eighth street and Twelfth avenue .....	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 site for Pier at Fifty-ninth street.....	John Chester.....	At pleasure of the Board...	365 "	By resolution, March 14, 1883.....	.....	365 00
Land under water between West Sixtieth and West Sixty-fifth streets (for erection of two piers).....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1877, to Nov. 1, 1887.	1,000 "	By resolutions, August 16, 1876, and November 7, 1877.....	.....	1,250 00
Land under water between south line of West Sixty-fifth and south line of West Seventy-second streets, westerly, to established pier line of 1868.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1887, to Nov. 1, 1892.	1,500 "	By resolution, April 23, 1884.....	.....	6,000 00
Bulkhead on southerly half of West Ninety-seventh street Bulkhead on the southerly half of West Ninety-seventh street.....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1884, to Aug. 1, 1894.	6,000 "	By resolution, April 28, 1880.....	.....	17,500 00
Pier at West One Hundred and Twenty-ninth street.....	J. Cox & Co.....	May 1, 1880, to May 1, 1890	17,500 "	By public sale, April 9, 1887.....	50 00	150 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.....	Canda & Kane.....	May 1, 1887, to May 1, 1888	200 "	By public sale, April 11, 1888.....	.....	.....
Pier at West One Hundred and Thirty-second street.....	D. G. Yuengling, Jr.....	May 1, 1888, to May 1, 1889	200 "	By public sale, March 30, 1885.....	.....	1,000 00
Pier at West One Hundred and Fifty-second street .....	Homer Ramsdell Transportation Co.....	May 1, 1885, to May 1, 1888	1,000 "	By public sale, April 11, 1888.....	.....	.....
East River.	Fort Lee Ferry Co.....	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 9, 1887.....	125 00	125 00
East half of Pier 4.....	Mutual Benefit Ice Co.....	May 1, 1887, to May 1, 1891	500 "	By public sale, April 11, 1888.....	.....	.....
Bulkhead and platform between Piers 4 and 5.....	John A. Bouker.....	May 1, 1887, to May 1, 1888	100 "	By public sale, April 9, 1887.....	25 00	75 00
Pier 5.....				Total.....	\$22,143 75	\$1,016,791 21
Bulkhead between Piers 5 and 6.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1886, to May 1, 1891	\$4,000 per ann.	By public sale, April 15, 1886.....	.....	\$4,000 00
Pier 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
West half Pier 8.....	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
East half Pier 18.....	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
Land under water for platform south of Pier 20.....	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
East half Pier 20.....	N. Y., Lake Erie & Western R. R. Co. (holding over).....	May 1, 1884, to May 1, 1887	8,000 "	By public sale, April 21, 1884.....	.....	8,000 00
Bulkhead platform between Piers 20 and 21.....	N. Y., Lake Erie & Western R. R. Co.....	May 1, 1888, to May 1, 1898	10,000 "	By public sale, April 11, 1888.....	.....	.....
West half Pier 21.....	William D. Morgan.....	May 1, 1885, to May 1, 1888	4,000 "	By public sale, March 30, 1885.....	.....	4,000 00
	C. H. Mallory & Co.....	At pleasure of the Board...	200 "	By resolution, March 27, 1878.....	.....	200 00
	C. H. Mallory & Co.....	Aug. 15, 1883, to May 1, 1888	5,500 "	By public sale, April 27, 1883.....	.....	5,500 00
	N. Y. & Teas Steamship Co.....	May 1, 1888, to May 1, 1891	7,000 "	By public sale, April 11, 1888.....	.....	.....
	C. H. Mallory & Co.....	May 1, 1885, to May 1, 1888	1,675 "	By public sale, March 30, 1885.....	.....	1,675 00
	C. H. Mallory & Co.....	May 1, 1886, to May 1, 1891	6,000 "	By public sale, April 15, 1886.....	.....	6,000 00



PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1887.	RECEIVED DURING YEAR.
East half Pier 24 and half bulkhead adjoining.....	Hartford & N. Y. Transportation Co.....	May 1, 1886, to May 1, 1891	\$6,500 per ann.	By public sale, April 15, 1886.....	.....	\$6,500 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.....	New Haven Steamboat Co.....	May 1, 1887, to May 1, 1888	8,000 "	By public sale, April 9, 1887.....	\$2,000 00	6,000 00
Pier 25 and half the bulkhead adjoining the westerly side thereof.....	New Haven Steamboat Co.....	May 1, 1888, to May 1, 1891	9,000 "	By public sale, April 11, 1888.....	.....	.....
Land under water for platform easterly and westerly of Pier 27, 4,300 square feet.....	Baltimore & Ohio R. R. Co.....	Nov. 1, 1886, at pleasure of the Board.....	1,075 "	By resolution, September 15, 1886.....	.....	1,075 00
West half Pier 26 and half bulkhead adjoining.....	New Haven Steamboat Co.....	May 1, 1886, to May 1, 1891	3,000 "	By public sale, April 15, 1886.....	.....	3,000 00
Land under water for platform between Piers 32 and 33, etc.....	Long Island R. R. Co.....	At pleasure of the Board.....	2,000 "	By resolution, December 24, 1884.....	.....	2,000 00
East half Pier 33, west half Pier 34, and bulkhead between.....	William P. Clyde & Co.....	May 1, 1886, at pleasure of the Board.....	10,000 "	By resolution, August 20, 1886.....	.....	833 33
Land under water for platform between Piers 33 and 34.....	William P. Clyde & Co.....	May 1, 1886, at pleasure of the Board.....	300 "	By resolution, August 20, 1886.....	.....	25 00
East half of Pier 33, west half of Pier 34, and bulkhead platform between.....	B. F. Clyde.....	May 1, 1887, to May 1, 1892	8,000 "	By public sale, April 9, 1887.....	2,000 00	6,000 00
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
Pier 38 and half bulkhead westerly.....	Maine Steamship Co.....	May 1, 1887, to May 1, 1892	12,000 "	By public sale, April 9, 1887.....	3,000 00	9,000 00
Land under water for platform between Piers 38 and 39, 2,475 square feet.....	Peter Charles.....	At pleasure of the Board.....	400 "	By resolution, June 16, 1875.....	.....	400 00
Pier 40 and half bulkhead easterly, including platform.....	Frank Phelps.....	May 1, 1887, to May 1, 1892	11,000 "	By public sale, March 29, 1881.....	.....	11,000 00
Pier 43.....	F. W. Wright.....	May 1, 1887, to May 1, 1890	4,000 "	By public sale, April 9, 1887.....	1,000 00	3,000 00
Land under water for platform between Piers 49 and 50.....	N. Y., New Haven & Hartford R. R. Co., assignee.....	January 1, 1881, at pleasure of the Board.....	1,000 "	{ By resolution, November 22, 1880, and July 21, 1886.....	.....	1,000 00
Land under water for platform at bulkhead south of Pier 50, 18,958 square feet.....	N. Y., New Haven & Hartford R. R. Co.....	At pleasure of the Board.....	4,000 "	By resolution, May 26, 1880.....	.....	4,000 00
Land under water for platform between Piers 50 and 51, 2,535 square feet.....	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
East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51).....	Joseph V. Brown.....	May 1, 1885, to May 1, 1888.	2,500 "	By public sale, March 30, 1885.....	.....	2,500 00
East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51).....	New York, New Haven & Hartford R. R. Co.....	May 1, 1888, to May 1, 1898.	8,000 "	By public sale, September 20, 1887.....	.....	.....
Southerly side and end of Pier 53, and the bulkhead at the foot of Cherry street.....	Thomas O'Brien.....	May 1, 1887, to May 1, 1892.	1,000 "	By public sale, April 9, 1887.....	250 00	750 00
North half Pier 56, south half of Pier 57, and bulkhead between.....	C. E. Murtagh.....	May 1, 1887, to May 1, 1890.	1,000 "	By public sale, April 9, 1887.....	250 00	750 00
Upper half of Pier 58, and bulkhead between Piers 58 and 59.....	Carl Smith.....	May 1, 1888, to May 1, 1891.	2,000 "	By public sale, April 11, 1888.....	.....	.....
Northerly half of Pier 62, foot of Stanton street.....	C. E. Murtagh.....	May 1, 1887, to May 1, 1890.	800 "	By public sale, April 9, 1887.....	200 00	600 00
Bulkhead, etc., at and south of Houston street.....	Nassau Ferry Co.....	Nov. 1, 1878, to May 1, 1894.	2,000 "	for first five yrs., 2,250 2d five yrs., 2,500 bal. of term.	.....	.....
Land under water for Pier, 130 feet south of Houston street.....	Nassau Ferry Co.....	May 1, 1879, to May 1, 1894.	\$300 per ann.	By public sale, December 16, 1878.....	.....	2,250 00
Pier at East Third street (except reservation for Police Boat).....	Ridgewood Ice Co.....	May 1, 1885, to May 1, 1888.	2,000 "	By resolution, June 8, 1879.....	.....	300 00
Pier at East Third street (with reservation for Public Bath).....	Ridgewood Ice Co.....	May 1, 1888, to May 1, 1891.	2,000 "	By public sale, March 30, 1885.....	.....	2,000 00
Bulkhead at foot of East Fourth street.....	Romaine & Co.....	May 1, 1887, to May 1, 1888.	100 "	By public sale, April 9, 1887.....	25 00	75 00
Bulkhead at foot of East Fourth street.....	B. F. Romaine.....	May 1, 1888, to May 1, 1891.	150 "	By public sale, April 11, 1888.....	.....	.....
Pier at Fifth street.....	Joseph V. Brown.....	May 1, 1886, to May 1, 1891.	3,000 "	By public sale, April 15, 1886.....	.....	3,000 00
Bulkhead at the foot of East Fifteenth street.....	Thomas Cunningham, assignee.....	May 1, 1887, to May 1, 1888.	150 "	By public sale, April 9, 1887.....	37 50	112 50
Bulkhead at the foot of East Fifteenth street.....	Thomas Cunningham.....	May 1, 1888, to May 1, 1891.	200 "	By public sale, April 11, 1888.....	.....	.....
Bulkhead at the foot of East Eighteenth street.....	Louis Brandt.....	May 1, 1887, to May 1, 1888.	300 "	By public sale, April 9, 1887.....	75 00	225 00
Bulkhead at East Twentieth street.....	H. L. Herbert & Co.....	May 1, 1885, to May 1, 1888.	700 "	By public sale, March 30, 1885.....	.....	700 00
Bulkhead south of East Twenty-fourth street, north of ferry premises.....	Greenpoint Ferry Co.....	June 1, 1881, to June 1, 1891.	4,100 "	By public sale, March 22, 1881.....	250 00	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.....	.....	750 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.....	625 00	1,875 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.....	300 00	900 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, 1880, 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.....	27 50	82 50
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.....	.....	.....
Bulkhead-platform south of East Thirty-ninth street.....	Brown & Fleming.....	May 1, 1888, to May 1, 1891.	910 "	By public sale, April 11, 1888.....	.....	.....
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.....	25 00	75 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.....	25 00	75 00
Bulkhead at East Forty-third street.....	James L. Miller.....	May 1, 1885, to May 1, 1888.	300 "	By public sale, March 30, 1885.....	Dispossessed Nov. 17, 1887	.....
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.....	12 50	37 50
Bulkhead and dump at East Forty-fifth street.....	Schwarzschild & Sulzberger.....	May 18, 1887, at pleasure of the Board (holding over).....	50 per mo.	By resolution, May 14, 1887.....	.....	.....
Bulkhead at East Forty-seventh street.....	Owens & Co.....	May 1, 1886, to May 1, 1891.	500 per ann.	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, 1885, to May 1, 1888.	800 "	By public sale, March 30, 1885.....	.....	800 00
Bulkhead, etc., between East Fifty-fourth and East Fifty-fifth streets.....	Isaac Untermeyer.....	May 1, 1887, to May 1, 1892.	300 "	By public sale, April 9, 1887.....	75 00	225 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
Bulkhead between East Fifty-fifth and East Fifty-sixth streets (bath).....	Sand & Koenig.....	May 1, 1887, at pleasure of the Board.....	75 "	By resolution, April 23, 1887.....	.....	75 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, September 1, 1887.....	.....	187 50
Bulkhead at East Fifty-sixth street.....	Sand & Koenig.....	May 1, 1888, to May 1, 1891.	150 "	By public sale, April 11, 1888.....	.....	.....
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.....	350 00	1,050 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.....	318 75	956 25
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, December 24, 1878.....	.....	100 00
Land under water for platform at Sixty-third street.....	Neidlinger, Schmidt & Co.....	June 1, 1874, to June 1, 1884; holding over.....	250 "	{ By resolutions, May 28, 1874, and July 16, 1884.....	.....	62 50
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.....	100 00	300 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.....	187 50	562 50
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.....	25 00	75 00
Bulkhead at the foot of East Seventieth street.....	F. P. Eastman.....	May 1, 1887, to May 1, 1890.	760 "	{ By public sale, April 9, 1887 (Lease canceled August 11, 1887).....	190 00	.....
Bulkhead with dumping-board at East Seventy-third street. Land under water for bulkhead at East Seventy-fourth street.....	Daniel T. Robinson.....	May 1, 1888, to May 1, 1891.	2,125 "	By public sale, April 11, 1888.....	.....	.....
Bulkhead platform at East Seventy-fifth street.....	Thomas Patten.....	At pleasure of the Board.....	100 "	By resolution, November 21, 1877.....	.....	100 00
Bulkhead at East Seventy-sixth street.....	John A. Bouker.....	May 1, 1888, to May 1, 1891.	400 "	By public sale, April 11, 1888.....	.....	.....
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.....	D. Milliken.....	May 1, 1888, to May 1, 1891.	440 "	By public sale, April 11, 1888.....	.....	.....
Site for platform between Seventy-ninth and Eightieth streets.....	Ridgewood Ice Co.....	May 1, 1887, to May 1, 1890.	4,000 "	By public sale, April 9, 1887.....	1,000 00	3,000 00
Bulkhead at East Ninety-third street.....	Murphy & Nesbit.....	May 1, 1878, to termination of occupancy of upland.....	100 "	By resolution, May 3, 1878.....	.....	100 00
Bulkhead at foot of East Ninety-ninth street.....	Knickerbocker Ice Co.....	May 1, 1888, to May 1, 1891.	1,200 "	By public sale, April 11, 1888.....	.....	.....
	Cavanagh & Collins.....	May 1, 1887, to May 1, 1890.	300 "	By public sale, April 9, 1887.....	75 00	225 00
Total.....					\$12,423 75	\$146,984 58



PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED PRIOR TO MAY 1, 1887.	RECEIVED DURING YEAR.
<i>Harlem River.</i>						
Bulkhead platform at foot of East One Hundred and Fourth street.....	Lehman Levy.....	May 1, 1887, to May 1, 1890.	\$200 per ann.	By public sale, April 9, 1887.....	\$50 00	\$150 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.....	81 25	243 75
Bulkhead at East One Hundred and Sixth street.....	A. Scott.....	May 1, 1887, to May 1, 1890.	500 "	By public sale, April 9, 1887.....	125 00	375 00
Land under water for pile platform at bulkhead between East One Hundred and Twenty-second and East One Hundred and Twenty-third streets, 436 square feet.	Canda & Kane.....	May 30, 1887; pleasure of of the Board.....	109 "	By resolution, June 22, 1887.....		
Berth for float north side Pier at East One Hundred and Twenty-fifth street.....	Edward McGrath.....	At pleasure of the Board...	25 per qr.	By resolution, April 24, 1878.....		25 00
Land under water, south side East One Hundred and Twenty-sixth street, for timber basin.....	McDonough & Co.....	At pleasure of the Board...	400 per ann.	By resolution, 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.....	J. Sargent Cram.....	May 1, 1888, to May 1, 1891.	250 "	By public sale, April 11, 1888.....		
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.....		
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, December 28, 1887.....		1,708 32
Total .....					\$256 25	\$3,402 07

SUMMARY.

Received in advance prior to May 1, 1887.....	\$34,823 75
Rents collected during the year, as above:	
From North river water-front .....	\$1,016,791 21
From East river water-front .....	146,984 58
From Harlem river water-front .....	3,402 07
	1,167,177 86
Wharfages collected from unleased property:	\$1,202,001 61
On North river water-front .....	\$70,000 45
On East and Harlem rivers.....	47,465 07
	117,465 52
Received during the year.....	\$1,319,467 13
Unpaid rent, April 30, 1888.....	81 75
Unpaid rents and wharfage placed with Counsel to the Corporation during the year for collection.....	1,135 73
Total revenue for the year ending April 30, 1888.....	\$1,320,684 61

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING APRIL 30, 1888.

DEPARTMENT OF DOCKS—PIER A, BATTERY, }  
NEW YORK, N. Y., May 1, 1888.

To the Board of Docks:

GENTLEMEN—The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1888," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Pier A—Battery.</i>				
<i>(Resolution, July 3, 1884.)</i>				
<i>Pier Proper.</i>				
Cast-iron fenders placed.....	\$16 10	\$9 00	\$25 10	
<i>Building on the Pier.</i>				
Ash covering for wall in Room 2.....		6 35	6 35	
Brass railing in Room 5.....		20 00	20 00	
Document case in Room 7.....	117 70	92 29	209 99	
Ash covering for washstand in Room 8.....		50 00	50 00	
Document case in Room 9.....	54 25	49 48	103 73	
Partition and alterations in Room 12 .....	184 18	85 78	269 96	
Partition, etc., in North Room, outer end of lower floor, under resolution of June 15, 1887.....	145 60	95 75	241 35	\$926 48
<i>Chambers Street Section.</i>				
<i>(Resolutions, November 24, 1877, and November 21, 1878.)</i>				
<i>General Charges.</i>				
Temporary sewer.....	55 20		\$55 20	
Reclaimed land rear of the bulkhead wall .....	345 14		345 14	400 34
<i>Franklin Street Section.</i>				
<i>(Resolution, October 6, 1887.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging.....	83 56	\$2,976 60	\$3,060 16	
Stone filling.....	338 22	1,324 44	1,662 66	
Piling and woodwork.....	4,345 47	4,752 56	9,098 03	
Masonry.....	414 06	447 96	862 02	14,682 87
<i>General Charges.</i>				
Removing old work.....	262 59		\$262 59	
Temporary mooring-piles.....	75 80		75 80	338 39
<i>Pier, new 24, N. R.</i>				
<i>(Resolution, October 6, 1887.)</i>				
Dredging under Secretary's Order No. 7123.....	37 14	495 60	\$532 74	
Dredging under the resolution.....	203 94	5,040 40	5,244 34	
<i>Construction under Contract No. 263—</i>				
Inspection.....	737 69		737 69	
Payments.....		11,436 02	11,436 02	17,950 79
<i>North Moore Street Section.</i>				
<i>(Resolution, April 28, 1880.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging.....	190 81	3,333 20	\$3,524 01	
Stone filling.....	542 47	3,186 26	3,728 73	
Piling and woodwork.....	9,014 39	8,670 78	17,685 17	
Masonry.....	826 17	3,379 37	4,205 54	29,143 45
<i>General Charges.</i>				
Removing old work.....				
Temporary mooring-piles.....				
<i>Beach Street Section.</i>				
<i>(Resolution, July 16, 1879.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging.....	5 35	236 00	\$241 35	
Stone filling.....	209 62	591 54	801 16	
Piling and woodwork.....	1,417 48	1,254 74	2,672 22	
Masonry.....	1,229 46	2,942 56	4,172 02	7,866 75
<i>General Charges.</i>				
Removing old work.....	76 70		\$76 70	
Reclaimed land rear of the bulkhead-wall .....	427 98		427 98	
Watchmen.....	548 00		548 00	1,052 68
<i>Laight Street Section.</i>				
<i>(Resolutions, July 30 and November 3, 1880.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging.....	13 40	576 80	\$590 20	
Stone filling.....	350 77	1,467 66	1,818 43	
Piling and woodwork.....	2,469 94	2,111 73	4,581 67	
Masonry.....	2,865 57	3,771 48	6,637 05	13,627 35
<i>General Charges.</i>				
Removing old work.....	1,175 54	43 26	\$1,218 80	
Temporary sewer.....	579 41	467 83	1,047 24	
Reclaimed land rear of the bulkhead-wall.....	1,035 22	1 56	1,036 78	
Temporary roadway to Pier, new 27, N. R.....	12 60		12 60	
Watchmen, including supplies.....	702 00	20 05	722 05	
Repairing Watchman's shanty.....	59 97	7 80	67 77	4,105 24
<i>Spring Street Section.</i>				
<i>(Resolution, September 7, 1877.)</i>				
<i>Bulkhead-wall Proper.</i>				
Dredging.....	27 50	173 60	\$201 10	
Stone filling.....	4 24	50 40	54 64	
Piling and woodwork.....	39 16	22 75	61 91	
Masonry.....	208 21	208 75	416 96	734 61
<i>Pier, new 37, N. R.</i>				
<i>(Widening of—10' x 590'.)</i>				
<i>Dredging under Contract No. 254—</i>				
Specifications.....	1 02	7 56	\$8 58	
Inspection.....	13 90		13 90	
Payments.....		392 80	392 80	
<i>Construction under Contract No. 257—</i>				
Specifications.....		16 09	16 09	
Inspection.....	89 27	11 95	101 22	
Payments.....		7,855 97	7,855 97	8,388 56



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
West Twenty-third Street Section (south end). (Resolution, November 5, 1880.)					Construction under Contract No. 231—				
General Charges.					Inspection.....	\$138 43	\$27 50	\$165 93	
Levels on, and examination by Diver, of the bulk- head-wall.....	\$225 85		\$225 85		Payments .....		14,312 24	14,312 24	\$14,485 98
Temporary roadway to Pier, new 54, N. R.....	14 40	\$6 12	20 52		Water-front between West Forty-sixth and West Fiftieth Street, N. R.				
Temporary roadway to Pier, new 55, N. R.....	3 55	1 21	4 76		Examination of river bottom under Engineer's order..	152 63	42 22	\$194 85	194 85
Temporary roadway to Pier, new 56, N. R.....	49 85	51 23	101 08	\$352 21	Pier at West Forty-seventh Street, N. R. (Resolution, April 9, 1888.)				
West Twenty-third Street Section (north end). (Resolution, June 28, 1882.)					Examination of river bottom, Secretary's Order No. 7568	87 65	7 17	\$94 82	94 82
Bulkhead-wall Proper.					West Fifty-second Street Section. (Resolution, October 6, 1887.)				
Stone filling.....	7 00	164 00	\$171 00	171 00	Bulkhead-wall Proper—South End.				
General Charges.					Dredging.....	12 20		\$12 20	
Levels on, and examination by Diver, of the bulk- head-wall.....	210 75	15 00	\$225 75		Masonry .....	169 70	156 07	325 77	337 97
Temporary sewer.....	3 13		3 13		Bulkhead-wall Proper—North End.				
Reclaimed land rear of the bulkhead-wall.....	3 05		3 05		Dredging.....	180 59	5,114 80	\$5,295 39	
Temporary roadway to Pier, new 59, N. R.....	5 74	4 44	10 18		Stone filling .....	77 39	965 86	1,043 25	6,338 64
Temporary roadway to Pier, new 60, N. R.....	714 90	973 28	1,688 18	1,930 29	General Charges.				
West Thirty-first Street Section. (Resolutions, August 8 and September 19, 1883.)					Examination of river bottom.....	247 96	54 97	\$302 93	
Bulkhead-wall Proper.					Establishing base lines.....	11 92		11 92	
Stone filling.....	8 00		\$8 00	8 00	Temporary mooring-piles.....	78 27	72 00	150 27	
General Charges.					Removing old work.....	468 67	16 58	485 25	950 37
Levels on, and examination by Diver, of the bulk- head-wall.....	187 59		\$187 59		Pier at West Fifty-first Street, N. R. (Resolution, April 9, 1888.)				
Reclaimed land rear of the bulkhead-wall.....	1,918 07		1,918 07	2,105 66	Dredging.....	80 14		\$80 14	
(Pier, new 61, N. R.—Resolution, March 16, 1887.)					Construction under Contract No. 272—				
Dredging.....	375 18	18,845 20	\$19,220 38		Specifications, Secretary's Order No. 7390.....	136 78	12 65	149 43	
Construction under Contract No. 248—					Inspection.....	54 00		54 00	283 57
Specifications.....		164 50	164 50		Reclaimed Land—West Fifty-fifth to West Fifty-eighth Street, N. R.				
Inspection.....	824 77	32 50	857 27		Receiving and placing filling.....	478 57		\$478 57	478 57
Payments .....		48,000 00	48,000 00		Paving Reclaimed Land on the North River Water-front.				
Timber furnished by the Department.....		21,355 32	21,355 32		Paving under resolution, November 18, 1885 .....		3 50	\$3 50	
Inspection of timber .....	2,829 91	131 05	2,960 96	92,558 43	Paving under Secretary's Order No. 5952 .....		7 00	7 00	
West Thirty-second Street Section. (Resolution, October 22, 1885.)					Placing silt-basins, under Secretary's Order No. 6042 .....		9 54	9 54	
Bulkhead-wall Proper.					Placing silt-basins, under Secretary's Order No. 6043 .....		9 55	9 55	
Dredging .....	162 82	2,042 60	\$2,205 42		Placing silt-basins, under Secretary's Order No. 6591 .....	225 80	104 02	329 82	
Stone filling .....	642 00	11,646 47	12,288 47		Examination of pavement, under Secretary's Order No. 3501 .....	288 97		288 97	648 38
Piling and woodwork.....	5,314 49	6,512 33	11,826 82		Pier, new 29, E. R. (Resolution, September 8, 1887.)				
Masonry .....	4,664 20	8,664 06	13,328 26	39,648 97	Removing old work.....	311 43	18 45	\$329 88	
General Charges.					Dredging.....	1,193 46	12,163 58	13,357 04	
Removing old work .....	634 75	165 89	\$800 64		Construction under Contract No. 261—				
Removing sunken wreck .....		100 00	100 00		Specifications, Secretary's Order No. 6914.....	4 90	138 50	143 40	
Temporary mooring-piles.....	53 26	111 00	164 26		Inspection.....	670 02		670 02	
Reclaimed land rear of the bulkhead-wall.....	2,214 41		2,214 41		Payments .....		6,254 49	6,254 49	20,754 83
Levels on the bulkhead-wall .....	161 57		161 57		Pier, new 32, E. R. (Resolution, December 1, 1886.)				
Watchmen .....	39 25		39 25	3,480 13	Dredging.....	506 52	8,013 78	\$8,520 30	
(Pier, new 62, N. R.—Resolution, March 16, 1887.)					Construction under Contract No. 241—				
Dredging .....	161 82	9,039 40	\$9,201 22		Inspection .....	957 69	15 00	972 69	
Construction under Contract No. 256—					Payments .....		21,833 33	21,833 33	32,321 05
Specifications .....		171 00	171 00		Creosoted piles furnished by the Department.....	115 42	879 31	994 73	
Inspection.....	1,052 86	4 34	1,057 20	30,660 47	Pier, new 36, E. R. (Resolution, July 22, 1887.)				
Payments.....		20,231 05	20,231 05		Water-front, from East Sixty-fourth to East Eighty-sixth Street, E. R.				
(Pier, new 63, N. R.—Resolution, March 16, 1887.)					Preparing plans for new exterior street from centre line of East Sixty-fourth street to north side of East Eighty-sixth street, E. R.....	439 75		\$439 75	439 75
Specifications.....	5 17		\$5 17	5 17	Pier at East One Hundred and Seventeenth Street, H. R. (Resolution, September 30, 1887.)				
Pier at West Thirty-seventh Street, N. R. (Resolution, June 25, 1887.)					Removing old work, Secretary's Order No. 7019 .....	639 76	54 31	\$694 07	
Removing old work.....	377 35	61 38	\$438 73		Construction under Contract No. 262—				
Dredging .....	650 26	17,663 10	18,313 36		Specifications, Secretary's Order No. 7020.....	43 54	99	44 53	
Construction under Contract No. 252—					Dredging—Inspection.....	32 38		32 38	
Specifications.....		112 50	112 50		Dredging—Payments.....		707 18	707 18	
Inspection.....	1,246 75	38 00	1,284 75		Construction—Inspection.....	203 84		203 84	
Payments .....		23,600 00	23,600 00		Construction—Payments .....		3,112 31	3,112 31	
Timber furnished by the Department.....		9,853 42	9,853 42		(Resolution, January 13, 1888.)				
Inspection of timber .....	791 81	22 19	814 00		Extension to outer end .....	37 83		37 83	4,832 14
Temporary approach to pier .....	5,617 83	4,777 05	10,394 88	64,811 64	Pier at East One Hundred and Nineteenth Street, H. R.				
Pier at West Thirty-eighth Street, N. R. (Resolution, June 16, 1887.)					Specifications, Secretary's Order 7048.....	39 77	17 10	\$56 87	56 87
Dredging .....	415 68	14,423 20	\$14,838 88						
Construction under Contract No. 264—									
Specifications .....	7 98		7 98						
Inspection .....	318 55		318 55	15,165 41					
Pier at West Fortieth Street, N. R. (Resolution, October 6, 1886.)									
Dredging.....	7 81		\$7 81						



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier at East One Hundred and Twentieth Street, H. R.				
Specifications.....	\$38 93	\$11 18	\$50 11	\$50 11
Water-front at East One Hundred and Twentieth Street, H. R.				
Examination of river bottom, Secretary's Order No. 7409	880 98	623 88	\$1,504 86	1,504 86
Total.....	\$74,394 75	\$361,723 33		\$436,118 08

ON CONSTRUCTION ACCOUNT—NEW PLAN—TEMPORARY WORK.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Crib-bulkhead at East One Hundred and Nineteenth Street, H. R.				
Specifications, Secretary's Order No. 7048.....	\$39 76	\$17 10	\$56 86	\$56 86
Crib-bulkhead at East One Hundred and Twentieth Street, H. R.				
Specifications.....	38 93	11 19	50 12	50 12
Total.....	\$78 69	\$28 29		\$106 98

ON CONSTRUCTION ACCOUNT—NOT NEW PLAN.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Reclaimed Land, North of West Fifty-ninth Street, N. R.				
Receiving and placing filling, West Seventy-seventh to West Eightieth street, under Engineer's order	\$712 73	\$1 19	\$713 92	
Receiving and placing filling, West Seventy-seventh to West Eightieth street, under Secretary's Order No. 6827.....	604 97	4 73	609 70	
Receiving and placing filling, West Seventy-seventh to West Eightieth street, under Secretary's Order No. 7167.....	1,806 78	2 80	1,809 58	
Receiving and placing filling, West Seventy-seventh to West Eightieth street, under Secretary's Order No. 7357.....	674 75	16 34	691 09	
Receiving and placing filling, West Ninety-sixth street, under resolution April 5, 1888. ....	134 36	58	134 94	
Receiving and placing filling, West One Hundred and Thirty-first to West One Hundred and Thirty-second street, under Secretary's Order No. 7664.....	52 27		52 27	\$4,011 50
Crib-bulkhead, south side West Seventy-fifth Street to south side West Seventy-seventh Street, N. R.				
Specifications, Secretary's Order No. 7437.....	394 78	116 37	\$511 15	511 15
Crib-bulkhead, south side West Seventy-seventh Street to south side West Seventy-eighth Street, N. R.				
(Resolution, December 1, 1886.)				
Construction under Contract No. 243—				
Specifications, Secretary's Order No. 6073.....		82 08	\$82 08	
Dredging—Inspection.....	34 66		34 66	
Dredging—Payments.....		4,354 75	4,354 75	
Construction—Inspection.....	301 47	5 50	306 97	
Construction—Payments.....		16,080 00	16,080 00	
Fender piles placed by Department.....	20 56	72 48	93 04	20,951 50
Pier at West One Hundred and Thirty-second Street, N. R.				
(Resolution, May 14, 1887.)				
Construction under Contract No. 246—				
Specifications.....		46 17	\$46 17	
Dredging—Inspection.....	21 92		21 92	
Dredging—Payments.....		420 00	420 00	
Construction—Inspection.....	437 56	12 75	450 31	
Construction—Payments.....		15,083 00	15,083 00	16,021 40
Crib-bulkhead foot of West One Hundred and Thirty-second Street, N. R.				
(Resolution, May 14, 1887.)				
Construction under Contract No. 246—				
Specifications.....		46 17	\$46 17	
Dredging—Inspection.....	87 66		87 66	
Dredging—Payments.....		1,699 32	1,699 32	
Construction—Inspection.....	271 02	5 50	276 52	
Construction—Payments.....		10,875 00	10,875 00	12,984 67
Crib-bulkhead at West One Hundred and Fifty-eighth street, N. R.				
(Resolution, November 3, 1887.)				
Construction under Contract No. 260—				
Specifications.....		93 00	\$93 00	
Dredging—Inspection.....	150 95		150 95	
Construction—Inspection.....	80 57		80 57	324 52
Pier 60, E. R.				
(Resolution, January 27, 1888.)				
Construction under Contract No. 269—				
Specifications, Secretary's Order No. 7276.....	88 29	11 28	\$99 57	
Inspection.....	150 94		150 94	250 51

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier at East Thirty-eighth Street, E. R.				
Specifications.....	\$20 21		\$20 21	\$20 21
Pier at East Forty-sixth Street, E. R.				
(Resolution, February 10, 1888.)				
Construction under Contract No. 271—				
Specifications.....	120 35	\$49 23	\$169 58	
Inspection.....	73 68		73 68	243 26
Crib-bulkhead at East Forty-sixth Street, E. R.				
(Resolution, February 10, 1888.)				
Construction under Contract No. 271—				
Inspection.....	51 24		\$51 24	51 24
Foot of East Seventy-first Street, E. R.				
Examination of premises for new bulkhead or dump ..	15 27		\$15 27	15 27
Crib-bulkhead foot East Seventy-sixth Street, E. R.				
(Resolution, May 14, 1887.)				
Construction under Contract No. 247—				
Specifications.....		86 50	\$86 50	
Inspection.....	267 05	5 50	272 55	
Payments.....		3,500 00	3,500 00	
Pile butts furnished by the Department.....	8 27	1 36	9 63	
Placing cleats under Secretary's Order No. 7185.....	26 24		26 24	3,894 92
Dumping-board at East Eightieth Street, E. R.				
(Resolution, April 14, 1887.)				
Construction under Contract No. 245—				
Specifications.....		86 50	\$86 50	
Inspection.....	122 84	5 50	128 34	
Payments.....		2,395 00	2,395 00	2,609 84
Crib-bulkhead from Middle of Block between East One Hundred and Fourteenth and East One Hundred and Fifteenth Streets, H. R., to north side of East One Hundred and Fifteenth Street, H. R.				
(Resolution, October 13, 1887.)				
Construction under Contract No. 258—				
Specifications, Secretary's Order No. 6679.....	122 77	167 53	\$290 30	
Dredging—Inspection.....	105 27		105 27	
Dredging—Payments.....		2,534 49	2,534 49	
Construction—Inspection.....	472 24	5 50	477 74	
Construction—Payments.....		2,576 32	2,576 32	5,984 12
Crib-bulkhead foot East One Hundred and Seventeenth Street, H. R.				
(Resolution, September 30, 1887.)				
Construction under Contract No. 262—				
Specifications, Secretary's Order No. 7020.....	3 38		\$3 38	
Inspection.....	266 17		266 17	
Payments.....		2,229 06	2,229 06	2,498 161
For Department of Public Charities and Correction.				
Boat-landing south of East Seventy-seventh street, Secretary's Order No. 7023.....	325 01	72 73	\$397 74	
Examination of river bottom between East Forty-ninth and East Fifty-second street, E. R., for location of a landing pier.....	161 25		161 25	
Landing pier at East Fifty-first street, E. R., Secretary's Order No. 7636.....	312 98	384 39	697 37	
Extending store-house pier, Blackwell's Island, under Contract No. 255—				
Specifications.....		106 00	106 00	
Inspection.....	245 15	8 50	253 65	
Payments.....		4,178 00	4,178 00	5,794 01
For Department of Street Cleaning.				
Dump at West Thirty-seventh street, N. R., resolution June 25, 1887.....	494 33	799 92	\$1,294 25	
Dump at Pier, 44, E. R., Secretary's Order No. 7192..	431 90	486 57	918 47	2,212 72
Total.....	\$9,671 84	\$68,707 61		\$78,379 45

ON REPAIRS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier A—Battery.				
Repairs to, under Secretary's Order No. 6222.....	\$55 46	\$11 86	\$67 32	
Repairs to entrance.....	9 47	6 61	16 08	
Watchmen.....	2,537 75	2 11	2,539 86	
Building on the Pier.				
Sundry repairs to.....	610 78	137 64	748 42	
Repairs to heating apparatus and boiler-room .....	9 65	15 82	25 47	
Fire Insurance.....		247 50	247 50	



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Boat-landing East of Pier.</i>					Repairs to, under Contract No. 235—				
Repairs to, under Engineer's order.....	\$0 70	\$4 08	\$4 78		Inspection.....	\$84 00		\$84 00	
Raising of, under Engineer's order.....	539 81	214 46	754 27		Payments.....		\$1,560 00	1,560 00	
Raising of, under Contract No. 249—					Fire insurance.....		410 95	410 95	
Specifications.....		80 00	80 00		Repairs to water-pipes, under Engineer's order.....	10 92	4 38	15 30	
Inspection.....	44 24		44 24	\$4,527 94	Repairs to water-pipes, under Secretary's Order No. } 7188.....	3 85	10 00	13 85	
Bulkhead north of Pier, new 1, N. R.					Watchmen.....	1,468 00	28 42	1,496 42	\$4,871 15
Soundings, under Secretary's Order No. 7720.....	6 60		\$6 60	6 60	Pier, new 46, N. R.				
Pier, old 29, N. R.					<i>Pier Proper.</i>				
Dredging under Contract No. 233—					Repairs to, under Secretary's Order No. 6245.....		132 00	\$132 00	
Specifications.....		8 00	\$8 00		" " 6375.....	22 11	13 25	35 36	
Payments.....		205 74	205 74	213 74	" " 7064.....	75 35	11 67	87 02	
Pier, new 21, N. R.					" " 7145.....		61 97	61 97	
Repairs to, under Secretary's Order No. 7503.....	24 01		\$24 01	24 01	<i>Shed.</i>				
Pier, old 33, N. R. (south half).					Repairs to, under Secretary's Order No. 6257.....	34 05	5 63	39 68	
Repairs to entrance, under Secretary's Order No. 6738	32 32		\$32 32		" " 6290.....	89 11	38 42	127 53	
Repairs to pier, under Secretary's Order No. 6880....	60 44	102 30	162 83		" " 6660.....		750 00	750 00	
" Engineer's order.....	1 80		1 80		" " 6871.....	20 38	12 71	33 09	
" Secretary's Order No. 7485....	16 65		16 65	213 60	" " 7053.....		5 40	5 40	
Pier, old 34, N. R. (north half).					Fire insurance.....		350 00	350 00	
Repairs to, under Secretary's Order No. 6093.....		1 97	\$1 97		Watchmen.....	126 00		126 00	1,748 05
" " 6409.....		3 95	3 95		Pier, new 47, N. R.				
" " 6670.....	3 60		3 60		Dredging under Contract No. 233—				
" " 6714.....	34 11		34 11		Specifications.....		8 00	\$8 00	
" " 7041.....	189 96	697 26	887 22	930 85	Payments.....		366 48	366 48	374 48
Bulkhead between Piers, old 34 and old 35 N. R.					Approach to Piers, new 46 and new 47, N. R.				
Repairs to, under Secretary's Order No. 6531.....	397 90	311 84	\$709 74		Repairs to, under Secretary's Order No. 6386.....		19 50	\$19 50	
" " 7218.....	17 35		17 35		" " 6637.....	3 96	98	4 94	
Dredging, under Secretary's Order No. 6755.....	12 36	86 60	98 96	826 05	" " 7507.....	16 47	1 93	27 45	31 89
Bulkhead between Piers, old 35, and old 36, N. R.					Pier, old 54, N. R.				
Repairs to pavement, under Secretary's Order No. 7225	10 80		\$10 80	10 80	Repairs to, under Contract No. 232—				
Pier, old 42, N. R.					Payments.....		12,129 77	\$12,129 77	12,129 77
Repairs to, under Secretary's Order No. 6508.....	82 60	205 70	\$288 30		Pier at West Eleventh Street, N. R.				
" " 7005.....	29 00	96 80	125 80	414 10	Repairs to, under Secretary's Order No. 6401.....	95 16	16 52	\$111 68	
Pier, new 37, N. R.					" " 6452.....	29 26	53 72	82 98	
Removing burned portion under Secretary's Order No. 6876.....	93 39	53 64	\$147 03		" " 7075.....	34 60	54 26	88 86	
Removing burned portion under Contract No. 253—					" " 7195.....	2 06		2 06	
Specifications.....		63 75	63 75		" " 7302.....	22 31	24 41	46 72	
Inspection.....	195 05		195 05		Repairs to, under Contract No. 274—				
Payments.....		2,450 00	2,450 00		Specifications.....	15 33		15 33	347 63
Dredging under Contract No. 254—					Bulkhead along southerly line extended of West Eleventh Street, N. R.				
Specifications.....	7 13	52 94	60 07		Repairs to, under Contract No. 274—				
Inspection.....	97 36		97 36		Specifications.....	15 32		\$15 32	15 32
Payments.....		2,749 80	2,749 80		Pier at Jane Street, N. R.				
Rebuilding under Contract No. 257—					Repairs to, under Secretary's Order No. 6465.....	194 37	79 57	\$273 94	
Specifications, Secretary's Order No. 6935.....	9 96	112 66	122 62		" " 7040.....	17 60	1 60	19 20	293 14
Inspection.....	624 62	83 65	708 27		Pier, old 57, N. R.				
Payments.....		51,644 03	51,644 03	58,237 98	Repairs to, under Secretary's Order No. 6632.....	2 38	34	\$2 72	2 72
Pier, new 39, N. R.					Bulkhead between Piers, old 57 and old 58, N. R.				
Repairs to, under Secretary's Order No. 6668.....	45 23	3 03	\$48 26	48 26	Soundings, under Secretary's Order No. 6419.....	2 75		\$2 75	
Bulkhead between Piers, new 42 and new 43, N. R.					Dredging, under Secretary's Order No. 6780.....	30 03	437 20	467 23	469 98
Repairs to, under Secretary's Order No. 6794.....	3 77		\$3 77	3 77	Pier at Little West Twelfth Street, N. R.				
Pier, new 43, N. R.					Repairs to, under Secretary's Order No. 7054.....	3 80		3 80	3 80
<i>Pier Proper.</i>					Pier at West Thirteenth Street, N. R.				
Repairs to, under Engineer's order.....	49 24	8 10	\$57 34		Repairs to, under Secretary's Order No. 6725.....	610 61	\$354 34	\$964 95	
Repairs to, under Secretary's Order No. 6527.....	17 37		17 37		" " 7052.....	31 06	3 38	34 44	
" " 6647.....	402 62	116 38	519 00		" " 7152.....	29 33	61 06	90 39	
" " 6713.....	51 78	119 85	171 63		Dredging, under Contract No. 238—				
" " 6798.....	3 83		3 83		Inspection.....	1 08		1 08	
" " 6813.....	13 77	1 80	15 57		Payments.....		236 20	236 20	1,327 06
" " 6946.....	5 00		5 00		Bulkhead south of West Fourteenth Street, N. R.				
" " 7141.....	142 62	33 83	176 45		Dredging, under Secretary's Order No. 6407.....	7 41	354 80	\$362 21	362 21
" " 7495.....	40 16	1 19	41 35		Half Slip South of West Fourteenth Street, N. R.				
Repairs to, under Secretary's Order No. 6703.....	24 41	58 01	82 42		Dredging under Contract No. 238—				
Repairs to, under Secretary's Order No. 7412.....	25 12	17 93	43 05		Payments.....		271 16	\$271 16	271 16
<i>Shed and Offices.</i>									
Repairs to, under Engineer's order.....		1 41	1 41						
Repairs to, under Secretary's Order No. 6279.....		118 95	118 95						
" " 6532.....	15 05	10 13	25 18						
" " 6793.....	6 74	34	7 08						
" " 7495.....		5 00	5 00						



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Half Slip, north of West Fourteenth Street, N. R.					Pier, new 60, N. R.				
Dredging under Contract No. 238—					Repairs to, under Secretary's Order No. 6323.....	\$2 93	\$2 93		
Inspection.....	\$1 08		\$1 08		Soundings, under Secretary's Order No. 6802.....	\$3 77	3 77		
Payments.....		\$293 32	293 32	\$294 40	Dredging, under Secretary's Order No. 6888.....	22 43	486 80	509 23	\$515 93
Pier at West Fifteenth Street, N. R.					Pier at West Thirty-fourth Street, N. R.				
Repairs to, under Secretary's Order No. 7162.....	6 42		\$6 42		Repairs to, under Secretary's Order No. 6688.....	32 56	54 62	\$87 18	
" " 7547.....	14 69	2 17	16 85		" " 7463.....	39 62	5 72	45 34	
Dredging under Contract No. 238—					Repairs to, under Contract No. 240—				
Inspection.....	142 08		142 08		Inspection.....	514 98	14 00	528 98	
Payments.....		2,814 56	2,814 56	2,979 92	Payments.....		41,901 09	41,901 09	42,562 59
Pier at West Sixteenth Street, N. R.					Pier at West Thirty-seventh Street, N. R.				
Dredging under Contract No. 238—					Repairs to approach, under Secretary's Order No. 7569	3 60		\$3 60	\$3 60
Inspection.....	236 85		\$236 85		Bulkhead north of West Thirty-eighth Street, N. R.				
Payments.....		4,742 56	4,742 56	4,979 41	Dredging under Secretary's Order No. 7499.....	5 50		\$5 50	5 50
Pier at West Seventeenth Street, N. R.					Pier at West Fortieth Street, N. R.				
Repairs to, under Secretary's Order No. 6605.....	70 81	42 46	\$113 27		Repairs to bulkhead rear of Pier, under Secretary's Order No. 6403.....	3 63	1 62	\$5 25	5 25
" " 7096.....	3 65		3 65		Pier at West Forty-sixth Street, N. R.				
" " 7310.....	3 20		3 20		Repairs to, under Secretary's Order No. 6338.....		3 25	\$3 25	
" " 7384.....	12 87	1 61	14 48		" " 6529.....	31 02	2 16	33 18	
Dredging under Contract No. 238—					" " 6625.....	6 41	11 52	17 93	
Inspection.....	186 85		186 85		" " 6690.....	17 92	21 86	39 78	
Payments.....		6,320 80	6,320 80	6,642 25	" " 6858.....	30 90	38 84	69 74	
Pier at West Eighteenth Street, N. R.					" " 7008.....	70 95	81 16	152 11	
Repairs to, under Secretary's Order No. 6367.....		15 60	\$15 60		" " 7137.....	151 85	758 91	910 76	
" " 6708.....	12 03	21 76	33 79		Erection of temporary dump, on south side, under Secretary's Order No. 6849.....	300 62	217 87	518 49	1,745 24
" " 6854.....	14 72	22 44	37 16		Pier at West Forty-seventh Street, N. R.				
" " 7036.....	23 36	40 89	64 25		Repairs to, under Secretary's Order No. 6339.....		63	\$6 65	
" " 7157.....	9 41	6 55	15 96		" " 6487.....	10 64	11 76	22 40	
" " 7309.....	13 65	12 24	25 89		" " 6732.....	56 71	298 97	355 68	
" " 7655.....	48 20	5 20	53 40		Erection of 2 temporary dumps on north side, under Secretary's Order No. 6821.....	555 33	428 07	983 40	1,362 13
Dredging under Contract No. 238—					Pier at West Fifty-first Street, N. R.				
Inspection.....	128 57		128 57		Repairs to, under Secretary's Order No. 6374.....		33	\$6 33	
Payments.....		5,422 80	5,422 80	5,848 86	" " 6564.....	23 23	23 51	46 74	
Repairs to, under Contract No. —					" " 6691.....	22 61	21 31	43 92	
Specifications, Secretary's Order No. 6082.....	51 44		51 44		" " 6816.....	23 84	22 44	46 28	
Pier at West Nineteenth Street, N. R.					" " 6907.....	12 77	18 13	30 90	
Dredging under Contract No. 238—					" " 6952.....	3 83	3 43	7 26	
Inspection.....	112 18		\$112 18		" " 7062.....	10 31	12 61	22 92	
Payments.....		2,835 00	2,835 00	2,947 18	" " 7169.....	11 66	7 74	19 40	
Pier at West Twentieth Street, N. R.					" " 7432.....	9 87	5 49	15 36	
Dredging under Contract No. 238—					Soundings, under Secretary's Order No. 6479.....	7 81		7 81	240 19 2
Inspection.....	139 15		\$139 15		Pier at West Fifty-fifth Street, N. R.				
Payments.....		6,860 00	6,860 00	6,999 15	Repairs to, under Secretary's Order No. 6488.....	12 86	6 78	\$19 64	
Pier at West Twenty-first Street, N. R.					" " 6530.....	29 30	1 62	30 92	
Dredging under Contract No. 238—					" " 6815.....	13 72	8 91	22 63	
Inspection.....	98 56		\$98 56		" " 6978.....	66 36	22 88	86 24	
Payments.....		4,666 72	4,666 72	4,765 28	" " 7398.....	13 73	7 82	21 55	
Pier at West Twenty-second Street, N. R.					" " 7597.....	27 72	41 14	68 86	
Dredging under Contract No. 238—					" " 7690.....	4 94		4 94	
Inspection.....	57 31		\$57 31		Soundings, under Secretary's Order No. 7538.....	17 38		17 38	275 16
Payments.....		1,586 12	1,586 12	1,643 43	Pier at West Fifty-seventh Street, N. R.				
Bulkhead-platform, foot West Twenty-fourth Street, N. R.					Repairs to, under Engineer's Order.....	101 40	171 72	\$273 12	
Repairs to, under Secretary's Order No. 7170.....	8 63		\$8 63	8 63	Dredging, under Contract No. 238—				
Pier, new 57, N. R.					Inspection.....	22 71		22 71	
Repairs to, under Secretary's Order No. 6616.....	92 31	137 52	\$229 83		Payments.....		1,054 08	1,054 08	1,349 91
" " 7291.....	15 39	41 19	56 58	286 41	Pier at West Fifty-eighth Street, N. R.				
Pier, new 59, N. R.					Dredging, under Contract No. 233—				
Repairs to, under Secretary's Order No. 6533.....	53 48	47 71	\$101 19		Specifications.....		8 00	\$8 00	
" " 6569.....	18 46	5 06	23 52		Payments.....		559 70	559 70	567 70
" " 6707.....	12 03		12 03		Bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.				
" " 6795.....	18 34	21 38	39 72		Dredging, under Secretary's Order No. 6278.....	43 98	581 20	\$625 18	
" " 7063.....	56 15	63 99	120 14		Soundings, " " 7515.....	5 80		5 80	630 98
" " 7125.....	7 74	4 67	12 41		Pier at West Seventy-ninth Street, N. R.				
" " 7594.....	99 37	36 72	136 09		Repairs to, under Secretary's Order No. 6760.....	7 26	3 95	\$11 21	
" " 7687.....	12 83	27 79	40 62		" " 7024.....	128 71	614 02	742 73	
Dredging under Contract No. 250—					" " 7560.....	60 12	31 23	91 35	845 29
Specifications.....		60 50	60 50		Bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.				
Inspection.....	309 14		309 14		Soundings, under Secretary's Order No. 7515.....	5 80		\$5 80	5 80
Payments.....		9,335 20	9,335 20	10,190 56					



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Bulkhead foot West Ninety-sixth Street, N. R.					Pier No. 6, E. R.				
Repairs to, under Secretary's Order No. 7104.....	\$60 01	\$26 78	\$86 79		Dredging under Contract No. 233—				
“ “ 7240.....	15 80	9 34	25 14		Specifications.....		\$8 00	\$8 00	
“ “ 7582.....	291 51	12 58	304 09	\$416 02	Payments.....		513 02	513 02	\$521 02
Bulkhead Platform at West One Hundred and Thirtieth Street, N. R.					Pier No. 7, E. R.				
Repairs to, under Secretary's Order No. 6775.....	39 22		\$39 22		Repairs to, under Secretary's Order No. 6640.....	\$13 42	23 35	\$36 77	
“ “ 7710.....	30		30	39 52	“ “ 6698.....	4 16		4 16	
Pier at West One Hundred and Thirty-first Street, N. R.					“ “ 6808.....	67 97	143 50	211 47	
Repairs to, under Secretary's Order No. 7711.....	74 93	108 63	\$183 56		“ “ 6959.....	12 66	25 49	38 15	
Soundings, under Secretary's Order No. 7516.....	11 35		11 35	194 91	“ “ 7372.....	460 67	316 00	776 67	
Bulkhead north of Pier at West One Hundred and Thirty-first Street, N. R.					“ “ 7522.....	315 70	202 43	518 13	
Repairs to, under Contract No. 246—					“ “ 7611.....	17 50	14 67	32 17	
Specifications.....		46 16	\$46 16		“ “ 7692.....	84 95	131 58	216 53	
Inspection.....	129 71		129 71		Dredging, under Contract No. 266—				
Payments.....		2,175 00	2,175 00		Specifications.....		52 10	52 10	
Dredging, under Secretary's Order No. 7216.....	12 95	86 00	98 95	2,449 82	Inspection.....	101 97		101 97	
Pier at West One Hundred and Thirty-eighth Street, N. R.					Payments.....		3,802 00	3,802 00	5,790 12
Repairs to, under Secretary's Order No. 6778.....	50 88	24 30	\$75 18		Bulkhead between Piers Nos. 7 and 8, E. R.				
“ “ 7608.....	116 35	61 30	177 65	252 83	Repairs to, Under Secretary's Order No. 7196.....	5 46		\$5 46	5 46
Pier at West One Hundred and Fifty-second Street, N. R.					Bulkhead between Piers Nos. 11 and 12, E. R.				
Repairs to, under Secretary's Order No. 6467.....		250 00	\$250 00		Repairs to, under Secretary's Order No. 6931.....	590 89	316 08	\$906 97	906 97
Repairs to, under Secretary's Order No. 7606.....	195 79	147 61	343 40		Pier No. 12, E. R.				
Repairs to, under Contract No. 239—					West half.				
Inspection.....	102 30	7 50	109 80		Repairs to, under Secretary's Order No. 6655.....	36 01	97 05	\$133 06	
Payments.....		5,975 00	5,975 00	6,678 20	“ “ 7045.....	28 15		28 15	
Pier at West One Hundred and Fifty-fifth Street, N. R.					East half.				
Repairs to, under Secretary's Order No. 7056.....	12 80	27 02	\$39 82	39 82	Dredging, under Contract No. 251—				
Pavement on Reclaimed Land, North River Water-front.					Specifications.....		21 78	21 78	
Repairs to, under Secretary's Order No. 5871.....		3 50	\$3 50		Inspection.....		26 30	26 30	
“ “ 6057.....		28 90	28 90		Payments.....		1,422 96	1,422 96	1,632 25
“ “ 6210.....		2 24	2 24		Pier No. 13, E. R.				
“ “ 6379.....	265 83	120 87	386 70		Dredging, under Contract No. 251—				
Storing paving-stones, Secretary's Order No. 6446....	11 06		11 06		Specifications.....		21 61	\$21 61	
Examination of, under Secretary's Order No. 6694....	5 65		5 65		Inspection.....		53 82	53 82	
Repairs to, under Secretary's Order No. 6733.....	4 15		4 15		Payments.....		2,633 40	2,633 40	2,703 83
Examination of, under Secretary's Order No. 6836....	31 63		31 63		Pier No. 14, E. R.				
Repairs to, under Secretary's Order No. 7135.....	39 37	41 66	81 03		West half.				
“ “ 7136.....	35 56	1 96	37 52		Dredging, under Contract No. 251—				
“ “ 7521.....	35 62	16 24	51 86		Specifications.....		20 36	\$20 36	
“ “ 7603.....	36 21		36 21		Inspection.....		12 31	12 31	
“ “ 7604.....	223 80	13 51	237 31		Payments.....		494 34	494 34	527 01
“ “ 7605.....	7 99		7 99		Pier No. 18, E. R.				
“ “ 7653.....	25 36	9 97	35 33		East half.				
Repairs to waiting places under Secretary's Order } No. 6872.....	3 77		3 77		Repairs to, under Secretary's Order No. 7683.....	3 84	1 35	\$5 19	5 19
Cleaning and repairing silt basins under resolution } June 2, 1886.....	480 09	10 42	490 51	1,455 36	Pier No. 19, E. R.				
Pier No. 2, E. R.					West half.				
Examination of, under Engineer's order.....	14 70		\$14 70	14 70	Repairs to, under Secretary's Order No. 6745.....	12 86		\$12 86	
Pier No. 4, E. R.					“ “ 6948.....	31 41	12 84	44 25	
Dredging under Contract No. 233—					“ “ 6976.....	58 80	43 37	102 17	
Specifications.....		8 00	\$8 00		“ “ 7207.....	9 27	3 92	13 19	
Payments.....		104 26	104 26	112 26	“ “ 7340.....	6 81	7 61	14 42	
Bulkhead between Piers Nos. 4 and 5, E. R.					Dredging, under Contract No. 244—				
Dredging under Contract No. 233—					Specifications.....		16 75	16 75	
Specifications.....		8 00	\$8 00		Inspection.....		68 17	68 17	
Payments.....		15 16	15 16	23 16	Payments.....		2,432 94	2,432 94	2,704 75
Pier No. 5, E. R.					Pier No. 25, E. R.				
Dredging under Contract No. 233—					Soundings, under Secretary's Order No. 6556.....	6 48		\$6 48	
Specifications.....		8 00	\$8 00		Dredging, under Secretary's Order No. 6779.....	49 29	816 00	865 29	871 77
Payments.....		258 82	258 82	266 82	Pier No. 37, E. R.				
Bulkhead between Piers Nos. 5 and 6, E. R.					Repairs to, under Secretary's Order No. 6403.....		13 00	\$13 00	
Dredging under Contract No. 233—					“ “ 6486.....	2 23		2 23	
Specifications.....		8 00	\$8 00		“ “ 6746.....	6 71	38	7 09	
Payments.....		15 16	15 16	23 16	“ “ 6747.....	29 13	52 52	81 65	
Pier No. 5, E. R.					“ “ 6905.....	50 22	29 73	79 95	
Dredging under Contract No. 233—					“ “ 7127.....	74 11	6 23	80 34	264 26
Specifications.....		8 00	\$8 00		Bulkhead under and north of Pier No. 37, E. R.				
Payments.....		258 82	258 82	266 82	Repairs to, under Contract No. 261—				
Bulkhead between Piers Nos. 5 and 6, E. R.					Inspection.....		18 56	\$18 56	
Dredging under Contract No. 233—					Payments.....		1,026 98	1,026 98	1,045 54
Specifications.....		8 00	\$8 00		Bulkhead under and west of Pier No. 41, E. R.				
Payments.....		59 12	59 12	67 12	Repairs to, under Contract No. 241—				
					Inspection.....		61 06	2 50	\$63 56
					Payments.....		2,315 00	2,315 00	2,378 56



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Pier No. 43, E. R.					Pier at East Fifth Street, E. R.				
Dredging, under Contract No. 244—					Removing portion of substructure, under Secretary Order No. 5394.....	\$598 01	\$14 26	\$612 27	
Specifications .....		\$16 75	\$16 75		Dredging under Contract No. 233—				
Inspection.....	\$16 86		16 86		Specifications.....		7 00	7 00	
Payments .....		697 59	697 59	\$731 20	Payments .....		896 08	896 08	\$1,515 35
Bulkhead and platform between Piers Nos. 43 and 44, E. R.					Bulkhead foot of East Fifteenth Street, E. R.				
Repairs to, under Secretary's Order No. 6825.....	35 84	51 09	\$86 93		Soundings, under Secretary's Order No. 7697.....	3 80		\$3 80	3 80
" " 6873.....	3 07		3 07		Bulkhead along centre line extended of East Seventeenth Street, E. R.				
" " 7294.....	17 12		17 12		Repairs to, under Secretary's Order No. 6710.....	55 14	45 15	\$100 29	
Dredging, under Contract No. 244—					" " 6790.....	152 11	140 10	292 21	392 50
Specifications .....		16 75	16 75		Bulkhead between East Seventeenth and East Eighteenth Streets, E. R.				
Inspection .....	16 14		16 14		Repairs to fence, under Secretary's Order No. 7164....	19 77	22 00	\$41 77	41 77
Payments .....		263 81	263 81	403 82	Pier at East Twenty-fifth Street, E. R.				
Pier No. 44, E. R.					Soundings, under Secretary's Order No. 6765.....	1 79		\$1 79	
Repairs to, under Secretary's Order No. 6393.....		10 00	\$10 00		Dredging, under Secretary's Order No. 6885.....	43 14	812 40	855 54	857 33
" " 6416.....		32	32		Pier at East Twenty-eighth Street, E. R.				
" " 6539.....	57 75	66 93	124 68		Repairs to, under Secretary's Order No. 6621.....	94 70	38 52	\$133 22	
" " 6667.....	16 23	16 66	32 89		" " 6723.....	28 31	24 65	52 96	
" " 6906.....	20 65		20 65		" " 6834.....	18 37	22 44	40 81	
" " 6949.....	54 78	75 51	130 29		Examination of, under Secretary's Order No. 6945 ....		25	25	
" " 7100.....	15 30		15 30		Repairs to, under Secretary's Order No. 7050.....	184 41	25 58	209 99	
" " 7128.....	30 49	14 26	44 75		" " 7535.....	6 00	3 84	9 84	447 07
" " 7300.....	5 00		5 00		Bulkhead at East Twenty-ninth Street, E. R.				
" " 7626.....	3 03	1 13	4 16		Soundings, under Secretary's Order No. 6937.....	3 67		\$3 67	
Dredging, under Contract No. 244—					Dredging, under Secretary's Order No. 7004 .....	53 52	422 40	475 92	479 59
Specifications .....		16 75	16 75		Bulkhead foot East Thirtieth Street, E. R.				
Inspection.....	22 93		22 93		Repairs to, under Secretary's Order No. 7536.....	17 74	1 19	\$18 93	18 93
Payments .....		786 83	786 83	1,229 87	Pier at East Thirty-seventh street, E. R.				
Repairs to, under Secretary's Order No. 6666.....	13 35	1 97	15 32		Repairs to, under Contract No. 242—				
Pier No. 46, E. R.					Dredging—Inspection.....	69 56		\$69 56	
Repairs to, under Secretary's Order No. 6570.....	56 97	14 82	\$71 79		Dredging—Payments .....		6,282 00	6,282 00	
" " 6633.....	146 40	597 34	743 74		Repairs—Inspection.....	270 18	9 50	279 68	
" " 7010.....	6 83		6 83	840 16	Repairs—Payments.....		19,550 00	19,550 00	26,181 24
" " 7183.....	13 31		13 31		Pier at East Thirty-eighth, Street, E. R.				
" " 7616.....	4 49		4 49		Repairs to, under Secretary's Order No. 6653.....	88 36	38 38	\$126 74	
Pier No. 48, E. R.					" " 6770.....	6 44		6 44	
Repairs to, under Secretary's Order No. 6681.....	68 12	107 95	\$176 07		" " 7277.....	88 39	4 57	92 96	
" " 7153.....	27 86	49 43	77 29	259 56	" " 7595.....	16 49	24 55	41 04	267 18
" " 7528.....	5 90	30	6 20		Bulkhead foot East Thirty-ninth Street, E. R.				
Bulkhead (7' in length) west of Pier No. 48, E. R.					Repairs to, under Secretary's Order No. 6439.....	363 80	146 68	\$510 48	510 48
Repairs to, under Secretary's Order No. 6396.....		126 00	\$126 00	126 00	Bulkhead foot East Forty-second Street, E. R.				
Pier No. 54, E. R.					Repairs to, under Secretary's Order No. 7413 .....	4 05	46	\$4 51	
(West Half.)					" " 7537.....	6 00		6 00	10 51
Repairs to, under Secretary's Order No. 7283.....	25 05	32 49	\$57 54	57 54	Bulkhead foot East Forty-seventh Street, E. R.				
Bulkhead 100' south of Cherry Street, E. R.					Soundings, under Secretary's Order No. 7086.....	11 06		\$11 06	
Dredging, under Secretary's Order No. 7194.....	20 18	232 40	\$252 58	252 58	Dredging, under Secretary's Order No. 7150.....	8 80	80 60	89 40	100 46
Pier No. 58, E. R.					Bulkhead at East Fifty-fourth Street, E. R.				
(East Half.)					Repairs to, under Secretary's Order No. 6313 .....	57 67	100 78	\$158 45	
Repairs to, under Secretary's Order No. 6677.....	40 52	54 77	\$95 29		Soundings, under Secretary's Order No. 6267.....	1 87		1 87	160 32
" " 6941.....	10 66	25 42	36 08		Bulkhead Platform, between south side East Sixtieth and south side East Sixty-first Streets, E. R.				
" " 7332.....	18 85	25 73	44 58		Repairs to, under Secretary's Order No. 6411.....		65	\$65 65	65
" " 7401.....	24 24	16 39	40 63		Bulkhead Platform between north side East Sixty-first and south side East Sixty-second Streets, E. R.				
" " 7571.....	13 49	11 91	25 40	241 98	Dredging, under Secretary's Order No. 6201.....	13 25	46 20	\$59 45	59 45
Pier No. 59, E. R.					Bulkhead at East Seventy-fifth Street E. R.				
Repairs to, under Secretary's Order No. 6608.....	63 50	1 65	\$65 15		Repairs to, under Secretary's Order No. 7231.....	106 71	10 80	\$117 51	
" " 6704.....	18 20	3 24	21 44		Soundings, under Secretary's Order No. 6303.....	1 13		1 13	
" " 6749.....	33 19	3 24	36 43		Dredging, under Secretary's Order No. 6581.....	20 91	13 80	34 71	153 35
Repairs to, under Secretary's Order No. 6785.....	45 33	1 32	46 65	169 67	Bulkhead Platform between East Seventy-eighth and East Seventy-ninth Streets, E. R.				
Pier No. 60, E. R.					Soundings, under Secretary's Order No. 7364.....	22 92		\$22 92	
Repairs to, under Secretary's Order No. 6674.....	28 25	45 10	\$73 35		Dredging, under Secretary's Order No. 7469.....	32 97	205 50	238 47	261 39
" " 6923.....	10 54	12 18	22 72		Pier at East Seventy-ninth Street, E. R.				
" " 6961.....	39 72	87 33	127 05		Repairs to, under Secretary's Order No. 6412.....		65	\$65 65	65
" " 7182.....	13 47	12 96	26 43		Dumping-board foot East Eightieth Street, E. R.				
" " 7378.....	12 87	8 73	21 60	271 15	Repairs to, under Secretary's Order No. 7518.....	41 18	3 91	\$45 09	45 09
Bulkhead under and north of Pier No. 60, E. R.									
Repairs to, under Contract No. 269—									
Inspection .....	24 80		\$24 80	24 80					
Pier No. 61, E. R.									
Repairs to, under Secretary's Order No. 6562.....	47 85	21 09	\$68 94						
" " 7275.....	184 45	74 08	258 53						
Soundings, under Secretary's Order No. 7281.....	121 29		121 29	448 76					
Bulkhead between Piers Nos. 61 and 62, E. R.									
Repairs to portion, 50 feet in length, north of Pier 61, under Secretary's Order No. 6520.....	62 17	63 22	\$125 39	125 39					



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Piers at East Eighty-sixth Street, E. R.					For Department of Public Works.				
Lower Pier.					Preparing berths for and approaches to the public				
Repairs to, under Secretary's Order No. 7356.....	\$74 51	\$32 54	\$107 05		baths at Pier, new 21, Horatio street and West				
Soundings, under Secretary's Order No. 7252.....	6 55		6 55	\$113 60	Fifty-first street, North river; Pier 51, Pier 60,				
Upper Pier.					East Nineteenth street, and East Thirty-seventh				
Repairs to, under Secretary's Order No. 7347.....	182 36	18 76	\$201 12		street, East river; and East One Hundred and				
" " 7508.....	6 14	30	6 44		Twelfth street, Harlem river; removing said ap-				
Soundings, under Secretary's Order No. 7095.....	13 00		13 00		proaches at close of season, and restoring the piers				
Dredging, under Secretary's Order No. 7151.....	17 50	101 00	118 50		to commercial use, under Secretary's Orders Nos.				
Soundings, under Secretary's Order No. 7252.....	6 55		6 55		6571 and 7057.....	\$352 81	\$107 09	\$459 90	
					Cutting sewer outlet through bulkhead near Pier, old	14 35		14 35	\$474 25
Bulkhead north of Upper Pier at East Eighty-					1, North river.....				
sixth Street, E. R.									
Repairs to, under Secretary's Order No. 7540.....	6 83		\$6 83		For Street Cleaning Department.				
					Dump at Pier, old 42, N. R.				
Bulkhead at East Ninety-ninth Street, E. R.					Soundings, under Secretary's Order No. 7022.....	6 40		\$6 40	
Soundings, under Secretary's Order No. 6461.....	5 39		\$5 39		Dredging, under Secretary's Order No. 7071.....	20 39	399 80	420 19	
Dredging, under Secretary's Order No. 6883.....	14 29	119 40	133 69		Soundings, under Secretary's Order No. 7737.....	3 80		3 80	
					Dump at West Twelfth Street, N. R.				
Bulkhead Platform at East One Hundred and					Repairing substructure, under Secretary's Order				
Fourth Street, H. R.					No. 6580.....	242 37	46 07	288 44	
Soundings, under Secretary's Order No. 7757.....	6 82		\$6 82		Dredging, under Secretary's Order No. 6273.....		235 20	235 20	
					Dump at West Nineteenth Street, N. R.				
Bulkhead Platform at East One Hundred and					Repairing substructure, under Secretary's Order No.				
Sixth Street, H. R.					7161.....	4 92		4 92	
Soundings, under Secretary's Order No. 7689.....	10 65		\$10 65		Dredging, under Contract No. 238.....	85 26	3,760 40	3,845 66	
					Dump at West Thirty-seventh Street, N. R.				
Pier at East One Hundred and Ninth Street,					Dredging, under Secretary's Order No. 6275.....		804 80	804 80	
H. R.					Dump at West Forty-seventh Street, N. R.				
Repairs to, under Secretary's Order No. 6609.....	76 10	73 78	\$149 88		Dredging, under Secretary's Order No. 6276.....		262 80	262 80	
					Soundings, under Secretary's Order No. 7624.....	7 66		7 66	
Pier at East One Hundred and Seventeenth					Dump at Pier 12, E. R.				
Street, H. R.					Soundings, under Secretary's Order No. 7406.....	6 70		6 70	
Repairs to, under Secretary's Order No. 6406.....		5 20	\$5 20		Dredging, under Secretary's Order No. 7427.....	57 41	547 40	604 81	
" " 6568.....	53 48	46 50	99 98		Dump at Pier 37, E. R.				
Soundings, under Secretary's Order No. 6302.....	4 51		4 51		Dredging, under Secretary's Order No. 6236.....	14 10	128 40	142 50	
Dredging, under Secretary's Order No. 6699.....	85 33	875 00	960 33		Pier 44, E. R.				
					Fence along southerly side, under Secretary's Order				
Pier at West One Hundred and Fifty-fifth					No. 7385.....	12 87	47 73	60 60	
Street, H. R.					Fence along southerly side, under Secretary's Order				
Soundings, under Secretary's Order No. 6462.....	7 02		\$7 02		No. 7431.....	9 86		9 86	
Dredging, under Secretary's Order No. 6884.....	22 21	421 50	443 71		Dump at Pier 54, E. R.				
					Soundings, under Secretary's Order No. 7408.....	15 67		15 67	
For Department of Public Charities and					Dredging, under Secretary's Order No. 7426.....	24 74	64 40	89 14	
Correction.					Dump at Pier 61, E. R.				
Charity Hospital Pier, B. I.					Dredging, under Secretary's Order No. 6224.....	31 20	206 20	237 40	
Repairs to, under Secretary's Order No. 6218.....	205 26	246 94	\$452 20		" " 7647.....	25 19	231 60	256 79	
Storehouse Pier, B. I.					Dump at East Seventeenth Street, E. R.				
Repairs to, under Secretary's Order No. 6897.....	158 87	103 93	262 80		Dredging, under Secretary's Order No. 6220.....	22 89	375 40	398 29	
Removing part of, under Contract No. 255.....	19 86	307 00	326 86		Soundings, under Secretary's Order No. 7625.....	2 73		2 73	
Dredging, under Contract No. 255.....	97 55	853 50	951 05		Dump at East Twenty-second Street, E. R.				
Upper Coal Pier, B. I.					Repairs to substructure, under Secretary's Order				
Repairs to, under Secretary's Order No. 7143.....	79 21	4 72	83 93		No. 6956.....	269 47	137 81	407 28	
Coal Pier, R. I.					Repairs to substructure, under Secretary's Order				
Repairs to, under Secretary's Order No. 7200.....	122 96	399 82	522 78		No. 7519.....	125 54	250 80	376 34	
Pier at East Twenty-sixth Street, E. R.					Soundings, under Engineer's order.....	15 05		15 05	
Repairs to, under Secretary's Order No. 6886.....	389 42	465 51	854 93		Dump at East Thirty-eighth Street, E. R.				
" " 7016.....	84 09	133 22	217 31		Soundings, under Secretary's Order No. 7338.....	5 10		5 10	
" " 7142.....	110 20	31 77	141 97		Dredging, under Secretary's Order No. 7370.....	10 12	101 00	111 12	
Pavilion Pier, off foot of East Twenty-seventh Street,					Dump at East Forty-sixth Street, E. R.				
E. R.					Dredging, under Secretary's Order No. 6221.....	13 62	109 00	122 62	
Repairs to, under Secretary's Order No. 6887.....	139 00	228 27	367 27		Temporary Dump at East Forty-eighth Street, E. R.				
Bulkhead facing Bellevue Hospital.					Erection of, under Secretary's Order No. 7589.....	469 25	275 76	745 01	
Dredging, under Secretary's Order No. 6604.....	66 18	872 40	938 58		Dump at East One Hundred and Tenth Street, H. R.				
					Dredging, under Secretary's Order No. 6291.....	12 39	222 40	234 79	
Removing piles from site of Old Dead-house Pier at					Soundings, under Secretary's Order No. 7339.....	2 50		2 50	
Bellevue Hospital, under Secretary's Order No.					Dredging, under Secretary's Order No. 7371.....	30 46	115 20	145 66	
6369.....		16 98	16 98						9,869 83
Repairs to Boat Landing at East Fifty-second street,	95 36	1 06	96 42	5,233 08	Claim of James D. Wynkoop for relinquishing his				
East river, under Secretary's Order No. 7144.....					lease of 100' of the bulkhead on West street,		\$500 00	\$500 00	\$500 00
For Fire Department.					southerly from Hubert street, N. R., expiring				
Preparing berth on west side of Pier 48, East river,	90 00	67 98	\$157 98		May 1, 1886, in accordance with terms of said				
for fire-boat, under Secretary's Order No. 6881..					lease and resolution of Board, May 18, 1887.....		75,000 00	75,000 00	
Placing warning sign on outer end of Pier 48, East	13 26	0 13	13 39		Purchase of 125' of bulkhead on West street, south				
river, under Secretary's Order No. 7649.....					of Beach street, N. R., under resolutions of		113 45	113 45	75,113 45
Placing warning sign on outer end of Pier at West	13 27	0 13	13 40		Board, June 6 and 16, 1887.....				
Thirteenth street, North river, under Secretary's					Fees for searching title to same.....				
Order No. 7650.....				184 77	Total.....		\$75,613 45		\$75,613 45
For Health Department.									
Repairs to Pier at West Thirty-eighth street, North	580 78	329 08	\$909 86		ON ACQUIRED WHARF PROPERTY ACCOUNT.				
river, under Secretary's Order No. 6740.....									
Repairs to Pier at West Thirty-eighth street, North	185 71	13 67	199 38						
river, under Secretary's Order No. 7072.....									
Repairs to Pier at North Brother Island, under Secre-	200 52	150 52	351 04	1,460 28					
tary's Order No. 6777.....									



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.		PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
<i>Engineer-in-Chief's Office.</i>									
Salaries—Engineer and Assistants.....	\$17,754 17		\$17,754 17		From bulkhead, between Piers, new 37 and new 38, North river, under Secretary's Order No. 7367. }	\$26 13		\$26 13	
“ Clerks and Assistants.....	5,462 04		5,462 04		From Pier, new 43, N. R., under Engineer's order.....	19 05		19 05	
“ Draughtsmen.....	4,463 43		4,463 43		From Pier, old 54, N. R., under Secretary's Order No. 7362.....	38 13	\$0 83	38 96	
“ Searcher of Water Grants.....	1,375 00		1,375 00		From Pier at Jane Street, N. R., under Secretary's Order No. 7318.....	41 97		41 97	
			\$29,054 64		From Pier, old 57, N. R., under Secretary's Order No. 7319.....	135 28		135 28	
Stationery.....		\$819 02	819 02		From Pier at West Thirteenth street, N. R., under Secretary's Order No. 7320.....	69 09		69 09	
Supplies for Draughtsmen.....		389 59	389 59		From Pier at West Sixteenth street, N. R., under Secretary's Order No. 7321.....	26 71		26 71	
New office furniture and repairs to old furniture.....	44 27	54 69	98 96		From Pier at West Seventeenth street, N. R., under Secretary's Order No. 7322.....	45 66		45 66	
Cabinet for room 19.....	20 30	14 16	34 46		From Pier at West Fifty-first street, N. R., under Secretary's Order No. 7328.....	147 60	23 58	171 18	
Type-writer.....		60 00	60 00		From Pier at West Fifty-fifth street, N. R., under Secretary's Order No. 7329.....	449 01	18 65	467 66	
Index to water grant book.....		12 00	12 00		From bulkhead, West Seventy-ninth to West Eightieth streets, N. R., under Secretary's Order No. 7140.....	67 71	28	67 99	
Certified copies of water grants.....		122 00	122 00		From bulkhead, West Seventy-ninth to West Eightieth street, N. R., under Secretary's Order No. 7315.....	99 55	3 63	103 18	
Lithographed maps of water-front.....		192 00	192 00		From bulkhead, East Twenty-ninth street, E. R., under Secretary's Order No. 7330.....	19 88		19 88	
Specifications for stone.....		11 25	11 25		From bulkhead, East Fifty-fourth street, E. R., under Secretary's Order No. 7327.....	116 75	25 70	142 45	
City Directories.....		27 00	27 00		From Piers at East Eighty-sixth street, E. R., under Secretary's Order No. 7323.....	507 59	27 19	528 78	
Postage stamps.....		130 94	130 94		Examination of river bottom at Pier, new 45, N. R., for alleged obstructions, under Secretary's Order No. 7676.....	61 76		61 76	
Telegrams.....		62	62	\$30,952 48	Removing sunken wreck between West Thirty-seventh and West Thirty-eighth streets, N. R., under Secretary's Order No. 7642.....		50 00	50 00	
<i>Work Yards and Offices.</i>									
Salaries—Foreman, Clerks and Timekeeper.....	5,033 28		\$5,033 28		Removing sunken wreck, between West Thirty-ninth and West Fortieth streets, N. R., under Secretary's Order No. 7475.....	27 61	250 00	277 61	
“ Messengers and Watchmen.....	9,525 68		9,525 68		Locating sunken wreck off foot West Forty-seventh street, N. R., under Secretary's Order No. 7576.....	14 65		14 65	
“ Janitor at West Fifty-seventh Street Yard.....	405 55		405 55		Locating sunken wreck, between West Seventy-eighth and West Seventy-ninth streets, N. R., under Engineer's order.....	16 27		16 27	
			\$14,964 51		Removing sunken crib-logs from Pier 7, E. R., under Secretary's Order No. 7633.....	68 06	37 37	105 43	
New office furniture and repairs to old furniture.....		38 74	38 74		Removing piles driven outside the established bulkhead line foot of East Ninety-ninth street, E. R., under Secretary's Order No. 7007.....	57 91	1 07	58 98	
Heating and lighting.....	459 94	515 95	975 89		Examination of obstructions at sewer, East One Hundred and Tenth street, H. R., under Secretary's Order No. 6846.....	2 54		2 54	
Ice.....		36 75	36 75		Removing piles driven without permit, foot East One Hundred and Fifteenth street, H. R., under Secretary's Order No. 7093.....	50 72	1 07	51 79	\$4,468 77
Miscellaneous supplies.....		11 32	11 32		<i>Surveys.</i>				
Moving office from West Twenty-seventh to West Thirtieth street.....	66 48	9 11	75 59		On North river, under Engineer's order.....	229 15		\$229 15	
Repairs to Chambers Street Office.....	33 25	30 04	63 29		On North river, under Secretary's Order No. 7395.....	4 09		4 09	
Repairs to West Seventy-ninth Street Office, Secretary's Orders Nos. 6720, 7099, etc.....	11 00	6 07	17 07		On East river, under Engineer's order.....	125 56		125 56	
Repairs to platform at West Fifty-seventh Street Yard.....	40 08	9 19	49 27		On East river, under Secretary's Order No. 6157.....	9 60		9 60	
Painting shed roofs at West Fifty-seventh Street Yard, Secretary's Order No. 7379.....	49 70	29 19	78 89		“ “ 6985.....	1 00		1 00	
Placing sign at West Fifty-seventh Street Yard.....	19 25		19 25		“ “ 7446.....	20 94		20 94	
Survey of West Fifty-seventh Street Yard.....	3 23		3 23		On Harlem river, under Engineer's order.....	89 23		89 23	479 57
Addition to plant West Fifty-seventh Street Yard.....		443 68	443 68		<i>Car-fares—Resolution August 23, 1887.</i>				
Fire insurance on storehouse, etc., West Fifty-seventh Street Yard.....		157 50	157 50		Of Repairs Force.....		235 52	\$235 52	
Repairs to buildings in East Seventeenth Street Yard, Secretary's Orders Nos. 6804, 6805, 6811, etc.....	264 70	631 80	896 50		Of Surveying Force.....		203 43	203 43	
Repairs to and supplies for derrick, East Seventeenth Street Yard.....	9 50	38 76	48 26		Of Assistant Engineers.....		82 60	82 60	
Construction of two office buildings, 10' x 12' x 10½' ..	98 40	38 88	137 28	18,017 02	Of Superintendent of Machinery.....		68 21	68 21	
<i>Expenses of Surveying Force.</i>									
General office work.....	2,750 02		\$2,750 02		Of Messengers.....		61 97	61 97	
New office furniture and repairs to old furniture.....	7 88	5 00	12 88		Of Roundsman.....		19 75	19 75	
New field instrument, repairs to implements.....	51 00	209 48	260 48		Of Searcher of Water Grants.....		4 40	4 40	675 88
Miscellaneous supplies.....		12 42	12 42	4,493 90	<i>Sundries.</i>				
Wages of a portion of the force for legal holidays, absences excused by the Commissioners, and for wet days when field work could not be done.....	1,458 10		1,458 10		“ 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.....	3,646 78	15 28	\$3,662 06	
<i>Maintenance of Floating Property.</i>									
General care of.....	6,119 15	702 43	\$6,821 58		Examination and inspection of work done or to be done, by lessees, owners and others, under order of, or permit from the Board.....	2,158 33		2,158 33	
Superintendent of Machinery.....	1,500 00		1,500 00		Numbering outer ends of piers, etc., Secretary's Order No. 6002.....	723 22	18 92	742 14	
Tug “Manhattan”.....	6,582 18	5,192 15	11,774 33		Maintenance of automatic tide gauges.....	364 28	48 22	412 50	
Derrick “City of New York”.....	6,478 94	1,160 33	7,639 27		Maintenance of timber basins at West Thirtieth and West Fifty-seventh streets, N. R.....	1,610 63	9 07	1,619 70	
Ten-ton derrick.....	312 48	15 06	327 54		Condemned tools, etc.....		111 05	111 05	
Pile-driver No. 1.....	1,235 92	563 08	1,799 00		Fencing off the pier at East Twenty-eighth street, E. R., Secretary's Order No. 7292.....	18 80	11 09	29 89	
“ 2.....	1,392 32	488 28	1,880 60		Placing danger sign on Pier 59, E. R., Engineer's order.....	12 08	4 61	16 69	
“ 3.....	1,423 25	500 79	1,924 04		Repairing float stage, Secretary's Order No. 7628.....	2 03	08	2 11	
“ 5.....	319 08	108 13	428 11		Temporary stand for auctioneer at Pier “A,” Secretary's Order No. 7648.....	6 49		6 49	
“ 6.....	531 12	221 11	752 23		Rafting old material for auction sale, Resolution December 1, 1887.....	98 93		98 93	
“ 7.....	854 91	263 00	1,117 91		Recording agreement with the N. Y. C. and H. R. R. Co., Resolution March 5, 1887.....		1 20	1 20	
“ 8.....	1,039 61	624 24	1,663 85		Expenses of Engineer to Albany and return.....		21 90	21 90	
“ 9.....	438 42	165 80	604 22		Telephones.....		759 82	759 82	
“ 10.....	130 63	79 47	210 10		New towels.....		40 56	40 56	
“ 11.....	485 89	174 01	659 90		Washing towels.....		125 86	125 86	9,809 23
Deck scow “B”.....	38 45	1 60	40 05		Total.....	\$108,437 86	\$22,773 88		\$131,211 74
“ “D”.....	2 30		2 30		<i>ON ANNUAL EXPENSE ACCOUNT.</i>				
“ “E”.....	5 25	13 50	18 75						
“ “F”.....	3 15	2 00	5 15						
“ “Willie”.....	32 00		32 00						
Boring machine “Woodcock”.....	61 03	20 81	81 84						
Skiffs, yawls and bateaux.....	192 82	40 04	232 86						
Land ways.....	3 50	2 00	5 50	39,521 13					
<i>Removal of Obstructions.</i>									
From piers and bulkheads, under resolution of January 5, 1888.....	1,825 30	61 40	\$1,886 70						
From entrance to Pier “A,” under Engineer's order.....	37 51	1 56	39 07	12,593 76					



	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Salaries—Commissioners' Clerk.....	\$556 67	.....	\$556 67	
“ Messengers.....	1,671 13	.....	1,671 13	
“ Doormen and Watchmen .....	2,664 92	.....	2,664 92	\$44,012 61
<i>General Care of Offices.</i>				
Salaries—Janitor .....	377 29	.....	\$377 29	
“ Cleaners .....	1,890 69	.....	1,890 69	
Supplies for Cleaners.....	.....	\$97 43	97 43	
Heating.....	1,653 53	884 33	2,537 86	
Lighting.....	.....	240 99	240 99	5,144 26
<i>Office Furniture.</i>				
New furniture .....	.....	201 50	\$201 50	
Repairs to furniture.....	85 85	21 59	107 44	
Fire insurance on furniture.....	.....	40 00	40 00	348 94
<i>Stationery.</i>				
Blank books and miscellaneous stationery.....	.....	1,570 89	\$1,570 89	
Printing and binding Annual Reports.....	.....	723 00	723 00	
Printing minutes of the Board.....	.....	300 95	300 95	
Printing rules, regulations and by-laws.....	.....	59 50	59 50	
Printing notices—Location of Snow Dumps.....	.....	14 00	14 00	
Advertising—Rules and Regulations.....	.....	40 80	40 80	2,709 14
<i>Sundries.</i>				
Legislative Documents—Session of 1887 .....	.....	50 00	\$50 00	
Session Laws—1886 and 1887 .....	.....	7 50	7 50	
Bouvier's Law Dictionary.....	.....	11 00	11 00	
Newspapers and cuttings.....	.....	153 90	153 90	
Toilet articles .....	.....	24 00	24 00	
Postage stamps .....	.....	165 50	165 50	
Telegrams.....	.....	6 63	6 63	418 53
Totals.....	\$46,365 30	\$6,268 18	.....	\$52,633 48

IN SUSPENSE.

	PAY-ROLLS.	BILLS.	TOTALS.	TOTALS.
Expenses of Contract No. 230 (for furnishing granite).....	\$178 24	\$213 26	\$391 50	
Expenses of Contract No. 259 (for furnishing yellow pine timber).....	1,155 64	248 11	1,403 75	
Expenses of Treasurer's Order No. 12336 (for furnishing yellow pine timber).....	78 59	31 31	109 90	
Expenses of Treasurer's Order No. 12857 (for furnishing oak fenders).....	15 50	.....	15 50	
Totals.....	\$1,427 97	\$492 68	\$1,920 65	\$81,920 65

SUMMARY.

To be accounted for:			
New material, supplies, tools and fabricated base blocks, on hand May 1, 1887.....		\$27,610 28	
Pay-rolls audited during year ending April 30, 1888.....	\$275,524 52		
Bills or claims audited during year ending April 30, 1888.....	794,014 10		
Total.....		1,069,538 62	
Accounted for as follows:			
On Construction Account—New Plan—Permanent work .....	\$436,118 08		
On Construction Account—New Plan—Temporary work.....	106 98		
On Construction Account—Not New Plan.....	78,379 45	\$514,504 51	
On Repairs Account .....	273,004 83		
On Acquired Wharf Property Account.....	75,613 45	\$863,222 79	
On General Expense Account.....	\$131,211 74		
On Annual Expense Account.....	52,633 48	183,845 22	
		\$1,047,068 01	
In Suspense .....		1,920 65	
New material, supplies, tools and fabricated base blocks, on hand April 30, 1888.....		48,160 24	
		1,097,148 90	

JAMES WEIR, Apportionment Clerk.

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS—PIER “A,” FOOT OF BATTERY PLACE, N. R.,  
OFFICE OF THE ENGINEER-IN-CHIEF,  
NEW YORK, May 1, 1888.

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, 1888:

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, is now in progress. All the granite has been delivered and part of it set in place; the concrete foundation for the new boat landing steps has been placed. The piling and woodwork for this foundation was put in by the Department force.

**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 “

Some filling has been received upon this section and the new made land has been drained, sewer box located, etc.

**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.....	111.67 feet; to date 111.67 feet.
“ base blocks for the year.....	60.25 “ “ 60.25 “
“ granite for the year.....	0.00 “ “ 0.00 “
Equivalent length of completed wall for the year upon this section .....	55.50 “ “ 55.50 “

The work was begun by dredging the site of the wall in October last, and has progressed as shown above, the piling being carried as near as practicable to Pier, old 36.

Pier, new 24—The dredging upon the site of this pier has been done by the Department and the work of its construction is in progress by Mr. John Gillies, under Contract No. 263, and the outer portion of it will soon be in use.

**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 .....	155.00 feet; to date 340.00 feet.
“ piling for the year.....	223.30 “ “ 223.30 “
“ base blocks for the year.....	116.83 “ “ 116.83 “
Equivalent length of completed wall for the year.....	112.30 “ “ 147.00 “

The work upon this section was stopped by an injunction soon after its commencement in July, 1881, was resumed in July, 1887, the injunction having been dissolved by the purchase of the old bulkhead by the Department, and good progress has been made in building the bulkhead or river-wall.

Pier, new 25—Plans and specifications have been prepared and approved by the Board for building Pier, new 25, and it is expected to begin the work about June 1, 1888.

A portion of Pier, old 36, has been removed to allow the building of the bulkhead or river-wall, and a temporary approach has been made around the gap to the outer end of the pier, which is still in use by the lessee at this date.

**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.....	27.17 feet; to date 196.00 feet.
“ “E” course of granite for the year.....	57.67 “ “ 178.69 “
Equivalent length of completed wall for the year.....	24.10 “ “ 192.00 “

The work upon this section, which had been suspended on account of a lease of the old bulkhead upon a portion of it, was resumed in May, 1887, and the wall has been completed between Piers, new 26 and new 27, and the filling-in behind the wall has been put in.

**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.....	53 feet; to date 397.05 feet.
“ base blocks for the year .....	53.78 “ “ 393.15 “
“ “E” course of granite for the year.....	56.72 “ “ 358.67 “
Equivalent length of completed wall for the year .....	45.50 “ “ 380.50 “

The work on the southerly end of this section, which was suspended in 1885 on account of lease of the old bulkhead south of Hubert street, was resumed in May, 1887, and the wall has been completed to join the northerly end of the North Moore street section.

This work and that on northerly end of North Moore street section makes a continuous stretch of bulkhead or river-wall from the southerly line of Pier, new 26, to the northerly side of Pier, new 28, a distance of 532 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 is still in force.

A temporary wooden sewer box was built from the foot of Hubert street to and through the wall

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.....	139.92	139.92
Charlton street Section.....	406.74	406.74
New King street Section.....	148.41	148.41
Old King street Section.....	114.49	114.49
Lower Clarkson street Section.....	152.91	152.91
Houston street Section.....	109.89	109.89
Upper Clarkson street Section.....	102.51	102.51
Leroy street Section.....	561.46	561.46
Morton street Section.....	151.33	151.33
Christopher street Section.....	1,095.22	1,111.51
Total length.....	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 when carried down by the settlement of the newly-made land upon which it rests, and to backing-logs, etc.

Pier, new 35—A portion of this pier was old, and the whole has been removed and an entirely new pier, 62 feet wide and 594 feet long, has been built upon the site, and a new shed has been built upon the pier by the Ocean Steamship Company, lessee, in accordance with the resolutions of the Board of June 6, 1883, and April 13, 1887.

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 shed upon it is in progress of construction by the lessee, Mr. C. P. Huntington.

The iron shed on the bulkhead or river-wall, from the middle of the bulkhead between Piers, new 40 and 41, to the middle of the bulkhead between Piers, new 41 and 42, begun in April, 1887, by the Delaware, Lackawanna and Western Railroad Company under permit of the Board, passed August 20, 1886, was completed about April 21, 1888.

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.

**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.....	0.00 “ “ 878.23 “
“ “E” course of granite for the year.....	0.00 “ “ 787.53 “
“ coping.....	205.19 “ “ 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, etc.

**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 the 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.

The work upon the bulkhead or river wall on this section was completed last year except the setting of the coping, which is postponed to allow the slow settlement of the wall to proceed. Nearly 25,000 loads of filling have been received and placed in rear of the wall.

Pier, New 61—A new pier, 100 feet wide and 500 feet long, with a low level deck for two railroad tracks and a high level deck for freight, has been built at the foot of West Thirty-first street by Mr. Joseph Walsh, contractor. This pier is to be leased to the New York Central and Hudson



River Railroad Company, and the said company have built an iron shed over the high level deck of it, under permit of the Board, passed September 8, 1887.

The said company have also laid railroad tracks to and upon the pier.

**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.....	165.0	feet ; to date, 455.0	feet.
" piling for the year.....	88.60	"	317.90
" base blocks for the year.....	157.91	"	300.20
Approximate equivalent length of completed wall for the year..	125.5	"	284.90

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 wood-work 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-second street in November last.

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. Randal Gillies, and is in progress and nearly completed. This pier has a central 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 already begun the construction of an iron shed upon it.

**West Thirty-seventh street**—A new pier, 500 feet long and 60 feet wide, with a temporary approach has been built at the foot of West Thirty-seventh street by Mr. John Gillies, contractor. This pier is intended for the use of the Health Department for its offal contractor, and of the Department of Street Cleaning for a dump, and also for manure dumps.

**West Thirty-eighth street**—A new pier, to be 500 feet long and 60 feet wide, has been begun at the foot of West Thirty-eighth street by Mr. Richard Cronin, contractor, and the work is now in progress.

**West Fortieth street**—The new pier, 500 feet long by 60 feet wide, with a temporary approach, built by Mr. Richard Cronin, contractor, and which was nearly completed at date of last annual report, was fully completed on June 30, 1887, and has been in use since May 1, 1887.

**West Fifty-second Street Section, South End**—Extending from the southerly side of West Fiftieth street, northerly to a point not yet determined. Under unanimous resolution of the Board, passed October 6, 1887.

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. A portion of the old pier at West Fifty-first street has been removed and the dredging on the site of the wall begun.

**New Pier at West Fifty-first street**—A contract has been made for building a new pier 500 feet long and 60 feet wide at foot of West Fifty-first street, and work under it has been commenced.

**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.

#### EAST RIVER.

Pier, new 29—This pier to take the place of Pier, old 37, East river, at foot of Market street, was begun in December last, under Contract No. 261, and is now in progress. The dump of the Department of Street Cleaning was removed to Pier, old 44, East river.

Pier, new 32—Pier, new 32, to take the place of Pier, old 41, East river, at foot of Pike Slip, was begun on May 1, 1887, and completed on December 15, 1887. It is 279 feet long and 40 feet wide, and has a temporary approach 110 feet long and 40 feet wide.

#### HARLEM RIVER.

Pier at East One Hundred and Seventeenth street—A new pier, to be 175 feet long and 50 feet wide, is in progress of construction at East One Hundred and Seventeenth street, under the new plan adopted by the Commissioners of the Sinking Fund on December 19, 1887.

One Hundred and Fifth-ninth street and Eighth avenue, Harlem river—The work of building a new crib-bulkhead and two piers for about 550 feet northerly of Eighth avenue at One Hundred and Fifty-ninth street, on the Harlem river, under the new plan adopted by the Commissioners of the Sinking Fund on August 31, 1887, has been begun by the Manhattan Elevated Railway Company, lessees, and is now in progress.

#### WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

##### NORTH RIVER.

##### West Seventy-seventh to West Eightieth Street.

The new cribwork bulkhead, from West Seventy-seventh to West Eightieth street, which was begun in April, 1887, by Mr. William P. Kelly, contractor, under Contract No. 243, was finished on July 20, 1887. The earth-filling has been put in behind the cribwork and a little over an acre of new land made.

##### West One Hundred and Thirty-second Street.

A new crib-bulkhead about 113 feet long has been built between One Hundred and Thirty-first and One Hundred and Thirty-second streets, and a new pier 152 feet long and 60 feet wide has been built at the foot of West One Hundred and Thirty-second street by O'Connell & Coffey, contractors, and completed on December 8, 1887.

##### West One Hundred and Fifty-eighth Street.

A new cribwork pier at foot of West One Hundred and Fifty-eighth street was begun under Contract No. 260, in December last, and is now in progress, the work having been stopped during the winter by heavy ice and storms.

##### EAST RIVER.

##### Pier 60, Rivington Street.

The work of removing the old pier at the foot of Rivington street, and building a new pier in place of it, was begun in March last, under Contract No. 269, and is now in progress.

##### East Forty-sixth Street.

The grade of the street being too high for ordinary wharf purposes at the foot of East Forty-sixth street, a new kind of pier which has its surface about twenty feet above mean high water level to be used for dumping of the Department of Street Cleaning and for cellar dirt and other waste material was begun in March last, and is now in process of construction under Contract No. 271.

##### East Seventy-sixth Street.

A new cribwork bulkhead on piles at the foot of East Seventy-sixth street was completed in October last by Mr. John Gillies, under Contract No. 247.

##### East Eightieth Street.

A new dumping-board for removal from the city of cellar dirt and other refuse material was built at the foot of East Eightieth street and finished in July last by Mr. Walter Danforth, contractor, under Contract No. 245.

#### HARLEM RIVER.

##### East One Hundred and Fifteenth Street.

A new cribwork bulkhead on piles has been built from the middle of the block between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets, to the northerly side of East One Hundred and Fifteenth street (about 178 feet in length), by Mr. John Gillies, under Contract No. 258. The filling behind the bulkhead is now to be put in.

##### East One Hundred and Seventeenth Street.

A new cribwork bulkhead on piles was built across the foot of East One Hundred and Seventeenth street before the adoption of the new plan of 1885, but on the lines of that plan by Mr. J. W. Flaherty, under Contract No. 262.

##### Blackwell's Island.

A new wharf about 100 feet long and 47 feet wide outward from the shore was built for the use of the Department of Public Charities and Correction, on Blackwell's Island, by Mr. Duncan A. Gillies, under Contract No. 255.

#### GENERAL REPAIRS.

The repairs to piers, bulkheads, etc., have been numerous and extensive ; among the larger pieces of work are Pier at West Thirty-fourth street, Pier at West Seventy-ninth street, Pier 7, East river, and bulkhead between Piers 11 and 12.

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

\* 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.

#### 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 decreased by scow "May," condemned and sold at public auction. A full list of the various pieces is given in the Appendix.

The 100-ton derrick "City of New York" has been occupied by the usual work done by it. The tug "Manhattan" has done the towing for the Department, except when laid up for repairs, United States inspection, etc.

Dredges No. 3 and No. 4 are old and worn, and I recommend that they be sold. The Woodcock boring-machine has made over 500 borings, and the various other pieces of floating property have been kept in order and used as required.

#### Surveying Party.

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

Lines and levels have also been given for contract work on general repairs on both rivers. 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 over 140,184 linear feet of water-front. These surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

3,809 rod soundings to ascertain the depth of soft mud have been taken, of which 831 were on the North river and 2,978 on the East and Harlem rivers.

73,366 disk soundings, to ascertain the depth of water, have been taken on the North, East and Harlem rivers in 358 slips, of which 34,082 were taken in 154 slips on the North river and 39,284 in 204 slips on the East and Harlem rivers.

2,152 rod soundings and 8,228 disk soundings were for construction, and 670 rod soundings and 65,128 disk soundings for general repairs, 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 and the dumping of all dredged material have been supervised, and the dredging done by private parties has also 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 and Pier, new 43, North river, and those on the Harlem river, have been attended to and the records preserved and filed.

**West Fifty-seventh Street Yard**—Fifty-two concrete base blocks have been made at this yard during the year. There have been received 4,099 barrels of cement, and samples of each lot have been tested, and eight 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.

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.

The following are among the most important of such works :

#### North River.

Pier 8, North River—The pier, the shed on the pier and the bulkhead platform on its south side were repaired by the Central Railroad Company of New Jersey.

Pier 9, North River—The damages done to the pier by the fire of January 29, 1887, were repaired and the new shed on the pier and bulkhead platform to the south were completed by the Cromwell Steamship Line.

Pier 18, North River—A new two-story shed, about 120 feet in length, was built on the outer end of the pier by John H. Starin.

Barclay Street Ferry, North River—The ferry structure and appurtenances were materially changed, modified and repaired by the Hoboken Land Improvement Company. A new ferry-house is in process of construction and is very nearly completed. The total area of land under water covered by these improvements, west of the 70 feet line of West street, amounts to 47,214 square feet, for 34,417 square feet of which the company pays rent at the rate of 25 cents a square foot per annum.

Pier, old 25, North River—Extensive repairs were made to the understructure of the pier by the New York Central and Hudson River Railroad Company.

Bulkhead between Piers, old 27 and old 28, North river—The bulkhead, bulkhead platform and shed thereon were extensively repaired by the New York Central and Hudson River Railroad Company.

Bulkhead between Piers, old 28 and old 29, North river—The platform on piles, reported in last Annual Report, was completed June 7, 1887.

Pier, new 35, North river—A shed was built upon this pier by the Ocean Steamship Company. Bulkhead between Piers, new 36 and new 38, North river—The construction of an iron shed on the bulkhead, about 237 feet long and 50 feet wide, has been nearly completed during the year by C. P. Huntington, lessee.

Pier, new 37, North river—A shed is under construction upon this pier by C. P. Huntington, lessee.

Bulkhead between Piers, new 40 and new 42, North river—The construction of an iron shed on the bulkhead, about 260 feet long and 50 feet wide, which was erected by the Delaware, Lackawana and Western Railroad Company, lessee.

Pier, new 61, North river—A shed was built upon this pier by the New York Central and Hudson River Railroad Company, lessee.

Bulkhead between the Piers at the foot of West Sixty-third and West Sixty-fourth streets, North river—The bulkhead was rebuilt from low water up by the New York Central and Hudson River Railroad Company.

Pier near the foot of West Sixty-eighth street, North river (Pier "G")—This pier, which was burned down to the water's surface on April 16, 1887, was rebuilt during the year and a new shed was built upon it by the New York Central and Hudson River Railroad Company.

Pier near the foot of West Seventieth street, North river—This pier, used for receiving coal, was also nearly destroyed by the fire of April 16, 1887, and has been rebuilt and repaired by the New York Central and Hudson River Railroad Company.

Transfer bridge, south of West Sixty-ninth street, North river—A bridge, with racks and platform for the transfer of loaded freight cars, was erected by the New York Central and Hudson River Railroad Company.

#### East River.

Pier 40, East river—The pier and the shed were thoroughly repaired and the side horizontal sheathing was put on by Frank Phelps, lessee.

Bulkhead between East Fifty-sixth and East Fifty-seventh streets, East river—A platform on piles and a large coal elevator were built by G. D. Curtis.

#### Harlem River.

East of Second avenue, Harlem river—Coal bins and hoisting apparatus were erected by the Manhattan Railway Company.

Bulkhead between One Hundred and Thirty-fifth street and One Hundred and Thirty-eighth street, Harlem river—The work which was begun in August, 1886, was completed May 14, 1887, and various appurtenances have been provided for convenient use of the premises.

Premises at One Hundred and Sixty-first street, west side of Cromwell's Creek, Harlem river—A platform on piles 465 feet long and varying in width from 79 to 100 feet has been built by James Colwell.

Bulkhead at One Hundred and Sixty-first street, east side of Cromwell's creek, Harlem river—The filling in rear of the exterior crib-bulkhead begun by J. J. Astor in 1885 was finished October 15, 1887.

One Hundred and Fifty-fifth street to One Hundred and Fifty-seventh street, south side of Harlem river—This crib-bulkhead, begun by Mrs. Sarah Lynch in November, 1886, was completed April 21, 1888, and the filling in rear is now in progress.

One Hundred and Eighty-first street, Harlem river—The false work for the construction of the new bridge over the Harlem river (Manhattan Bridge), and a variety of other work in connection with the bridge, has been supervised.



North of Morris Dock, Harlem river—Extensive platforms on piles and other accessories have been erected on the land under water belonging to the company by the Gas Engine and Power Company.

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

West Washington Market.

New West Washington Market, between Gansevoort and Bloomfield streets, is now approaching completion, and it is to be hoped that the Department of Docks will soon be able to remove the sheds and the occupants of the present West Washington Market at Vesey and Dey streets, and proceed with the work of improvement under the new plan there, by which several new and large piers will be added to a section of the North river water front which is very much crowded, and in need of increased accommodations.

North River.

Very great pressure has existed for many years for room on the water front, from the Battery to West Eleventh street, on the North river.

Under the new plan of 1871 there are to be no piers between Pier 47 at Perry street and proposed new Pier 48, which will be between West Eighteenth and West Nineteenth streets, a distance of about 4,430 feet, and from proposed new Pier 48 to West 22d street there are to be but four piers, the longest only 357 feet in length upon its centre line, while the shortest is to be but 120 feet.

The wharfage room from the north side of Pier, new 47, to the north side of proposed new Pier 51, including both bulkheads and piers, is about 7,600 feet.

It is impossible to induce the users of the water front to make the long jump from West Tenth street to West Twenty-third street, between which streets there can be no piers of consequence under the new plan, but if, as suggested and recommended in the report of 1880, a change can be made in the new plan, it would be easy to relieve the pressure below Tenth street by moving the applicants up a single pier or a single block at a time. This improvement was proposed and illustrated in extenso in the report of 1880, and is one which, if possible, should be executed. The matter stands substantially now as it did then, except for two blocks, namely, those between Gansevoort street and Bogart streets, and between Bogart and Bloomfield streets, where the ground is now occupied by market buildings. This would simply modify the plan by so much, leaving that part of it, a distance of only about 400 feet, which would not be improved, and reducing the number of new piers to be provided from about 21 to about 19, and reducing the total amount of wharfage room to be made by the proposition of 1880 from about 25,750 feet to nearly 25,000 feet.

The property to be purchased has of course increased somewhat in value, but as an offset to this, the rental value of the piers has also increased above \$30,000 each per annum, the price used in the estimate of revenue given in the report of 1880.

In order to carry out this plan, it would be necessary to have legislation to the effect that the Board of Docks may, with the approval of the Commissioners of the Sinking Fund, alter and amend the new plan of 1871, between Christopher street and West Twenty-third street, on the North river.

The plan of 1871 can also be improved by extending the pierhead line further out into the river between West Tenth street and the Battery, to which there is no valid objection, and thereby increasing the length of the piers, some of which, now only about 540 feet long, can easily, if the change is made, be increased in length to 700 feet. The great size of the ocean steamships which chiefly use this portion of the water front, renders this change very desirable, and is also advantageous to smaller vessels, because the greater length of the piers would allow a greater number of them to be berthed at each pier than now. This change also requires legislative action to empower the Board of Docks, with the consent and approval of the Commissioners of the Sinking Fund, to make it.

East River.

Pursuant to the requirements of chapter 697 of the Laws of 1887, the Department of Docks made a plan for an exterior street 150 feet (the width required in the statute) wide, from East Sixty-fourth to East Eighty-sixth street, and submitted the same to the Commissioners of the Sinking Fund. The matter was considered by that Board and referred to the Department of Public Works and the Department of Docks for report upon modifications. The two departments united in a report that the street should be reduced in width to 115 feet and to extend from East Sixty-fourth to East Eighty-first street, and an amendment to the law of 1887 has been obtained to that effect from the Legislature of 1888.

A new plan for the improvement of the East river water front from the easterly side of Avenue B, between East Eighty-ninth and East Ninetieth streets, to the easterly side of Third avenue, was adopted by the Commissioners of the Sinking Fund on the 19th day of December, 1887, and filed in the Department of Docks on the 5th of January, 1888, and work under it has been begun as stated elsewhere.

Harlem River.

A new plan was determined by the Department of Docks on June 28, 1887, and was adopted by the Commissioners of the Sinking Fund on August 31, 1887, "On the westerly side of the Harlem River, between the westerly side of Eighth avenue at the southerly side of One Hundred and Fifty-ninth street and High Bridge," and a lease (dated December 29, 1887,) of a portion of the same, for about 500 feet northerly of Eighth avenue has been made to the Manhattan Elevated Railroad Company, who are building the wharves and slips provided for in the plan, and who have made reasonable progress in the same under the circumstances.

Land Grant.

A grant of land under water has been obtained from the Commissioners of the Land Office of the State of New York, dated April 5, 1888, for all land under water belonging to the State from the mouth of the Bronx River along Long Island Sound, through the Bronx Kills to the Harlem River, and through the Harlem River and Spuyten Duyvil Creek to the Hudson River, and then along the Hudson River to the northerly boundary of the city, between high-water mark and a line outside of high-water mark described in the grant.

A great deal of work must be done on this section of the water front of the city in order to ascertain its capacities and requirements for adaptation to commercial uses as required by section 713 of the Consolidation Act, as amended by chapter 517 of the Laws of 1884.

Inshore Boundary.

I beg leave to suggest that it is very desirable that the boundary of the jurisdiction of the Department of Docks on the land or shore side should be relieved from the uncertainty which now attends it and made definite. The Department of Docks has jurisdiction over all the wharves of the city, but it is difficult to determine where the wharf ends and the street begins on the marginal wharves or bulkheads, and consequently there is always an uncertainty which tends to toleration of abuses in use and condition. I beg leave, therefore, to recommend that legislation be obtained under which the Department of Docks can from time to time, with the approval of the Commissioners of the Sinking Fund and of the Board of Street Opening and Improvement, fix the inshore boundary of its jurisdiction and responsibility.

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, 1888.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER FRONT.

CHAMBERS STREET SECTION.

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

EARTH FILLING.

October 4 to December 7, 1887.—587 loads of rough stone and brick-bats were received free and placed to fill up in rear of the bulkhead-wall on the northerly slope of the earth filling north of Pier, new 21, North river.

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.

LOCATING WOODEN SEWER-BOX.

Under Secretary's Order No. 6878.

August 19 to August 23, 1887.—Earth was excavated on the new-made land between Chambers and Duane streets to locate the wooden sewer-box for Department of Public Works.

SECTION OFFICE.

July 16, 1887.—Doors of the office were repaired.

FRANKLIN STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

October 19 to November 20, 1887.—14,883 cubic yards of mud were excavated and removed from site of the proposed bulkhead-wall by the Union Dredging Company, under Treasurer's Orders Nos. 12591 and 12654. The area dredged was examined by the diver.

STONE FILLING.

November 22 to December 1, 1887.—861 cubic yards of cobble-stone and 664 cubic yards of rip-rap stone were delivered and placed on the wall foundation by Mr. John A. Bouker, under Treasurer's orders therefor.

February 9 to February 16, 1888.—The present south end of the section was bulkheaded with plank by the divers to retain the cobble filling in place.

February 14 to March 5, 1888.—439 cubic yards of cobble-stones, 167 cubic yards of stone ballast and 348 cubic yards of rip-rap stone were delivered and placed on wall foundation by Mr. John A. Bouker and Mr. Alexander Howell, under Treasurer's orders therefor.

March 28 to March 29, 1888.—Cobble-stones were leveled off by the diver over the area where the concrete foundation blocks were to be placed.

Total to date, 1,467 cubic yards of cobble-stone and 1,012 cubic yards of rip-rap stone.

PILING AND WOODWORK.

Vertical Piling.

December 1, 1887, to February 14, 1888.—354 vertical piles were driven, regulated and stay-lathed. Two piles were broken in driving.

Bracing Piling.

December 12, 1887, to February 14, 1888.—54 bracing piles were driven and regulated.

Binding Frames.

December 22, 1887 to February 20, 1888.—5 binding frames were made, and with the aid of the diver were sunk and keyed to place.

Sawing Off Piles.

February 8 to February 9, 1888, and April 9 to April 14, 1888.—78 foundation piles for the concrete foundation blocks, and 55 platform piles were sawed off by the saw-cutting machine.

February 18, 1888.—3 foundation piles for the concrete foundation blocks (which could not be reached with saw cutting machine) were cut off by the divers.

The two rear rows of vertical piles were cut off by hand from time to time during the progress of the work to admit the driving of bracing piles.

Receiving Lumber.

December 5, 1887.—Lumber for use on the work was received and inspected.

Inspecting Piles.

December 16 to December 27, 1887.—Piles were inspected at Weehawken to be delivered under Treasurer's Order No. 12615.

Mooring Piles.

January 15, 1888.—5 piles were driven to moor floating property to temporarily.

Locating Foundation Piles.

February 17, and April 12, 1888.—The foundation piles on which the concrete foundation blocks were to be placed were located by the divers by means of wire screens.

MASONRY.

Concrete Blocks.

March 19 and 20, 1888.—5 concrete foundation blocks were loaded by the Derrick "City of New York," on scows for use at this section, and cement, sand and broken stone were put on scows by Department laborers.

April 2, 1888.—Mattresses were prepared for setting the concrete foundation blocks on, and 5 concrete foundation blocks were placed by the derrick "City of New York," assisted by the divers.

Chain Holes.

April 2, 1888.—The chain holes between the concrete blocks were filled with concrete in bags.

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 1887-8.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	111.67	111.67	141.48
*Cobble.....	41.90	41.90	211.25
*Rip-rap.....	22.50	22.50	230.65
Piles Driven.....	111.67	111.67	141.48
Binding Frames.....	108.67	108.67	144.48
Piles Cut.....	70.00	70.00	183.15
Longitudinal Caps.....	45.00	45.00	208.15
Cross Caps.....	15.00	15.00	238.15
Decking.....	.....	.....	253.15
Base Blocks.....	60.25	60.25	192.90
"A B" Course Granite.....	.....	.....	253.15
"E" Course Granite.....	.....	.....	253.15
Coping.....	.....	.....	193.15
Wall actually completed.....	.....	.....	.....
Equivalent length of completed wall.....	55.50	55.50	197.65

\* Given in equivalent lengths of wall which has not been done in previous years.

Pier, new 24, N. R.

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

DREDGING.

December 3 to 23, 1887.—25,202 cubic yards of mud were excavated and removed by the Union Dredging Company under Treasurer's Orders Nos. 12680 and 12715.

The work of building a new pier northerly of Pier, old 35, North River, to be known as Pier new 24, North River, under Contract No. 263, by John Gillies, contractor, was begun February 1, 1888, and is in progress.

NORTH MOORE STREET SECTION.

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

Bulkhead Wall Proper.

DREDGING.

July 18 to July 22, 1887.—8,290 cubic yards of mud were excavated and removed by the Union Dredging Company, under Treasurer's Order No. 12421, from the surface of the stone filling. This mud had accumulated thereon since the stoppage of the work by the injunction of July 7, 1881.

October 15 to October 31, 1887.—8,376 cubic yards of mud were excavated and removed from the site of the bulkhead wall by the Union Dredging Company, under Treasurer's Order No. 12590. The area dredged was examined by the divers.



April 14 to April 30, 1888.—4,459 cubic yards of mud and about 1,400 cubic yards of cribwork were excavated and removed from site of bulkhead wall by the Union Dredging Company, under Treasurer's Order No. 12882.

Total excavated and removed for the year, 21,125 cubic yards of mud and about 1,400 cubic yards of cribwork. Totals to date, 43,158 cubic yards of mud and about 1,400 cubic yards of cribwork.

STONE FILLING.

July 7, 1887.—The cobble-stone area was examined by the divers to ascertain the depth and condition of the mud that had accumulated thereon since the injunction of July 7, 1881.

390 cubic yards of cobble-stone were delivered and placed on wall foundation by Messrs. Brown & Fleming, under Treasurer's Orders therefor.

August 1 to September 15, 1887.—664 cubic yards of rip-rap stone were delivered and placed in front and rear of the piling by Messrs. Brown & Fleming, under Treasurer's Orders therefor.

November 1, 1887, to January 12, 1888.—1,590 cubic yards of cobble-stone and 1,008 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.

Prior to putting in the filling, the mud was washed out over the slope at north end of section with a water-jet thrown by a pump on Pile Driver No. 5, assisted by the divers.

April 6 to May 1, 1888.—574 cubic yards of cobble-stone and 1,495 cubic yards of rip-rap stone and 228 cubic yards of ballast as cobbles were delivered and placed on wall foundation by Messrs. Brown & Fleming, under Treasurer's Orders therefor.

Totals for the year, 2,967 cubic yards of cobbles, including the ballast put in as cobbles, and 3,167 cubic yards of rip-rap; to date, 4,701 cubic yards of cobbles, 4,015 cubic yards of rip-rap, and 280 cubic yards of street cobble stones placed as rip-rap.

PILING AND WOODWORK.

Vertical Piling.

August 20, 1887, to April 11, 1888.—689 vertical piles were driven, regulated and stay-lathed; 4 piles were broken in driving.

Bracing Piling.

September 21, 1887, to April 5, 1888.—112 bracing piles were driven and regulated; 2 piles were broken in driving.

Binding Frames.

September 8, 1887, to April 24, 1888.—9 binding frames were made, and with aid of divers were sunk and keyed to place. Prior to placing the first 3 frames, the mud was washed out from the piling with a water-jet thrown by a pump on Pile-driver No. 5, assisted by the divers.

Sawing off Piles.

October 26 and October 29, 1887.—43 foundation piles for the concrete blocks were sawed off by the saw-cutting machine.

November 7 to December 19, 1887.—87 foundation piles and 83 platform piles were sawed off. February 12 and April 6 to April 22, 1888.—37 foundation piles and 17 platform piles were sawed off.

Capping.

November 11 to December 16, 1887, and February 3 to March 29, 1888.—The bracing piles were sawed off by hand, and were prepared to receive the longitudinal caps. 318 lineal feet of longitudinal capping and 31 transverse caps were placed.

Mooring Piles.

October 11, 1887.—6 mooring piles were driven to fasten the floating property to temporarily.

Locating Foundation Piles.

November 3 and 11, December 16 and 21, 1887, and April 10 to April 13, 1888.—The foundation piles on which the concrete blocks were to be placed were located by the divers.

Building Platform.

January 4 to January 7, 1888.—A temporary platform was laid on top of piles already driven, to carry pile-driver ways for driving piles to close gap between Piers, old 36 and new 36, North river.

January 11 and 12, 1888.—The land ways driving the vertical piles in the gap were placed on the platform made to receive them by the derrick "City of New York."

MASONRY.

Concrete Blocks.

November 18, 1887, to January 11, 1888.—Cement, sand and broken stone were loaded on scow at the West Fifty-seventh Street Yard, and 10 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 foundation blocks on, and 10 concrete foundation blocks were set by the derrick "City of New York," assisted by the divers.

Chain Holes.

November 26 and 27, 1887, and January 11 and 12, 1888.—The chain holes between the concrete blocks were filled with concrete in bags.

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 1887 and 1888.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	155.0	340.0	.....
*Cobble.....	66.6	116.1	223.9
*Rip-rap.....	70.3	95.3	244.7
Piles driven.....	223.30	223.30	116.70
Binding frames.....	207.00	207.00	133.00
Piles cut.....	160.00	160.00	180.00
Longitudinal caps.....	116.45	116.45	223.55
Cross caps.....	108.50	108.50	231.50
Decking.....	.....	.....	340.00
Base blocks.....	116.83	116.83	223.17
"A B" course granite.....	.....	.....	340.00
"E" course granite.....	.....	.....	340.00
Coping.....	.....	.....	265.00
Wall actually completed.....	.....	.....	.....
Equivalent length of completed wall.....	112.3	147.0	193.00

\* Given in equivalent lengths of wall which has not been done in previous years.

Temporary Approach to Pier, old 36, N. R.

March 3 to March 29, 1888.—A temporary approach about 24 feet wide was built at the inshore end of the north side of Pier, old 36, North river, to give access to the outer end of the pier, after the old work in line of new bulkhead was removed.

Removing Pier, old 36, N. R.

March 30 to April 12, 1888.—The old shed upon Pier, old 36, North river, was taken down, the old sheathing, deck and square timbers of the pier were removed, old piles were pulled up and the cribwork underneath the pier was removed down to low-water mark, in line of the bulkhead wall.

April 13 to April 16, 1888.—A portion of the old material removed from the inner end of Pier, old 36, North river, was unloaded from a scow and stored at West Fifty-seventh Street Yard.

Locating a Sunken Canal Boat.

January 4, 1888.—A canal boat, the "Chas. H. Fowles," consigned to the Morgan Steamship Company, sunk in slip between Beach and North Moore streets, was located by the divers.

BEACH STREET SECTION.

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

Bulkhead Wall Proper.

DREDGING.

May 30, 1887.—1,180 cubic yards of mud were excavated and removed from site of bulkhead wall by the Union Dredging Company, under Treasurer's Order No. 12667.

Totals excavated for the year, 1,180 cubic yards of mud. To date, 21,267 cubic yards of mud and 1,450 cubic yards of cribwork.

STONE FILLING.

June 7 to June 15, 1887.—Mud was washed from the cobble stone and 773 cubic yards of rip-rap stone were delivered and placed on wall foundation by Messrs. Brown and Fleming and Mr. John A. Bouker, under Treasurer's Order therefor.

Totals deposited during the year, 598 cubic yards of cobble and 773 cubic yards of rip-rap; to date, 6,146 cubic yards of cobble, 9,518 cubic yards of rip-rap and 135 cubic yards of ballast put in as cobble.

PILING AND WOODWORK.

Vertical Piling.

July 20 to August 2, 1887.—79 vertical piles were driven, regulated and stay-lathed. Two piles were broken in driving. Total vertical piles driven for the year, 79 and 2 broken; to date, 633 and 31 broken.

Bracing Piling.

August 2 to August 5, 1887.—9 bracing piles were driven and regulated. Total, bracing piles driven for the year, 9; to date, 96 and 2 broken.

Binding Frames.

August 20 to August 28, 1887.—1 binding frame was made, and with the aid of divers was sunk and keyed to place.

Sawing Off Piles.

August 17 to August 31, 1887.—33 foundation piles for the concrete blocks, and 33 platform piles were sawed off by the saw-cutting machine.

Capping.

September 21 to October 17, 1887.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps, and 72 lineal feet of longitudinal capping and 9 transverse caps were placed.

Locating Foundation Piles.

August 18, 1887.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Decking.

November 12 to November 18, 1887.—1,175 feet B. M. of 4-inch spruce planking was placed on the caps in rear of wall.

MASONRY.

Concrete Blocks.

September 3 to September 11, 1887.—The accumulation of oyster shells in the chain holes of concrete blocks last set at the present north end of section in July, 1880, was cleared off by the divers; cement, sand and broken stone, were loaded on scows at the West Fifty-seventh street yard and three 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 three concrete foundation blocks were set by the derrick "City of New York," assisted by the divers.

Chain Holes.

September 10, 1887.—The chain holes between the concrete blocks were filled with concrete in bags.

Granite.

November 9 to December 20, 1887.—20 pieces of granite were set and backed up with 80 batches of concrete.

Coping Stones.

March 1 to March 21, 1888.—14 pieces of coping stone were prepared by dressing the bottom beds and were set north of Pier, new 26, 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 1887 and 1888.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....	10.0	196.00	0.00
Cobble.....	17.0	196.00	0.00
Rip-rap.....	17.8	196.00	0.00
Piles driven.....	24.0	196.00	0.00
Binding frames.....	23.5	196.00	0.00
Piles cut.....	28.0	196.00	0.00
Longitudinal caps.....	23.00	196.00	0.00
Cross caps.....	28.00	196.00	0.00
Decking.....	28.00	175.00	21.00
Base blocks.....	27.17	196.00	0.00
"A B" course granite.....	44.63	184.82	71.18
"E" course granite.....	57.67	178.69	17.31
Coping.....	95.00	95.00	21.00
Wall actually completed.....	.....	.....	.....
Equivalent length of completed wall.....	24.10	192.00	4.00

REMOVING OLD WORK.

November 1 to November 10, 1887.—The old bulkhead-platform and the facing timbers of the old crib-bulkhead in rear of the bulkhead wall was removed, rafted up and towed to the timber basin foot of West Thirtieth street, North river, to make way for earth filling.

EARTH FILLING.

November 28, 1887, to February 1, 1888.—4,828 loads of earth filling on tickets were received and placed in rear of the bulkhead wall.

Total filling received to date, 5,106 loads on tickets, 24,435 loads free, and 1,175 loads from the Street Cleaning Department.

LAIGHT STREET SECTION.

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

Bulkhead Wall Proper.

DREDGING.

May 28 to May 30, 1887.—2,884 cubic yards of mud were excavated and removed from site of bulkhead wall by the Union Dredging Company under Treasurer's Order No. 12667. Total excavated for the year, 2,884 cubic yards of mud; to date, 45,212 cubic yards of mud and 8,884 cubic yards of cribwork.

STONE FILLING.

June 1 to June 15, 1887.—Mud was washed from the cobble-stone area with a water-jet thrown by a pump on Pile-driver No. 5, assisted by the divers.

August 26 to November 14, 1887, and January 5 and January 6, 1888.—968 cubic yards of cobble-stone and 1,281 cubic yards of rip-rap stone were delivered and placed on wall foundation by Messrs Brown & Fleming, under Treasurer's Orders therefor.

Total deposited for the year, 968 cubic yards of cobble and 1,281 cubic yards of rip-rap; to date, 11,420 cubic yards of cobble and 16,244 cubic yards of rip-rap.



PILING AND WOODWORK.

Vertical Piling.

June 15 to August 24, 1887.—168 vertical piles were driven, regulated and staylathed, 6 of which were extra foundation piles driven for the concrete blocks. 4 piles were broken in driving. Total for the year, 168 driven and 4 broken; to date, 1,280 driven and 4 broken.

Bracing Piling.

June 15 to August 5, 1887.—36 bracing piles were driven and regulated. Total for the year, 36; to date, 207.

Binding Frames.

July 10 to July 18, 1887.—2 binding frames were made, and with aid of divers were sunk and keyed to place.

Sawing Off Piles.

July 15 to August 30, 1887.—54 foundation piles for the concrete blocks and 75 platform piles were sawed off by the saw-cutting machine.

Capping.

August 5 to August 12, 1887, and September 6 to October 13, 1887.—Chock pieces were placed underneath ends of caps. The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 216 lineal feet of longitudinal capping and 20 transverse caps were placed. December 15 to December 26, 1887.—Ends of caps were sawed off where they interfered with the setting of granite.

Locating Piles.

August 12 to August 19, 1887.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Decking.

November 17 to November 29, 1887.—2,877 feet, B. M., of 4-inch spruce planking were placed on the caps in rear of bulkhead wall.

MASONRY.

Concrete Blocks.

June 16, 1887.—Measurement on concrete blocks were made by the surveying party, assisted by the divers.

September 3 to September 12, 1887.—Cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard, and four 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 four concrete foundation blocks were set by the derrick "City of New York," assisted by the divers.

Chain Holes.

September 13, 1887.—The chain holes between the concrete blocks were filled with concrete in bags.

Granite.

November 9 to December 20, 1887.—90 pieces of granite were set and backed up with 240 batches of concrete.

Coping Stone.

March 1 to March 21, 1888.—5 pieces of coping stone were prepared and set between Piers, new 26 and new 27, North river, on this section.

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 1887 and 1888.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	25 00	500 00	0 00
* Cobble.....	27 70	427 00	73 00
* Rip-rap .....	28 50	410 00	90 00
Piles driven .....	53 00	397 05	102 95
Binding frames .....	49 50	394 00	106 00
Piles cut.....	53 00	397 05	102 95
Longitudinal caps.....	49 50	394 50	105 50
Cross caps.....	49 50	393 00	107 00
Decking .....	61 70	376 00	124 00
Base blocks .....	53 78	393 15	106 85
"A B" course granite.....	56 19	366 67	133 33
"E" course granite.....	56 72	358 67	141 33
Coping.....	61 67	206 67	143 33
Wall actually completed.....	.....	.....	.....
Equivalent length of completed wall.....	45 50	380 50	119 50

\* Given in equivalent lengths of wall, which has not been done in previous years.

REMOVING OLD WORK.

November 1 to November 30, 1887, and March 9 to March 24, 1888.—The facing timbers of the old cribwork in rear of the bulkhead wall was removed, rafted up and towed to the timber basin foot of West Thirtieth street, North river, to make way for earth filling.

TEMPORARY SEWER BOX.

November 16 to December 3, 1887.—A temporary sewer box was built from the foot of Hubert street, on the line of West street, to an opening left in the bulkhead wall between Beach and Hubert streets.

FILLING IN REAR OF WALL.

May 23 to May 25, 1887.—The plank approach leading to Pier, new 27, North river, was shored up, same having been disturbed by the filling on the north of it.

November 1, 1887, to May 1, 1888.—9,714 loads of earth filling on tickets were received and placed to fill up rear of the bulkhead wall.

Total received during the year, 9,714 loads on tickets; to date, 30,841 loads on tickets and 461 loads free.

WATCHMAN'S OFFICE.

June 13 to June 17, 1887.—The small frame office used by Watchmen for a tool-house was cleaned, repaired and removed from the present length of section to the bulkhead between Beach and Hubert streets.

October 17, 1887.—The Watchman's office was repaired.

SPRING STREET SECTION.

Bulkhead Wall Proper.

STONE FILLING.

May 15, 1887.—96 cubic yards of rip-rap stone were furnished by Messrs. Brown & Fleming, under Treasurer's Order No. 12289, and deposited by them in front of the wall over the area occupied by a crib which was not removed at the time the wall was built.

MASONRY.

Coping Stone.

September 8 to September 24, 1887.—4 pieces of coping-stone were prepared by cutting the bottom beds and set; two on the south side of Pier, new 35, North river, and two on the north side. The joints were pointed.

Backing Logs.

December 12 to December 26, 1887, and January 7 to January 29, 1888.—2 pieces of backing-logs were placed on the bulkhead wall, one on the north side and one on the south side of Pier, new 35, North river. The piece placed on the south side had been treated with creosote.

Pier, new 35, N. R.

Under Resolution of the Board, June 6, 1883, and April 13, 1887.

April 5 to August 18, 1887.—The old pier was removed, including the cribwork under the pier, and its site was dredged to a depth of about 25 feet below mean low-water mark, and a new pier, 594 feet long and 62 feet wide, was built on the site of the old pier by the Ocean Steamship Company, lessees, in substantial accordance with the plans and specifications on Contract No. 186, and in accordance with the terms of the resolutions of the Board of June 6, 1883, and April 13, 1887. The work was supervised under Secretary's Order No. 6431.

The removal of the old pier was begun April 5, 1887, the dredging was begun April 15, 1887, and was finished on August 22, 1887. The new pier was finished August 18, 1887.

A shed was built upon the pier by the lessees under permit of the Board. It was begun July 25, 1887, and was finished April 14, 1888.

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

Under Secretary's Order No. 5530.

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 will be finished as soon as the shed now being built on Pier, new 37, is sufficiently advanced to admit of a connection with it.

Pier, new 37, N. R.

The pier with the shed thereon was destroyed by fire on the morning of February 28, 1887.

Removing the Burned Remains of Pier, new 37, N. R.

Under Contract No. 253.

September 15 to November 7, 1887.—The burned remains of Pier, new 37, were removed by Morris & Cumings Dredging Company, contractors.

Dredging for the new Pier.

Under Contract No. 254.

October 5 to October 17, 1887.—The site of the new pier was dredged by the Union Dredging Company, contractors.

Building Pier, new 37.

Under Contract No. 257.

October 31, 1887, to February 15, 1888.—A new pier 590 feet long and 80 feet wide, being 10 feet wider than the former pier, was built by the Pacific Improvement Company, contractors.

Shed on Pier, new 37, N. R.

Under Secretary's Order No. 6528.

March 22, 1888, to date.—A shed is being built on the new pier by C. P. Huntington, lessee.

Bulkhead between Piers new 40 and new 42, N. R.

Under Secretary's Order No. 5697.

April 14, 1887 to April 21, 1888.—A shed about 269 feet long and 50 feet wide was built on the bulkhead from the centre of the bulkhead between Piers, new 40 and new 41, to the centre of the bulkhead, between Piers, new 41 and new 42, by the Delaware, Lackawanna and Western Railroad Company.

Building Silt Basin near Pier, new 41, N. R.

Under Secretary's Order No. 6591.

June 28 to July 9, 1887.—The granite paving blocks were taken up near the north side of Pier, new 41, 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. 12347 was put in place, and a 6-inch drain-pipe connection was made between the silt basin and sewer under Treasurer's Order No. 12347, and the earth filling replaced. The removed pavement was replaced by Mr. George F. Doak, under Treasurer's Order No. 12365. The coal tar and gravel were filled in the joints by Department labor.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Under Unanimous Resolution of the Board November 5, 1886.

Bulkhead Wall Proper.

PILING AND WOODWORK.

August 1 to August 3, 1887.—Pile driver ways were transferred from Pier, new 57, North river, to deck of Scow "E" (the ways had been used during the construction at this section and were left on storage on Pier, new 57).

Examination of Bulkhead Wall.

September 16 and 17, 1887.—The rip-rap filling in front of the wall was examined with reference to settlement by divers, assisted by Pile-driver No. 5, with its pump for removing the mud.

Temporary Approach to Pier, new 54, N. R.

May 18, 1887.—Two holes in the plank roadway leading to the pier were repaired.

October 6, 1887.—The approach was blocked up and repaired a hole in same with 108 feet B. M. of new 4-inch spruce plank.

Temporary Approach to Pier, new 56, N. R.

March 29 to April 1, 1888.—Patched sheathing on the temporary approach leading to the pier with 2,074 feet B. M. of new 4-inch spruce plank.

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

Given in Linear Feet of Wall.

WORK.	COMPLETED 1888.	TOTAL TO DATE.	WORK TO BE COMPLETED.		
			Not Enjoined.	Stopped by Injunction.	TOTAL.
		Feet.	Feet.	Feet.	Feet.
Dredging .....	.....	970.00	.....	268.2	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
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



WEST TWENTY-THIRD STREET SECTION, NORTH END.  
Under Unanimous Resolution of the Board, June 28, 1882.  
*Bulkhead Wall Proper.*

STONE FILLING.

February 9 and 10, 1888.—328 cubic yards of rip-rap stone were deposited in front of the bulkhead wall by Mr. Alexander J. Howell.  
Total received for the year, 328 cubic yards of rip-rap; to date, 16,626 cubic yards of cobble and 19,274 cubic yards of rip-rap.

*Examination of Bulkhead Wall.*

September 19 and 27, 1887.—The rip-rap filling in front of the wall was examined with reference to settlement by divers, assisted by Pile-driver No. 5, with which the mud was removed by pumping.

*Temporary Approach to Pier, new 59, N. R.*

December 7, 1887.—A hole in the deck of the approach was repaired with 147 feet B. M. of 4-inch spruce plank.

*Temporary Approach to Pier, new 60, N. R.*

September 23, 1887.—A hole in the approach was repaired with 147 feet B. M. of new 4-inch spruce plank.

April 2, 1888.—Holes in the approach leading to the pier were repaired with second-hand material.

April 11 to May 1, 1888.—Repairs are being made to the plank approach by raising it and laying down new 4-inch spruce plank, using the best of the old material removed for sills for the new plank. 350 loads of earth filling were received on tickets and were used in raising the approach. Total filling received for the year, 350 loads on tickets; to date, 57,402 loads on tickets and 978 loads free.

*Section Office.*

May 16 to May 18, 1887.—The section office was moved from Pier, new 61, North river, to the new-made land just north and east of the pier.

*Recapitulation of Work Done and to be Done on the Bulkhead Wall, West Twenty-third Street Section, North End.*  
In Linear Feet of Wall.

WORK	COMPLETED WORK.		WORK TO BE COMPLETED.		
	In 1887-8.	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

WEST THIRTY-FIRST STREET SECTION.

Under Unanimous Resolutions of the Board August 8 and September 19, 1883.

*Bulkhead Wall Proper.*

EXAMINATION OF BULKHEAD WALL.

September 20, 1887.—The rip-rap filling in front of the wall was examined with reference to settlement by the divers, assisted by the pump on Pile-driver No. 5, with which the mud was removed from its surface.

*Filling in Rear of Wall.*

May 1, 1887, to May 1, 1888.—19,555 loads of earth filling on tickets and 5,325 loads of filling from the Street Cleaning Department were received and placed in rear of the bulkhead wall.

Total to date, 40,286 loads on tickets, 1,364 loads free, and 5,325 loads from the Street Cleaning Department.

*Recapitulation of Work Done and to be Done on the West Thirty-first Street Section.*

In Linear Feet of Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1887-8.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging.....		257.5	
Cobble.....		257.5	
Rip-rap .....	54.5	257.5	
Piles driven.....		257.5	
Binding frames .....		257.5	
Piles cut .....		257.5	
Longitudinal caps.....		257.5	
Cross caps .....		257.5	
Decking .....	17.5	257.5	
Base blocks.....		257.5	
"AB" course granite.....	3.86	257.5	
"C" course granite .....	5.10	257.5	
"D" course granite.....	8.80	257.5	
"E" course granite.....	12.77	257.5	
"F" extra course granite.....	257.5	257.5	
Coping.....			197.5
Equivalent length of completed wall except the coping.....		257.5	

*Removal of Old Work.*

August 19 to September 27, 1887.—The New York Central and Hudson River Railroad Company removed about 170 feet of the inner end of an old pier about 35 feet wide, located about 130 feet north of the northerly line of West Thirtieth street, cutting off the piles at low water.

*Filling in of Land under water by Private Owners.*

September 6, 1887, to May 1, 1888.—26,666 loads of earth filling were put in place between the lines of West Thirty-first street, over area of land under water contained in a water grant now owned by the New York Central and Hudson River Railroad Company, under permit of the Board.

WEST THIRTY-SECOND STREET SECTION.  
Under Unanimous Resolution of the Board, October 22, 1885.  
*Bulkhead Wall Proper.*

DREDGING.

May 17 to May 24, 1887.—9,108 cubic yards of mud were excavated and removed from site of the bulkhead wall by the Union Dredging Company, under Treasurer's Orders therefor. A sunken wreck was removed from the site of the wall under Treasurer's Orders No. 12320.

April 3 to 17, 1888.—18,692 cubic yards of mud were excavated and removed from site of the bulkhead wall by the Union Dredging Company, under Treasurer's Orders therefor. Total excavated during the year, 27,800 cubic yards of mud and 1 wreck; total to date, 63,771 cubic yards of mud and 1 wreck.

STONE FILLING.

May 1 to December 14, 1887.—4,597 cubic yards of cobble stone and 8,998 cubic yards of rip-rap stone were delivered and placed on the wall foundation by Messrs. Brown & Fleming, under Treasurer's Orders therefor.

February 22 to 25, 1888.—388 cubic yards of rip-rap stone were delivered and placed in front of the bulkhead wall by Mr. Alexander J. Howell, under Treasurer's Orders therefor.

November 3 to 14, 1887.—50 cubic yards of cobble stone previously stored on the bulkhead wall north of Pier, new 60, North river, were transferred and deposited on the wall foundation by Department laborers.

December 30 and 31, 1887.—About 50 yards of cobble stone were transferred from the bulkhead wall north of Pier, new 60, North river, to the bulkhead north of Pier, new 61, North river, by Department laborers.

December 6 to 9, 1887.—440 cubic yards of cobble stone were discharged on the bulkhead wall north of Pier, new 61, North river, by Messrs. Brown & Fleming, under Treasurer's Order therefor, for use during the cold weather, if required.

April 18 to 26, 1888.—834 cubic yards of cobble stone and 519 cubic yards of rip-rap stone were delivered and placed on the wall foundation by Mr. John A. Bouker, under Treasurer's Orders therefor.

Total deposited in wall foundation for the year, 5,481 cubic yards of cobble and 9,905 cubic yards of rip-rap; to date, 13,421 cubic yards of cobble and 20,030 cubic yards of rip-rap.

PILING AND WOODWORK.

Vertical Piling.

May 1 to July 2, 1887.—328 vertical piles were driven, regulated and staylathed; 2 piles were broken in driving. Total to date 990, 12 of which were extra piles and 2 broken.

Bracing Piling.

May 1 to July 29, 1887.—59 bracing piles were driven and regulated; 1 pile was broken in driving.

Binding Frames.

May 1 and August 15, 1887.—6 binding frames were made and with aid of divers were sunk and keyed to place, making a total of 13 frames in place to date.

September 23, 1887.—Binding frames were keyed up in the rear by the divers.

Sawing off Piles.

May 12 and 13, July 13 and August 2 and 10, 1887.—150 foundation piles were sawed off by the saw-cutting machine and the high grade piles to receive the capping were cut off by hand.

Capping.

May 11 to 13 and September 1 to October 13, 1887.—Ends of caps were sawed off where projecting in the way of setting granite, and chocks were placed under the outer ends of caps on the foundation blocks.

May 18 to October 13, 1887.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 504 linear feet of longitudinal capping and 56 transverse caps were placed.

Decking.

May 10 and 11, July 16, October 5 to 28, 1887, and February 8, 1888.—1,276 square feet of 4-inch deck planking were placed on the caps in rear of the bulkhead wall.

Locating Foundation Piles.

May 10 to 16, July 20 to 26, and August 4 to 6, 1887.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Inspecting Piles.

May 10 to 15 and July 9, 1887.—Piles delivered on the work were inspected.

Mooring Piles.

May 25, 1887.—3 new mooring piles were driven to fasten floating property to.

July 7 and 9, 1887.—3 old mooring piles were driven in place of the new piles broken.

Pile Butts.

June 8, 21 and 30, 1887.—Old pile butts were rafted up and placed in the timber basin at the foot of West Thirtieth street, North river.

MASONRY.

June 3 to 9, August 8 to 11 and September 16 to 22, 1887.—Cement, sand and broken stone were loaded on scows at the West Fifty-seventh Street Yard, and 13 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 13 concrete blocks were set in the wall by the derrick "City of New York," assisted by the divers.

CHAIN HOLES.

July 9 and 12 and September 22, 1887.—The chain holes between the concrete foundation blocks were filled with concrete in bags.

GRANITE.

May 13 to 31, July 3 to September 26 and November 1 to 6, 1887.—180 pieces of granite were set and backed up with 556 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.

June 2 and 3 and August 10 to 18, 1887.—The 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 1887 and 1888.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging .....	165.00	455.00	60.00
* Cobble.....	81.00	345.00	170.00
* Rip-rap .....	216.00	319.00	196.00
Piles driven.....	88.60	317.90	197.10
Binding frame.....	85.60	315.90	199.10
Piles cut .....	173.61	317.90	197.10
Longitudinal caps.....	173.61	317.90	197.10
Cross caps .....	173.61	317.90	197.10
Decking .....	165.43	283.61	231.39
Base blocks.....	157.91	300.20	214.80
"A B" course granite.....	217.41	285.65	229.35
"C" course granite.....	221.14	284.59	230.41
"D" course granite.....	223.74	283.61	231.39
"E" course granite.....		9.30	505.70
"F" extra course granite.....		9.30	
Wall actually completed.....			
Equivalent length of completed wall.....	125.05	284.9	231.10

\* Given in equivalent lengths of wall, which have not been done in previous years.



*Filling in Rear of Wall.*

May 27, 1887, to May 1, 1888.—14,648 loads of earth filling on tickets and 8,214 loads of filling without tickets from the Street Cleaning Department were received and placed in rear of the bulkhead wall. Total to date, 14,648 loads on tickets and 8,214 loads from the Street Cleaning Department without tickets.

*Removing Old Work.*

February 25 to March 28, 1888.—Old piles were pulled up, old sheathing, deck and square timbers were removed from the outer end of old Pier at the foot of West Thirty-second street to make room for earth-filling at this point.

*Pier, new 61, N. R.*

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

## DREDGING.

May 2 to June 14, and October 24, 1887, and November 9 to December 6, 1887.—77,389 cubic yards of mud were excavated and removed from site of pier and from the slips on either side, by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 94,226 cubic yards.

## RECEIVING LUMBER.

June 20 to 30, 1887.—Yellow pine timber was received from the Hilton Timber and Lumber Company, under Treasurer's Order No. 12,309, for use in building the pier, and it was inspected and rafted up and placed in timber basin foot of West Thirtieth street, N. R., July 13 to 14, 1887. 6 piles were driven to secure the timber.

## HANDLING LUMBER.

August 1 to October 12, 1887.—Yellow pine timber was selected and cut for use in building the pier by Department labor and turned over to the contractor for building the pier.

## BUILDING PIER.

Under Contract No. 248.

July 1 to October 12, 1887.—A new pier, 500 feet long and 100 feet wide, with a low level deck for two railroad tracks and a high level deck for freight, was built by Joseph Walsh, contractor.

## SHED.

Under Secretary's Order No. 6965.

November 12, 1887, to April 21, 1888.—A shed was built on the high level platform of the pier by the New York Central and Hudson River Railroad Company, lessees, under permit of the Board.

## GANGWAYS IN PIER.

Under Secretary's Order No. 7439.

January 28 to March 28, 1888.—Gangways were placed in the openings left in the pier therefor, by the New York Central and Hudson River Railroad Company, under permit of the Board.

## RAILROAD TRACKS.

Under Secretary's Order No. 7228.

November 26, 1887, to May 1, 1888.—Two railroad tracks have been laid on the pier and across the newly filled land in rear thereof to connect with the upland tracks of the lessees, and although not fully completed are now in use. The work is being done by the New York Central and Hudson River Railroad Company, lessees, under permit of the Board.

## BUMPER FRAMES.

Under Secretary's Order No. 6891.

October 5 to 17, 1887.—Bumper frames were placed at the outer ends of the tracks on the pier by the New York Central and Hudson River Railroad Company, lessees, under permit of the Board.

*Pier, new 62, N. R.*

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

## DREDGING.

August 1 to 31, 1887.—45,197 cubic yards of mud were excavated and removed from site of Pier by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 45,197 cubic yards.

## BUILDING PIER.

Under Contract No. 256.

November 17, 1887, to May 1, 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, is under construction by Ranald Gillies, contractor.

## SHED ON THE PIER.

Under Secretary's Order No. 7174.

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

*New Pier and Temporary Approach at West Thirty-seventh street, N. R.*

Under Unanimous Resolution of the Board, June 25, 1887.

## REMOVAL OF OLD PIER AND DUMPING BOARD.

July 30 to August 23, 1887.—The force of the Department removed the old pier, and the Street Cleaning Department dump and the cribwork under the pier down to mean low-water mark.

## NEW PIER.

Under Contract No. 252.

September 12, 1887, to March 3, 1888.—A new pier, 500 feet long and 60 feet wide, was built by John Gillies, contractor.

## TEMPORARY APPROACH TO NEW PIER.

September 1, 1887, to March 2, 1888.—A temporary approach, extending from the pavement at the foot of West Thirty-seventh street to the inner end of the new pier, a distance of about 270 feet, and to the full width of the street, was built by the force of the Department. The old cribwork was widened about 18 feet for about 160 feet on its northerly side by a platform on piles; a crib about 45 feet in length was built across the street in extension of the cribwork to the south, to retain the earth filling, and a pile work connection 60 feet wide and about 50 feet long was made from the line of the crib-bulkhead to the south with the inner end of the new pier. A large accumulation of earth and ashes was removed from the surface of the old cribwork within the street lines, and was discharged in rear of the bulkhead wall at West Thirty-second Street Section. This area was decked over with new 5-inch yellow pine plank.

## DUMPING-BOARD ON THE NORTH SIDE OF THE APPROACH.

September 28 to October 8, 1887.—A dumping-board, 32 feet square, with an inclined approach 15 feet wide and 92 feet long, was erected by the force of the Department. This dumping-board was turned over on October 8, 1887, to the Department of Street Cleaning for their temporary use during the construction of the new pier, and it has been occupied by said Department up to date.

## TIMBER FOR NEW PIER.

August 24 to September 1, 1887.—The yellow pine timber for the new pier, delivered by Dexter Hunter, under Treasurer's Order No. 12409, was received, inspected, rafted and cared for.

September 12, 1887, to March 3, 1888.—The yellow pine timber for the new pier was turned over to the contractor from time to time in accordance with the terms of the contract for building the pier.

## DREDGING FOR NEW PIER AND APPROACH.

July 27 to November 24, 1887.—73,853 cubic yards of mud, 2,738 cubic yards of cribwork and one old wreck was excavated and removed from the site of the new pier and its approach, and from the half slip on each side, by the Union Dredging Company, under Treasurer's Orders therefor.

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

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

## DREDGING.

June 21, 1887, to March 30, 1888.—70,590 cubic yards of mud have been excavated and removed to date 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.

## NEW PIER AND APPROACH.

Under Contract No. 264.

February 6 to May 1, 1888.—The outer end about 175 feet in length of the old pier have been removed, and the work of building the outer end about 400 feet in length of the new pier is in progress, by Richard Cronin, contractor. The work of removing the inner end of the old pier and of proceeding with the dredging for and building the inner end of the new pier, its approach, and the repairs to the crib-bulkhead, is retarded by the continued occupancy of the old pier by the Health Department.

*New Pier and Approach at West Fortieth Street, N. R.*

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

November 17, 1886, to June 30, 1887.—A new pier, 500 feet long and 60 feet wide, extending on the street lines extended from the established bulkhead line to the established pier line, with a temporary approach thereto, about 258 feet long and 40 feet wide, has been built by Richard Cronin, under Contract No. 231. The premises were leased at public auction at the sale of April 9, 1887, for a term of four years from May 1, 1887, to the Western Stock Yard Company, who took possession on May 1, 1887.

*New Pier at West Forty-seventh Street, N. R.*

Engineer's Order.

March 19 to March 27, 1888.—15 rod borings were made with the "Woodcock" borer to determine length of piles required for a new pier.

*Proposed Bulkhead Wall West Forty-sixth to West Fifty-sixth Street, N. R.*

Engineer's Order.

September 9 to 16, 1887.—43 test piles were driven from the north side of West Fifty-first street to the south side of West Fifty-fifth street, North river, to test the river bottom.

September 23 to October 3, 1887.—63 rod borings were made by the "Woodcock" borer to test the river bottom.

## WEST FIFTY-SECOND STREET SECTION, SOUTH END.

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

*Removal of Old Work.*

April 13 to 26, 1888.—The inner end of the old pier, extending easterly from a line about 50 feet westerly of the established bulkhead line, was removed by the force of the Department to make room for the bulkhead wall. The old material was rafted and cared for.

*Bulkhead Wall Proper.*

## DREDGING.

April 27 to May 1, 1888.—2,714 cubic yards of mud were excavated and removed from the site of the bulkhead wall by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 2,714 cubic yards.

## WEST FIFTY-SECOND STREET SECTION, NORTH END.

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

*Bulkhead Wall Proper.*

## DREDGING.

October 17 to November 23, 1887.—25,574 cubic yards of mud were excavated and removed from site of bulkhead wall by the Union Dredging Company, under Treasurer's Orders therefor. Total excavated to date, 25,574 cubic yards.

## STONE FILLING.

November 24 to December 3, 1887.—8 piles were driven in clusters by Department labor for mooring scows when engaged depositing filling on wall foundation.

979 cubic yards of cobble-stone and 651 cubic yards of rip-rap stone were deposited on the wall foundation by Messrs. Brown & Fleming and Mr. John A. Bouker, under Treasurer's Orders therefor.

December 3, 1887.—Work on this portion of the section was stopped by an injunction issued by the United States Court.

February 6, 1888.—2 clusters of piles were pulled up, as they had been disturbed by the ice and were reported dangerous to navigation by the Dock Master. The work was done under Secretary's Order No. 7452.

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

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

February 24 to March 10, 1888.—9 rod borings were made by the "Woodcock" borer, under Secretary's Order No. 7390, to fix the length of piles required for a new pier.

## REMOVAL OF OLD PIER.

Under Contract No. 272.

April 10 to May 1, 1888.—The work of removing all of the old pier outside of a line 50 feet westerly of the established bulkhead line is in progress.

## DREDGING FOR NEW PIER.

April 17 to 27, 1888.—22,285 cubic yards of mud were excavated and removed from site of the new pier by the Union Dredging Company, under Treasurer's Order No. 12893; total to date, 22,285 cubic yards.

*West Fifty-seventh Street, N. R.*

Receiving, inspecting and handling yellow pine timber to be delivered under Contract No. 259. January 10 to 23, 1888.—Building boom on the north side of West Fifty-seventh street Pier, North river, to receive the timber.

January 10 to April 26, 1888.—Dexter Hunter has delivered 5 cargoes of yellow pine timber under his contract therefor No. 259, aggregating about 470,795 feet B. M.

January 10 to April 30, 1888.—Department force receiving, inspecting and caring for yellow pine timber delivered under Contract No. 259.

## EAST RIVER.

*Pier, new 29, E. R.*

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

## REMOVAL OF DUMPING BOARD.

December 27, 1887, to January 4, 1888.—The old Street Cleaning Department dumping-board on the west side of pier, old 37, East river, was removed by the force of the Department of Docks to make way for Pier, new 29, and the old material taken therefrom was cared for.

The Department of Street Cleaning was moved up to the west side of Pier 44, East river.

## BUILDING PIER.

Under Contract No. 261.

December 13, 1887.—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 Nos. 2 and 3, by P. Sanford Ross, contractor, was begun December 13, 1887, and is in progress.

## DREDGING

December 13, 1887, to March 21, 1888.—17,289 cubic yards of mud and 8,594 cubic yards of cribwork were excavated and removed from the site of the new pier, and its approach, and from the half slip on each side, by the Union Dredging Company, under Treasurer's Orders therefor.

## TEST PILES.

February 16 to February 18, 1888.—Five test piles were driven on the site of the new pier and its approach.

March 6 to March 9, 1888.—Nine test piles were driven on the site of the new pier and its approach.

*Pier, new 32, E. R.*

Under Unanimous Resolution of the Board, December 1, 1886.

## BUILDING PIER.

Under Contract No. 241.

May 1 to December 15, 1887.—The work of building a new pier about 279 feet long and 40 feet wide, with a temporary approach thereto, about 110 feet long and 40 feet wide, at the foot of Pike Slip, E. R., in place of Pier, old 41, E. R., and to be known as Pier, new 32, E. R., was continued by John Gillies, contractor, under Contract No. 241, Classes Nos. 2 and 3, and was finished on December 15, 1887.



CREOSOTED PILES.

Under Treasurer's Order No. 12168.

May 11 and May 12, 1887.—Thirty-four creosoted piles were received from the Carolina Oil and Creosote Company, at Jersey City, on a scow and were stored at West Fifty-seventh Street Yard until required for Pier, new 32, East river. These piles were creosoted with "wood creosote."

June 8 to June 13, 1887.—A catamaran was built at West Fifty-seventh Street Yard, of old material, to carry the creosoted piles, and they were loaded upon it and towed to the pier.

June 13, 1887.—The creosoted piles were delivered to the contractor and were receipted for by him, and were used as bearing-piles in the outer double row of piles of the pier in accordance with the terms of the contract.

DREDGING.

May 1 to October, 1887.—The dredging for the site of the new pier and its approach and of the half slip on each side was continued, and was finished October 19, 1887. 11,479 cubic yards of mud and 4,743 cubic yards of cribwork were excavated and removed by the Union Dredging Company, under Treasurer's Orders therefor. Total to date, 16,292 cubic yards of mud and 5,714 cubic yards of cribwork.

April 5 to April 9, 1888.—The river bottom on each side of the new pier was examined after the dredging by the divers and all loose sunken logs and projecting timbers were removed and disposed of.

*Pier, old 46, E. R.*

Under Secretary's Order No. 7184.

January 5 to January 7, 1888.—Three test piles were driven to determine probable length of piles for a new pier on the site of the old one.

*Pier, new 36, E. R.*

March 26, 1888.—A form of contract and specifications and the necessary plans for a new pier and a temporary approach thereto on the site of Pier, old 41, to be known as Pier, new 36, East river, have been prepared and are now about ready to advertise.

HARLEM RIVER.

*Pier at East One Hundred and Seventeenth Street.*

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

April 14, 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, and is in progress by Mr. John W. Flaherty, under Treasurer's Order No. 12846 therefor.

*Proposed Pier and Bulkhead at East One Hundred and Nineteenth Street, H. R.*

TEST PILES.

Under Secretary's Order No. 7048.

January 9 and January 10, 1888.—Six test piles were driven to test the nature of the river bottom.

*Proposed Pier and Bulkhead at East One Hundred and Twentieth Street, H. R.*

January 10 to January 12, 1888.—Six test piles were driven to test the nature of the river bottom.

*Proposed Masonry Bulkhead Wall at East One Hundred and Twenty-fifth street, H. R.*

Under Secretary's Order No. 7409.

January 24 to February 23, 1888.—482 borings were made with the boring machine "Woodcock."

March 15 and 16, 1888.—82 hand-rod borings were made.

February 7 to 10, 1888.—The timber work of the outer end of the old pier was removed to make room for the borings on the site of the proposed wall.

February 15 to 17, 1888.—509 cubic yards of cribwork were excavated and removed from the outer end of the old pier to make room for the borings on the site of the proposed wall by the Union Dredging Company, under Treasurer's Order No. 12796.

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

Under Secretary's Order No. 7460.

March 29, 1888.—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 is now in progress. 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.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

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

PROPOSED CRIB-BULKHEAD.

Under Secretary's Order No. 7436.

January 28 to February 16, 1888.—Forty-one test-piles were driven to ascertain the nature of the river bottom.

*Crib-bulkhead, West Seventy-seventh to West Seventy-eighth Street, N. R.*

CONSTRUCTION OF CRIB-BULKHEAD.

Under Contract No. 243.

April 15 to July 20, 1887.—The new crib-bulkhead, including the necessary dredging on its site and in front of it, was finished and completed by Mr. William P. Kelly, contractor, on July 20, 1887.

Under Engineer's Order.

January 7, 1888.—Three oak fender-piles were driven at the outer lower corner of the crib.

FILLING IN REAR OF CRIB-BULKHEAD.

Under Unanimous Resolutions of the Board, September 8 and December, 30, 1887; January 27 and April 5, 1888.

August 1 to November 14, 1887.—4,606 wagon loads and 613 cart loads of clean earth and stone filling were received from Thomas Smith & Co., and were deposited in rear of the crib-bulkhead.

November 15, 1887, to April 9, 1888.—10,657 wagon loads and 1,850 cart loads of clean earth and stone filling were received from Thomas Smith & Co., under Secretary's Order No. 7167, and were deposited in rear of the crib-bulkhead, completing the filling in rear thereof for the present or until future settlements require additional filling.

Under Secretary's Order No. 6827.

August 1, 1887, to January 10, 1888.—3,428 loads of street dirt and ashes were received from the Street Cleaning Department and deposited as filling in rear of the crib-bulkhead.

Under Secretary's Order No. 7357.

January 11 to March 19, 1888.—4,446 loads of street dirt and ashes were received from the Street Cleaning Department and deposited as filling in rear of the crib-bulkhead.

Under Secretary's Order No. 6764.

July 14 to 30, 1887.—959 loads of earth and stone were removed from the bulkheads between West Seventy-eighth and West Eightieth streets, and from the surface of the pier at West Seventy-ninth street, N. R., by John A. Bouker's Nephew & Company, and were deposited as filling in rear of the crib work.

Total number of single or cart loads of filling received to date :  
From Street Cleaning Department..... 7,874 loads.  
From Thomas Smith and Company, 15,263 double loads,  
equivalent to..... 30,526 single loads,  
Single loads..... 2,463

From John A. Bouker's Nephew & Co..... 32,989  
959 "

Total equivalent in single loads..... 41,822 "

The area of land under water reclaimed by this filling inside of the backing-log of the new cribwork is about 45,660 square feet.

TEMPORARY BOOM.

Under Secretary's Order No. 7357.

December 30, 1887, to January 7, 1888.—A temporary boom to retain filling was built across the southerly end of the area to be filled in.

*New Made Land at foot of West Ninety-sixth Street, N. R.*

Under Resolution of the Board, April 5, 1888.

April 11, 1888.—120 wagon loads and 393 cart loads of clean earth and stone have been received from Thomas Smith & Co., and deposited to fill up the land under water in rear of the crib-bulkhead at the foot of the street, and formerly covered by the pile work portion of the pier at the foot of said street; in progress.

*New Pier and Crib-bulkhead at the foot of West One Hundred and Thirty-second Street, N. R.*

Under Contract No. 246.

July 8 to December 8, 1887.—A new crib-bulkhead about 113 feet long was built in extension northerly of the old crib-bulkhead north of West One Hundred and Thirty-first street, with a wing-crib along the northerly line of West One Hundred and Thirty-second street, North river, to connect with the railroad embankment; the area in rear of the new cribwork was filled in; a new pier about 152 feet long at its south side and about 156 feet long on its north side, and 60 feet wide, was built on the lines extended, of West One Hundred and Thirty-second street, and springing from the new crib-bulkhead, and the necessary dredging for the new cribwork and for the pier was done by Messrs. O'Connell & Coffey, contractors. The premises are now in use.

An area of about 8,700 square feet of land inside of the backing-logs of the new cribwork was reclaimed by the filling done under this contract.

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

Under Contract No. 260.

December 24, 1887, to May 1, 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 is now in progress. The structure will be 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.

EAST RIVER.

*Pier 60 E. R.*

Under Secretary's Order No. 7276.

December 9 to 16, 1887.—Seven test piles were driven to ascertain probable length of piles required for a new pier.

NEW PIER.

Under Contract No. 269.

March 19 to May 1, 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, by Duncan A. Gillies, contractor, was begun March 19, 1888, and is in progress.

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

Under Engineer's Order.

December 19 to 23, 1887.—Eight test piles were driven to ascertain the probable length of piles required for a new pier.

Under Contract No. 271.

March 26 to May 1, 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 cribwork averaging about 40 feet wide by 20 feet long at the inner end of the pier, by Messrs. O'Connell and Coffey, contractors, was begun March 26, 1888, and is in progress.

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

Under Secretary's Order No. 7636.

April 17 to May 1, 1888.—A small landing pier, 30 feet long and 12 feet wide, with an approach 15 feet long and 6 feet wide, is under construction 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.

*Crib-bulkhead at the Foot of East Seventy-sixth Street, E. R.*

Under Contract No. 247.

July 18 to October 16, 1887.—A crib-bulkhead on piles was built at the foot of East Seventy-sixth street, extending out to the established bulkhead line, and with its side lines on the street lines extended, by John Gillies, contractor.

*Dumping-board at the Foot of East Eightieth Street, E. R.*

Under Contract No. 245.

May 31 to July 12, 1887.—A dumping-board about 40 feet wide and 36 feet long on its surface, including the overhang, with a planked approach about 55 feet long and 20 feet wide, was built at the foot of East Eightieth street, East river, by Walter Danforth, contractor.

HARLEM RIVER.

*Crib-bulkhead between East One Hundred and Fourteenth Street and One Hundred and Fifteenth Street, H. R.*

Under Engineer's Order.

September 6 to 8, 1887.—9 test piles were driven over the site of a proposed crib-bulkhead to test the nature of the river bottom.

CRIB-BULKHEAD.

Under Contract No. 258.

November 30, 1887, to April 20, 1888.—A crib-bulkhead on piles, extending from the existing crib-bulkhead at the centre of the block, between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets, about 178 feet to the southerly side of the existing cribwork along the northerly line of East One Hundred and Fifteenth street, including the necessary dredging over and in front of its site and a rip-rap embankment in its rear, was built by John Gillies, contractor.

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

Under Secretary's Order No. 7020.

October 7, 1887.—Three test-piles were driven to ascertain the length of piles required for the proposed new pier.

NEW PIER AND CRIB-BULKHEAD.

Under Contract No. 262.

January 7 to June 30, 1887.—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 13, 1887, by John W. Flaherty, contractor, and is now in progress.

BLACKWELL'S ISLAND.

*Storehouse Pier.*

Under Contract No. 255.

October 25, 1887, to January 20, 1888.—A new platform on piles 100 feet long and about 47 feet wide, in extension northerly of the Storehouse Pier on Blackwell's Island, was built by Duncan A. Gillies, contractor.



## New Wharfage Room, in linear feet, made during the Year ending April 30, 1888.

## WORK UNDER THE "NEW PLAN."

North river—		
New wall at Franklin Street Section.....	55.50	
" North Moore Street Section.....	112.30	
" Beach Street Section.....	24.10	
" Lighthouse Street Section.....	45.50	
" West Thirty-second Street Section.....	125.50	
		362.90
Pier, new 37, sides and outer end.....	1,256.00	
Pier, new 61, sides and outer end.....	1,100.00	
Pier at West Thirty-fourth street, sides and outer end.....	984.00	
New Pier at West Thirty-seventh street, sides and outer end.....	1,060.00	
Temporary approach to the same sides.....	320.00	
New Pier at West Fortieth street, sides and outer end.....	1,060.00	
Temporary approach to the same sides.....	516.00	
East river—		
Pier, new 32, sides and outer end.....	508.00	
Temporary approach to same sides.....	220.00	

Total pier-line..... 7,114.00

Total wall and pier-line under "New Plan"..... 7,476.90

## WORK NOT UNDER THE "NEW PLAN."

North river—		
Crib-bulkhead, West Seventy-seventh to West Seventy-eighth street.....	260.00	
Crib-bulkhead at West One Hundred and Thirty-second street.....	113.00	
East river—		
Crib-bulkhead at East Seventy-sixth street.....	60.00	
Harlem river—		
Crib-bulkhead, East One Hundred and Fourteenth to East One Hundred and Fifteenth street.....	178.00	
		611.00
North river—		
New pier at West One Hundred and Thirty-second street, sides and outer end.....	368.00	
East river—		
Pier at East Thirty-seventh street, sides and outer end.....	397.27	
Landing pier at East Fifty-first street, outer face.....	30.00	
Dumping-board at East Eightieth street, outer face.....	40.00	
Storehouse pier extension, Blackwell's Island, outer face.....	100.00	

Total pier line..... 935.27

Total bulkhead and pier line not under "New Plan"..... 1,546.27

Total new bulkhead and pier line for the year..... 9,023.17

Deduct for bulkhead line which comes under the new piers, included in the above, as follows:

New wall under Pier, new 61, North river.....	100.00
Crib-bulkhead at West One Hundred and Thirty-second street, North river.....	60.00
	160.00

Total new wharfage room made during the year..... 8,863.17

The net increase during the year in the length of wharfage room is 5,112 linear feet, and the superficial area of piers has been increased by 168,219 square feet during the year.

## New Wharfage Room, in linear feet, to be made by work begun, but not finished, during the Year ending April 30, 1888.

## WORK UNDER THE "NEW PLAN."

North River—		
New wall at Franklin Street Section.....	56.17	
" North Moore Street Section.....	111.00	
" Lighthouse Street Section.....	7.50	
" West Thirty-second Street Section.....	39.50	
" West Fifty-second Street Section, south end.....	60.00	
" West Fifty-second Street Section, north end.....	60.00	
		334.17

North River—		
Pier, new 24.....	1,192.00	
Pier, new 62.....	1,100.00	
New Pier at West Thirty-eighth street.....	1,060.00	
Temporary approach to the same.....	166.00	
New Pier at West Fifty-first street.....	1,060.00	

East River—		
Pier, new 29.....	616.00	
Temporary approach to the same.....	150.00	

Harlem River—		
Extension to Pier at East One Hundred and Seventeenth street.....	78.00	

Total pier line..... 5,772.00

Total wall and pier-line under "New Plan," begun but not finished..... 6,106.17

## WORK NOT UNDER THE "NEW PLAN."

North River—		
Crib-bulkhead at West One Hundred and Fifty-eighth street, Harlem river.....	60.00	
Crib bulkhead at East One Hundred and Seventeenth street.....	50.00	

Total crib-bulkhead line..... 110.00

East River—		
Pier 60.....	532.00	
Dumping Pier at East Forty-sixth street.....	844.00	
Harlem River—		
Pier at East One Hundred and Seventeenth street.....	324.00	

Total pier line..... 1,700.00

Total crib-bulkhead and pier line, not under "New Plan," begun, but not finished..... 1,810.00

Total begun during the year, but not finished..... 7,916.17

## DEPARTMENT YARDS

## West Fifty-seventh Street Yard, N. R.—Maintenance.

Under Resolution of the Board, November 21, 1885.

November 21 to 29, 1887.—The deck sheathing on the same was repaired with 2,223 feet. B. M., of 4-inch and 1,359 feet, B. M., of 5-inch yellow pine, and 180 feet, B. M., of 5-inch spruce, September 19, 1887.—Some fender piles were replaced on the north side of the pier.

Secretary's Order No. 7379.—January 4 to May 1, 1888.—The roofs of the cement shed, carpenter shops and offices are being painted.

March 20 to 21, 1888.—The platform on the south side of the pier was repaired; four second-hand bearing piles were driven, chocked and fastened; a piece of cap put on with second-hand material, and the deck was repaired with 225 feet, B. M., of 3-inch spruce. Begun March 20 and finished March 21, 1887.

## WORK DONE AT THE YARD.

May 1, 1887 to May 1, 1888.—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. 4,099 barrels of Portland cement were received and stored for Department use and samples tested.

May 1, 1887 to May 1, 1888.—Concrete moulds and cores were made, set up and taken down as required to make the concrete foundation blocks. 52 concrete foundation blocks were made, containing 1,716 cubic yards of concrete.

May 1, 1887 to May 1, 1888.—Tests were made of sample barrels of the following-named brands of Portland cement, and the results reported and recorded:

Under Secretary's Order No. 6458, "Anchor" brand.  
Under Secretary's Order No. 6560, "Sphinx" brand.  
Under Secretary's Order No. 6968, "Crofesters" brand.  
Under Secretary's Order No. 6968, "Improved" brand.  
Under Secretary's Order No. 7109, "Manske" brand.  
Under Secretary's Order No. 7102, "Stehmams" brand.  
Under Secretary's Order No. 7441, "Superior" brand.  
Under Secretary's Order No. 7680, "Hiltens" brand.

## East Seventeenth Street Yard—Maintenance.

Secretary's Order No. 6805.—The office building was repaired and painted by Department labor. Begun August 23 and finished October 5, 1887.

Secretary's Order No. 6811.—A tin roof was placed on the small office building by Mr. Samuel A. Suydam, under Treasurer's Order No. 12454, and was painted by Department labor. Begun October 4 and finished October 20, 1887.

Secretary's Order No. 6804.—The roof of the store-house was repaired and painted by Department labor, and a new tin roof was placed on it by Mr. Samuel A. Suydam, under Treasurer's Order No. 12,452. Begun September 7 and finished October 20, 1887.

Low places about the yard were graded up with material that came from placing the anchorage for the guys. Begun March 1 and finished April 30, 1888.

## WORK DONE AT THE YARD.

May 9 to 11, 1887.—Granite was transferred to scow "E" for use at West Thirty-second Street Section.

June 3 to 7, 1887.—Granite was received under Contract No. 230, from Messrs. Nolan & Son.  
July 12 to 16, 1887.—Granite was received under Contract No. 230, from Messrs. Nolan & Son.  
July 19 to 20, 1887.—Granite was transferred to scow "E" for use at West Thirty-second Street Section.

Earth was excavated to find leak in water-pipe supplying the rapid transit engine, also material was moved from space in the yard allotted to the Department of Public Works.

August 30 to September 8, 1887.—One piece of coping stone was prepared for use at Spring Street Section by cutting bottom bed and jointing.

October 7, 8 and 26, 1887.—Granite was transferred to scow "E" for use at the West Thirty-second Street Section.

November 7 to 17, 1887.—Granite was transferred to scow "D" for use at Beach and Lighthouse Street Sections.

November 12 to 14, 1887.—Granite was received under Contract No. 230, from Messrs. Nolan & Son.

November 22 to 30, 1887.—Granite in the yard was renumbered where defaced.

December 14 to 17, 1887.—Old material was arranged in the yard for auction sale.

December 20, 1887.—Unused granite from Beach and Lighthouse Street Sections was received and stored for future use.

December 21, 1887, to January 17, 1888.—Coping stones were transferred to scow "E" and bedded for use at Beach and Lighthouse Street Sections.

February 17 to 29, 1888.—Coping stones were transferred to scow "E" for use at Beach and Lighthouse Street Sections.

## SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on December 21, 1887, and was removed by the purchasers:

## At the Basin foot of West Thirtieth Street, N. R.

No. 8.—1 lot, 1 raft of old timber, about 2½ feet deep, 24 feet wide and 28 feet long.  
No. 9.—1 lot, 1 raft of old timber, about 2½ feet deep, 24 feet wide and 76 feet long.  
No. 10.—1 lot, 1 raft of old timber, about 3 feet deep, 16 feet wide and 52 feet long.  
No. 11.—1 lot, 1 raft of old timber, about 3 feet deep, 21 feet wide and 40 feet long.  
No. 12.—1 lot, 1 raft of old timber, about 2½ feet deep, 18 feet wide and 60 feet long.  
No. 13.—1 lot, 1 raft of old timber, about 1 foot deep, 11 feet wide and 25 feet long.

## At West Fifty-seventh Street Yard, N. R.

No. 14.—1 lot, deck scow "May" 80 feet long, 22 feet 8 inches wide and 6 feet 3 inches deep.  
No. 15.—1 lot, 3 upright tubular boilers, 3 feet diameter and 7 feet high.  
No. 16.—1 lot, 7 metal hand suction-pumps, about 8 feet long.  
Also the following lots of old material:  
No. 17.—1 lot, about 14,700 pounds of old wrought-iron.  
No. 18.—1 lot, about 3,900 pounds of old cast-iron.  
No. 19.—1 lot, about 2,700 pounds old rope.  
No. 20.—1 lot, about 450 feet old rubber hose.  
No. 21.—1 lot, about 12 pairs old rubber boots.  
No. 22.—1 lot, about 39 in number, old steel shovels.  
No. 23.—1 lot, about 7 in number, old steel hoes.  
No. 24.—1 lot, about 6 in number, old tubular lanterns.  
No. 25.—1 lot, about 6 in number, old oil cans.  
No. 26.—1 lot, about 32 in number, old canal barrows.  
No. 27.—1 lot, about 23 in number, old oil barrels.

## At East Seventeenth Street Yard.

No. 1.—1 lot, about 800 pounds old rope.  
No. 2.—1 lot, about 1,900 pounds old wrought-iron.  
No. 3.—1 lot, about 250 pounds old canvas.  
No. 4.—1 lot, about 46 in number, old canal barrows.  
No. 5.—1 lot, about 16 in number, old window awnings.  
No. 6.—1 lot, about 16 pairs, old rubber boots.  
No. 7.—1 lot, about 500 feet, old rubber hose.

## STATEMENT OF GENERAL REPAIRS OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1888.

## NORTH RIVER.

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

Engineer's Order.—The force of the department drove eight oak piles for foundation for boat landing steps, excavated around them, cut them off at one foot above mean low-water mark, and capped and floored them to receive concrete arches. 373 linear feet of oak piling, 1,026 feet, B. M., of 12 inches by 12 inches yellow pine, and 401 feet, B. M., of 5 inches yellow pine plank were used. A stonecutter at work drilling hole through the curb for gas-pipe. Begun April 2, 1888; in progress.

Contract No. 249.—Mr. Robert L. Darragh, contractor, at work under his contract delivering granite for raising and repairing the Battery Boat Landing and Approach to Pier "A" cutting and setting granite, putting in concrete arches and delivering various material for the work. Begun on the premises on April 16, 1888, the quarry work having been in progress before that date; work in progress.

## Pier "A" N. R.

Secretary's Order No. 6222.—The work begun April 26, 1887, was completed after April 30, 1887. Square fenders and chocks were put on the north side of Pier. Finished May 3, 1887.

Engineer's Order.—Granite curb at entrance to pier was covered with 225 feet, B. M., of 3-inch spruce plank. Begun August 24 and finished August 25, 1887.

## New-made Land from Pier, new 20 to new 21, N. R.

Secretary's Order No. 6578.—Obstructions, consisting of old Christmas trees, remains, dirt, rubbish, etc., were removed and disposed of. Begun May 27 and finished June 3, 1887.

## Pier, new 21, N. R.

Secretary's Order No. 7407.—Obstructions, consisting of old Christmas trees, left thereon by the lessees, were removed and destroyed. Begun and finished April 6, 1888.

Secretary's Order No. 7503.—A loose bearing pile was refastened with screw bolts. Begun March 1, 1888, and finished March 3, 1888.

## Pier, old 33 (south side), N. R.

Secretary's Order No. 6738.—The pavement at the entrance and adjoining the south side of the pier was repaired. Begun July 8 and finished July 14, 1887.

Secretary's Order No. 6880.—The deck sheathing of the south half of pier was patched with 4,355 feet, B. M., of new 3-inch spruce plank. Begun August 23 and finished August 24, 1887.

Secretary's Order No. 7485.—A loose spring pile on the south side of the pier was driven and fastened to place. Begun and finished April 10, 1888.



*Pier, old 34 (north half), N. R.*

Secretary's Order No. 6670.—Loose planks were refastened and loose spikes driven in. Begun and finished June 20, 1887.

Secretary's Order No. 6714.—The deck was patched with second-hand material, and pavement at entrance was repaired. Begun June 27 and finished June 29, 1887.

Secretary's Order No. 7041.—Deck was resheathed with 28,875 feet, B. M., of new 3-inch spruce plank. Begun October 22 and finished October 31, 1887.

*Bulkhead between Piers, old 34 and 35, N. R.*

Secretary's Order No. 6531.—The bulkhead 100 feet southerly from Franklin street was repaired by putting on new timbers, backing-logs and blocking underneath; the piles and fenders were braced, fish-plates and chocks were put on; used 1,164 feet, B. M., of 12-inch by 12-inch second-hand timber, 525 feet, B. M., of new 5-inch yellow pine, 1,668 feet, B. M., of new 12-inch by 12-inch yellow pine, 873 feet, B. M., of new hewn yellow pine; two half-round oak fenders were put on, four second-hand piles were driven, and the surface of the platform was repaired with 10,012 feet, B. M., of new 3-inch spruce. Begun May 14 and finished May 28, 1887.

*Bulkhead south side of Pier, old 35, N. R.*

Secretary's Order No. 7218.—The pavement in front of the bulkhead was repaired. Begun December 5 and finished December 8, 1887.

*Bulkhead between Piers, old 35 and old 36, N. R.*

Secretary's Order No. 6446.—Spare paving-stones were removed from bulkhead to East Seventeenth Street Yard. Begun May 7 and finished May 9, 1887.

Secretary's Order No. 7225.—The pavement in front of the bulkhead near the north side of Pier, old 35, was repaired. Begun December 9 and finished December 10, 1887.

*Pier, old 42, N. R.*

Secretary's Order No. 7005.—The deck sheathing was patched with 4,025 feet, B. M., of 3-inch spruce plank. Begun and finished October 28, 1887.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from the surface of the pier. Begun April 23 and finished April 24, 1888.

*Spring to West Tenth Street.*

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

*Bulkhead between Piers, new 35 and new 36, N. R.*

Secretary's Order No. 7653.—A hole in the tarred pavement on the bulkhead between Piers, new 35 and new 36, North river, formerly occupied by ice scales, was filled in to grade by Department labor and the pavement was then replaced, the joints being filled with tar and gravel. Begun April 19 and finished April 26, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the bulkhead. Begun March 14 and finished March 17, 1888.

*Bulkhead between Piers, new 36 and new 37, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the bulkhead. Begun March 17 and finished March 20, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from the bulkhead. Begun April 6 and finished April 12, 1888.

*Pier, new 37, N. R.*

Secretary's Order No. 6876.—14 oak fender piles were pulled up from the outer corners of the pier and were stored at West Seventeenth street yard for general use. Begun August 9 and finished August 22, 1887.

Contract No. 253.—The burned remains of Pier, new 37, North river, were removed by Morris & Cuming's Dredging Company, contractors. Begun September 15 and finished October 17, 1887.

*Pier, new 37, N. R.*

Secretary's Order No. 7521.—Paving blocks forming the approach to pier were replaced under Treasurer's Order No. 12871, and the joints were filled with tar and gravel by Department labor. Begun April 21 and finished April 25, 1888.

*Bulkhead between Piers, new 37 and new 38, N. R.*

Secretary's Order No. 7367.—Obstructions were removed from surface thereof. Begun and finished April 24, 1888.

*Bulkhead between Piers, new 38 and new 39, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the surface of the bulkhead. Begun and finished March 16, 1888.

Secretary's Order No. 7394.—Obstructions consisting of stone, dirt and rubbish, were removed from the bulkhead. Begun and finished April 4, 1888.

*Pier, new 39, N. R.*

Secretary's Order No. 6668.—One bearing pile was driven and fastened in place and small repairs were made to the understructure. Begun January 27 and finished January 28, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the bulkhead. Begun and finished March 16, 1888.

*Bulkhead between Piers, new 39 and new 40, N. R.*

Secretary's Order No. 7394.—Obstructions, consisting of dirt and rubbish, were removed from the bulkhead. Begun and finished April 5, 1888.

*Pier, new 40, N. R.*

Secretary's Order No. 7604.—Crosswalk stones leading to the pier were taken up and cleaned, rejointed and replaced, and the joints were filled with tar and gravel. Begun April 21 and finished April 28, 1888.

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

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone and rubbish, were removed from the bulkhead. Begun April 26 and finished April 27, 1888.

*Pier, new 42, N. R.*

Secretary's Order No. 6733.—About one square yard of the pavement at the entrance to the pier, where settlement had taken place, was taken up and filled with earth and rammed to grade. The pavement was then replaced and the joints refilled with tar and gravel. Begun and finished July 9, 1887.

Secretary's Order No. 7603.—The crosswalk stones are being taken up, rejointed, cleaned, and preparing to replace them. Begun April 28, 1888; in progress.

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

Secretary's Order No. 6794.—Second-hand iron cleats were put on and refastened. Begun and finished August 19, 1887.

Secretary's Order No. 7394.—Obstructions consisting of earth, stone and rubbish were removed from the bulkhead. Begun April 25 and finished April 27, 1888.

*Pier, new 43, N. R.*

Engineer's Order.—Old fenders were removed and were replaced with new, 7 spring piles were refastened and 1 was reset, chocks were put on and doors of shed were repaired. Begun May 2 and finished May 3, 1887.

Secretary's Order No. 6527.—Bearing piles were repaired and refastened. Begun and finished November 23, 1887.

Secretary's Order No. 6532.—The water-closet on the pier was repaired. Begun May 16 and finished May 19, 1887.

Contract No. 235.—The metal covering on the outside of the shed and the office building were repaired and painted, and the outside face of the pier, the inside of the office at the inshore end of the pier and the windows were painted by John L. Egan, contractor. Begun April 1 and finished May 28, 1887.

Secretary's Order No. 6647.—The pier was repaired by blocking up the understructure where required by driving piles and chocking, 7 oak fender-piles were driven, the armature plates and braces were refastened, and new braces were put on, the doors of the shed were repaired, the planking around the mooring-posts and the sheathing were also repaired; used 175 feet, B. M., of 5-inch yellow pine plank and 1,008 feet, B. M., of 4-inch spruce plank. Begun October 19 and finished November 26, 1887.

Secretary's Order No. 6713.—The sheathing on the outer end of the pier was repaired; used 5,226 feet, B. M., of new 4-inch spruce plank. Begun July 16 and finished July 19, 1887.

Secretary's Order No. 6798.—Spring piles on south side of the pier were refastened. Begun and finished September 29, 1887.

Secretary's Order No. 6813.—Fender piles were refastened; used 40 pounds of chain. One old fender pile was pulled. Begun and finished October 25, 1887.

Secretary's Order No. 6946.—Loose spring piles on northerly side of pier were refastened. Begun and finished October 25, 1887.

Secretary's Order No. 7141.—Thirteen split side bearing piles were drawn together and fastened with screw bolts, and fenders and side caps were refastened with screw bolts. Begun November 11 and finished November 17, 1887.

Secretary's Order No. 7188.—A drip-cock was placed on a hydrant on the south side near inner end of the pier was placed by T. C. Townsend, under Treasurer's Order No. 12683, and a department carpenter cut a hole in the deck for it and repaired the old water pipe box. Begun November 29 and finished November 30, 1887.

Secretary's Order No. 7425.—One second-hand oak spring pile was driven; repaired and refastened loose spring piles on sides of pier with second-hand material; and leader pipe on shed was repaired by Samuel A. Suydam, under Treasurer's Order No. 12827. Begun February 23 and finished March 6, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Engineer's Order.—Temporary repairs were made to the water-pipe. Begun and finished April 11, 1888.

*New-made Land Opposite Christopher Street Ferry, N. R.*

Secretary's Order No. 6872.—The posts of a waiting station thereat were repaired.

*Pier, new 44, N. R.*

Secretary's Order No. 6379.—188 square yards of pavement were replaced by George F. Doak under Treasurer's Orders Nos. 12291 and 12314, and the joints were filled with coal tar and gravel by Department labor. Begun April 20 and finished May 11, 1887.

*Pier, new 45, N. R.*

Secretary's Order No. 7676.—Divers made an examination of the river bottom in slip in and around the pier for the purpose of ascertaining whether any obstruction exist thereat that could cause vessels to be damaged in any way. Begun April 21 and finished April 26, 1888.

*Approach to Pier, new 46, N. R.*

Secretary's Order No. 7507.—Deck was patched with 450 feet, B. M., of 3-inch spruce plank. Begun and finished March 1, 1888.

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

Secretary's Order No. 6637.—Deck of approach was patched with second-hand material. Begun and finished June 6, 1887.

*Pier, new 46, N. R.*

Secretary's Order No. 6257.—A pattern was made at West Fifty-seventh Street Yard for weight to hoist gate, and the front gate on the pier was repaired. Begun June 9 and finished June 10, 1887.

Secretary's Order No. 6290.—The hanging doors were repaired and new sheaves were put on where required. Begun May 3 and finished May 6, 1887.

Secretary's Order No. 6375.—One new spring pile was driven and fastened. Begun May 3 and finished May 4, 1887.

Secretary's Order No. 6871.—The roof of the shed on the pier was painted. Begun August 18 and finished August 23, 1887.

Secretary's Order No. 7064.—Some fender chocks and three second-hand iron cleats were placed on the south side.

Secretary's Order No. 7145.—New deck sheathing was laid by the occupants of the pier; used 2,567 feet, B. M., of 4-inch spruce and 200 pounds of 10-inch spikes, furnished by the Department of Docks. Begun and finished November 6, 1887.

*Pier, old 54, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Secretary's Order No. 7362.—Obstructions, consisting of about 35 loads of rubbish, were removed from surface of pier. Begun April 2 and finished April 3, 1888.

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

Secretary's Order No. 6401.—Old fenders were removed and replaced with new, half round oak fenders, 4 second-hand spruce piles driven, used second-hand material and 83 feet, B. M., of 5-inch yellow pine. Begun July 8 and finished July 12, 1887.

Secretary's Order No. 6452.—The deck sheathing was patched on the outer end of pier with 2,475 feet, B. M., of 3-inch spruce plank. Begun May 2 and finished May 3, 1887.

Secretary's Order No. 7075.—The deck sheathing and vertical sheathing at outer end were patched with 2,210 feet, B. M., of 3-inch spruce plank. Begun October 26 and finished October 27, 1887.

Secretary's Order No. 7195.—The deck sheathing was patched with second-hand 4-inch spruce. Begun and finished November 25, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone and rubbish, were removed from the surface of the pier. Begun March 28 and finished March 31, 1888.

*Pier at Jane Street, N. R.*

Secretary's Order No. 6465.—Old fenders were removed, horizontal and vertical sheathing was repaired, vertical fenders were put on, bearing piles put in place and refastened, and armature plates were refastened; used second-hand material and 1,596 feet, B. M., of new 5-inch yellow pine. Begun May 3 and finished May 10, 1887.

Secretary's Order No. 7040.—Replaced one broken bearing-pile and one half-round oak fender. Begun and finished October 28, 1887.

Secretary's Order No. 7318.—Obstructions, consisting of about 17 loads of rubbish, were removed from surface of pier. Begun March 23 and finished March 24, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

*Pier at Horatio Street.*

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

*Pier at Bogart Street, old 57, N. R.*

Secretary's Order No. 6632.—A loose chock on the outer end of the pier was refastened. Begun June 6 and finished June 7, 1887.

Secretary's Order No. 7319.—Obstructions, consisting of about 20 loads of rubbish, were removed from surface of pier. Begun January 27 and finished February 1, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of earth and stone, were removed from the pier. Begun April 27 and finished April 28, 1888.

*Pier north of Bloomfield Street, N. R.*

Secretary's Order No. 7304.—Obstructions, consisting of stone, earth and rubbish, are being removed from the surface of the pier. Begun April 27, 1888; in progress.

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

Secretary's Order No. 7054.—Missing fender-pile chocks were put on and loose chocks were refastened. Begun and finished October 12, 1887.

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

Secretary's Order No. 6725.—About 42 feet in length of the pier on the north side, and about 44 feet in length of the pier on the south side, were cut off, and the end of the pier was squared off. The old deck timbers and piles were removed as required; new second-hand bearing piles were driven; cross caps and backing logs were put on; horizontal sheathing was placed on the outer end; the rangers were repaired; 10 oak fender-piles were driven; a mooring post was set and the deck and sheathing of the remainder of the outer end of the pier were repaired; used 480 linear feet oak piles, 2,903 feet, B. M., of yellow pine, 1,500 feet, B. M., of 3-inch, and 2,947 feet, B. M., of 4-inch spruce, and 100 pounds of chain. Begun July 25 and finished August 16, 1887.

Secretary's Order No. 7052.—About 100 feet of backing log on north side of the pier were repaired with second-hand material. Begun October 29th and finished October 31, 1887.

Secretary's Order No. 7152.—The deck sheathing was repaired with 2,530 feet, B. M., of 3-inch spruce plank. Begun November 14 and finished November 15, 1887.

Secretary's Order No. 7320.—Obstructions, consisting of about 34 loads of rubbish, were removed from the surface of the pier. Begun January 25 and finished January 27, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.



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

Secretary's Order No. 7162.—Two oak fender piles were fastened on upper outer corner. Begun and finished November 14, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of stone, earth and rubbish, were removed from the pier. Begun March 24 and finished March 28, 1888.

Secretary's Order No. 7547.—Loose oak spring piles on outer upper corner were repaired and refastened. Begun March 15 and finished March 22, 1888.

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

Secretary's Order No. 7321.—Obstructions, consisting of about 4 loads of rubbish, were removed from surface of pier. Begun January 25 and finished January 27, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

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

Secretary's Order No. 6605.—Some new side-caps and 3 half-round oak fenders were put on and fastened, blocked up cribwork; used 780 feet, B. M., of 12 inches by 12 inches hewn yellow pine, 375 feet, B. M., of 5-inch yellow pine and 45 feet, B. M., of 3-inch spruce. Begun June 6 and finished June 8, 1887.

Secretary's Order No. 7096.—Projecting spikes were redriven. Begun and finished October 29, 1887.

Secretary's Order No. 7310.—A fender pile on the northwest corner of pier was refastened. Begun and finished December 21, 1887.

Secretary's Order No. 7322.—Obstructions, consisting of about 10 loads of rubbish, were removed from surface of pier. Begun and finished January 24, 1888.

Secretary's Order No. 7384.—Loose half round fenders on the south side of pier were refastened. Begun and finished January 12, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

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

Secretary's Order No. 6708.—The deck sheathing was patched with 1,020 feet, B. M., of 3-inch spruce. Begun and finished July 2, 1887.

Secretary's Order No. 6854.—Deck sheathing was repaired with 1,020 feet, B. M., 3-inch spruce. Begun August 9 and finished August 10, 1887.

Secretary's Order No. 7036.—Deck sheathing was patched with 1,685 feet, B. M., of 3-inch spruce. Begun October 12 and finished October 13, 1887.

Secretary's Order No. 7157.—Deck sheathing was patched with 298 feet, B. M., of 3-inch spruce. Begun and finished November 14, 1887.

Secretary's Order No. 7309.—Deck and sheathing were repaired with 495 feet, B. M., of 3-inch spruce. Begun and finished December 21, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

Secretary's Order No. 7655.—The deck and sheathing were repaired with 2,000 feet, B. M., second-hand plank, and loose fenders and fender piles were refastened. Begun April 13 and finished April 24, 1888.

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

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

*Bulkhead Platform at West Twenty-fourth Street, N. R.*

Secretary's Order No. 7170.—The pavement in front of the platform was repaired. Begun November 28 and finished November 29, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from the platform. Begun March 16 and was finished March 21, 1888.

*Bulkhead between Piers, new 54 and new 55, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the bulkhead. Begun March 16 and finished March 21, 1888.

*Pier, new 57, N. R.*

Secretary's Order No. 6616.—The deck sheathing was patched with 6,507 feet, B. M., of 3-inch spruce, and the steps on the south side of the pier were repaired with one 2-inch plank and 45 feet of 3-inch spruce. Begun June 6 and finished June 10, 1887.

Secretary's Order No. 7291.—One new spruce fender pile was driven and fastened on southerly side. Begun and finished January 14, 1888.

*Pier, new 59, N. R.*

Secretary's Order No. 6533.—The deck sheathing was patched with 199 feet, B. M., of 3-inch spruce. Begun May 13 and finished May 14, 1887.

Secretary's Order No. 6569.—The chocks at the outer end of the pier were repaired and new ones were put on with 160 feet, B. M., of 8-inch by 8-inch yellow pine, and loose chock between the fenders on the north side of pier were refastened. Begun and finished May 23, 1887.

Secretary's Order No. 6707.—The backing-log on the inner end of pier was repaired with second-hand timber. Begun July 6 and finished July 7, 1887.

Secretary's Order No. 6795.—The deck was patched with 970 feet, B. M., of new 3-inch spruce. Begun August 3 and finished August 4, 1887.

Secretary's Order No. 7063.—The deck sheathing was patched with 2,160 feet, B. M., of 3-inch spruce, and a missing chock was put on and large chocks were refastened; used second-hand material. Begun October 13 and finished October 17, 1887.

Secretary's Order No. 7125.—The deck sheathing was patched with 200 feet 3-inch spruce. Begun November 3 and finished November 4, 1887.

Secretary's Order No. 7594.—One new bearing pile was driven and fastened; two were pulled to place and refastened and chocked; deck was patched; one new square oak fender was put on and braces and fenders were refastened; used 990 feet, B. M., of 3-inch spruce plank for patching. Begun April 10 and finished April 13, 1888.

Secretary's Order No. 7687.—Repairing deck sheathing; used 1,122 feet, B. M., of 3-inch spruce. Begun April 28, 1888; in progress.

*Pier at West Thirty-fourth Street, N. R.*

Contract No. 240.—John Gillies, contractor, removed part of the old pier and prepared for and built a new pier on the site of the old pier, and repaired a part of the old pier for use as an approach to the new pier. Begun February 17 and finished August 31, 1887.

Secretary's Order No. 6688.—A gangway was cut at the outer end of the pier by Department labor. Begun June 29 and finished July 5, 1887.

Secretary's Order No. 7394.—Snow and ice removed from the pier. Begun March 15 and was finished March 25, 1888.

Secretary's Order No. 7463.—The oak spring-piles on upper northerly corner of pier were reset and fastened, and fender piles were refastened and chocked, and side caps were fastened with screw-bolts. Begun February 4 and finished February 6, 1888.

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

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun March 15 and finished March 25, 1888.

*Approach to Pier at West Thirty-seventh Street, N. R.*

Secretary's Order No. 7569.—Two oak spring piles were refastened on the north side. Begun and finished March 21, 1888.

*Slip between Piers at West Thirty-ninth and West Fortieth Streets, N. R.*

Secretary's Order No. 7475.—A sunken canal-boat was removed by the Union Dredging Company, under Treasurer's Order No. 12828. Begun March 6 and finished March 7, 1888.

*Pier at West Fortieth Street.*

Secretary's Order No. 6403.—The pavement at the entrance to the pier was relaid, gutter boxes were put in through the bulkhead, and the crib-bulkhead between the north side of the pier and the northerly street line was raised to grade; second-hand material was used. Begun April 21 and finished May 13, 1887.

*Pier at West Forty-sixth Street, N. R.*

Secretary's Order No. 6529.—The armature plates on the outer corner of the pier were refastened. Begun May 27 and finished June 1, 1887.

Secretary's Order No. 6625.—The deck sheathing was patched with 495 feet, B. M., of 3-inch spruce. Begun and finished June 2, 1887.

Secretary's Order No. 6690.—The deck sheathing was patched with 999 feet, B. M., of 3-inch spruce. Begun and finished July 6, 1887.

Secretary's Order No. 6849.—A dumping-board was erected on the south side of the pier; used second-hand material for posts and 2,811 feet, B. M., new hewn yellow pine and 4,004 feet, B. M., of 4-inch and 600 feet, B. M., of 3-inch spruce, 750 feet, B. M., of 4-inch yellow pine, and 1,450 feet

of second-hand 3-inch spruce in the remaining portions of the structure. Begun August 22 and finished August 31, 1887.

Secretary's Order No. 6858.—The deck sheathing was repaired with 1,495 feet, B. M., of 3-inch spruce. Begun August 10 and finished August 12, 1887.

Secretary's Order No. 7008.—The deck sheathing was patched with 3,325 feet, B. M., of 3-inch spruce. Begun October 17 and finished October 19, 1887.

Secretary's Order No. 7137.—The centre of the pier was sheathed with 33,037 feet, B. M., of 3-inch spruce. Begun November 9 and finished November 14, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Secretary's Order No. 7314.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone and rubbish, were removed from the pier. Begun April 12 and finished April 18, 1888.

*Pier at West Forty-seventh Street, N. R.*

Secretary's Order No. 6487.—The deck sheathing was repaired with 523 feet, B. M., of 3-inch spruce. Begun and finished May 6, 1887.

Secretary's Order No. 6732.—The deck and its sheathing was repaired and new rangers were put on to keep the pier safe; used 1,090 feet, B. M., of 3-inch spruce, and 3,181 feet, B. M., of hewn yellow pine. Begun August 5, 1887; work suspended.

Secretary's Order No. 6821.—Two dumping-boards were erected on the northerly side of the pier with old material as far as it was available, and in addition used 10,267 feet, B. M., of new hewn and 3,190 feet, B. M., of new sawed 4-inch yellow pine, and 4,024 feet of new 4-inch spruce. Begun August 4 and finished August 17, 1887.

*Pier at West Fifty-first Street, N. R.*

Secretary's Order No. 6564.—The deck sheathing was patched with 1,013 feet, B. M., of 3-inch spruce. Begun and finished May 21, 1887.

Secretary's Order No. 6691.—The deck sheathing was patched with 903 feet, B. M., of 3-inch spruce. Begun June 28 and finished June 29, 1887.

Secretary's Order No. 6816.—The deck sheathing was patched with 1,020 feet, B. M., of 3-inch spruce. Begun August 6 and finished August 8, 1887.

Secretary's Order No. 6907.—The deck sheathing was patched with 750 feet, B. M., of 3-inch spruce. Begun and finished August 27, 1887.

Secretary's Order No. 6952.—The deck sheathing was patched with 125 feet, B. M., of 3-inch spruce. Begun and finished September 10, 1887.

Secretary's Order No. 7062.—The deck sheathing was patched and spring piles at outer end were refastened; used 470 feet, B. M., of 3-inch spruce, and 25 pounds of chain. Begun October 13 and finished October 14, 1887.

*Pier at West Fifty-first Street, N. R.*

Secretary's Order No. 7169.—The deck sheathing was patched with 315 feet, B. M., of 3-inch spruce. Begun and finished November 21, 1887.

Secretary's Order No. 7328.—Obstructions, consisting of about 10 loads of rubbish, were removed from surface of pier. Begun January 19 and finished January 23, 1888.

Secretary's Order No. 7392.—Snow and ice were removed from the pier. Begun and finished March 16, 1888.

Secretary's Order No. 7432.—The deck sheathing was patched with 225 feet, B. M., of 3-inch spruce. Begun and finished January 27, 1888.

*Pier at West Fifty-fifth Street, N. R.*

Secretary's Order No. 6488.—The deck sheathing on outer end of the pier was patched with 298 feet, B. M., of 3-inch spruce. Begun and finished May 5, 1887.

Secretary's Order No. 6530.—The armature plates on the outer corner of the pier were refastened. Begun May 23 and finished May 26, 1887.

Secretary's Order No. 6815.—The deck sheathing on outer end of pier was patched with 405 feet of 3-inch spruce and a spring pile on the outer corner of pier was refastened. Begun and finished August 4, 1887.

Secretary's Order No. 6978.—The deck sheathing of outer end of pier was patched with 520 feet, B. M., of 3-inch spruce; 1 loose fender pile was refastened and 1 oak fender pile was driven at the outer upper corner of the pier. Begun and finished September 19, 1887.

Secretary's Order No. 7329.—Obstructions, consisting of about 180 loads of rubbish, were removed from the surface of the pier. Begun December 21 and finished January 18, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 15, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of earth, stone and rubbish, were removed from the pier. Begun April 18 and finished April 26, 1888.

Secretary's Order No. 7398.—The deck sheathing was repaired with 325 feet, B. M., of 3-inch spruce. Begun and finished January 14, 1888.

Secretary's Order No. 7597.—The deck sheathing was patched with 1,719 feet, B. M., of 3-inch spruce. Begun March 29 and finished March 30, 1888.

Secretary's Order No. 7690.—Refastening spring piles on outer end of the pier. Begun April 24, 1888; in progress.

*Bulkhead from West Seventy-seventh to West Seventy-eighth Street, N. R.*

Secretary's Order No. 7394.—Obstructions, consisting of sand and stone, were removed from the bulkhead. Begun March 22 and finished April 18, 1888.

*Bulkhead at foot of West Seventy-eighth Street, N. R.*

Secretary's Order No. 7394.—Obstructions, consisting of sand and stone, were removed from the bulkhead. Begun March 22 and finished April 18, 1888.

*Bulkhead from West Seventy-eighth to West Seventy-ninth Street, N. R.*

Secretary's Order No. 7315.—Obstructions, consisting of about 100 loads of sand and rubbish, were removed from the surface. Begun December 22 and finished January 28, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the bulkhead. Begun March 14 and finished March 15, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of sand and earth, were removed from the bulkhead. Begun March 20 and finished April 18, 1888.

*Pier at West Seventy-ninth Street, N. R.*

Secretary's Order No. 7024.—The deck was resheathed for its entire length with 26,072 feet, B. M., of 3-inch spruce. Begun October 20 and finished October 25, 1887.

Secretary's Order No. 6760.—The deck sheathing was patched with 150 feet, B. M., of 3-inch spruce. Begun and finished July 19, 1887.

Secretary's Order No. 7560.—Two spruce bearing piles were driven, pulled to place, chocked and fastened, one spruce fender pile was driven and fastened and three half-round fenders were put on to repair damage done by floating ice. Begun March 21 and finished March 24, 1888.

*Bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.*

Secretary's Order No. 7140.—The large blocks of stone left on the bulkhead were removed and placed in rear of the crib-bulkhead between West Seventy-seventh and West Seventy-eighth streets, North river. Begun December 27 and finished December 31, 1887.

Secretary's Order No. 7315.—Obstructions, consisting of about 100 loads of dirt, stone chips, etc., were removed from the surface. Begun December 22, 1887, and finished January 28, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of sand and stone, were removed from the bulkhead. Begun March 29 and finished April 18, 1888.

*Bulkhead at foot of West Eightieth Street, N. R.*

Secretary's Order No. 7394.—Obstructions, consisting of sand and stone, were removed from the bulkhead. Begun March 31 and finished April 18, 1888.

*Bulkhead at West Ninety-sixth Street, N. R.*

Secretary's Order No. 7104.—The surface was cleaned and the deck sheathing was patched with 1,150 feet, B. M., of 3-inch spruce. Begun October 31 and finished November 3, 1887.

Secretary's Order No. 7240.—The deck sheathing was patched with 360 feet, B. M., of 3-inch spruce. Begun and finished December 27, 1887.

Secretary's Order No. 7394.—Snow and ice was removed from the bulkhead. Begun and finished March 17, 1888.

Secretary's Order No. 7582.—Removing the inner end of the old pier, repairing sewer and a portion of deck of the bulkhead. Begun April 9, 1888; in progress.

Bulkhead from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth Street, N. R.

Secretary's Order No. 7316.—Removing obstructions from surface. Begun April 30, 1888; in progress.

*Pier at West One Hundred and Thirtieth Street, N. R.*

Secretary's Order No. 6775.—An accumulation of dirt was leveled off and grading was done. Begun July 18 and finished July 23, 1887.



Secretary's Order No. 7710.—Setting new mooring at outer end of pier. Begun April 30, 1888; in progress.

*Pier at West One Hundred and Thirty-first Street, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

Secretary's Order No. 7711.—Refastening loose fender-piles on north side thereof; 6 fender-piles have been driven and fastened to date. Begun April 27, 1888; in progress.

*Crib-bulkhead between West One Hundred and Thirty-first and West One Hundred and Thirty-second Streets.*

Contract No. 246.—The crib-bulkhead, extending about 105 feet northerly from the crib pier at the foot of West One Hundred and Thirty-first street, North river, was repaired by Messrs. O'Connell & Coffey, contractors, by rebuilding from low-water up. Begun July 2 and finished December 8, 1887.

Secretary's Order No. 7394.—Obstructions, consisting of dirt and stone, were removed from the bulkhead. Begun April 28 and finished April 30, 1888.

Secretary's Order No. 7664.—Settlements in earth filling were filled up. Begun April 26 and finished April 28, 1888.

*Pier at West One Hundred and Thirty-second Street, N. R.*

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun and finished March 17, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of sand, stone and rubbish, were removed from the pier. Begun April 28 and finished April 30, 1888.

Secretary's Order No. 7664.—Settlements in earth filling at the entrance to the pier were filled in. Begun April 26 and finished April 28, 1888.

*Pier at West One Hundred and Thirty-eighth Street, N. R.*

Secretary's Order No. 6778.—The surface was level and graded, and 950 feet, B. M., of 3-inch spruce were used for sheathing to retain filling. Begun July 25 and finished July 30, 1887.

Secretary's Order No. 7668.—The outer northerly corner was repaired, the corner bands and old fenders were removed, 2 bearing piles and 13 fender piles were driven, and square fenders were replaced; used 35 pounds of chain. Begun April 16 and finished April 20, 1888.

*Pier at West One Hundred and Fifty-second Street, N. R.*

Contract No. 239.—The superstructure of the pier was repaired by Messrs. O'Connell & Coffey, contractors. The work was begun March 16, and finished June 7, 1887.

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

Secretary's Order No. 7056.—The sheathing was patched with 1,103 feet, B. M., of 3-inch spruce. Begun and finished October 26, 1887.

EAST RIVER.

*Bulkheads between Piers 6 and 7, E. R.*

Secretary's Order No. 7394.—Snow and ice removed. Begun and finished March 15, 1888.

*Pier 7, E. R.*

Secretary's Order No. 6640.—Holes in the deck sheathing were repaired with 1,005 feet, B. M., of 3-inch spruce. Begun and finished June 4, 1887.

Secretary's Order No. 6698.—Holes in deck sheathing were repaired with second-hand material. Begun and finished June 27, 1887.

Secretary's Order No. 6608.—The deck sheathing was repaired with 5,003 feet, B. M., of 3-inch spruce, and holes in the deck were repaired with 1,020 feet, B. M., of 4-inch spruce. Begun July 29 and finished August 3, 1887.

Secretary's Order No. 6959.—The deck sheathing was repaired with 1,035 feet, B. M., of 3-inch spruce, and some loose fender piles on the easterly side of the pier were refastened. Begun September 13 and finished September 14, 1887.

Secretary's Order No. 7372.—The outer end of the pier was repaired by blocking up, raising and close piling, the outer crib near backing log was put in, the deck sheathing was repaired, second-hand piles were used, also 2,600 feet, B. M., of second-hand plank, 4,723 feet, B. M., of new 12 inches by 12 inches yellow pine, 5,880 feet, B. M., of new 4-inch, and 135 feet, B. M., of new 3-inch spruce. Begun January 6 and finished January 25, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from the pier. Begun March 14 and finished March 15, 1888.

Secretary's Order No. 7522.—About 60 feet in length of the westerly side, beginning at a point about 120 feet from its inner end, was repaired. Four new and eighteen second-hand spruce piles were driven, pulled to place and fastened, caps were put on deck, and deck sheathing was laid; eight half-round oak fenders were put on, chocked and fastened; 160 feet, B. M., of 4-inch and 1,394 feet, B. M., of 12 inches by 12 inches yellow pine, and 2,720 feet, B. M., of 4-inch and 1,980 feet, B. M., of 3-inch spruce were used. Begun March 10 and finished March 23, 1888.

Secretary's Order No. 7611.—The deck sheathing was patched with 618 feet, B. M., of 3-inch spruce. Begun and finished April 2, 1888.

Secretary's Order No. 7633.—Sunken crib logs were removed from the inner end of the slip on the westerly side of the pier. Begun April 4 and finished April 5, 1888.

Secretary's Order No. 7692.—Patching deck sheathing; 5,902 feet, B. M., of 3-inch spruce have been used to date. Begun April 25, 1888; in progress.

*Bulkhead between Piers 7 and 8, E. R.*

Secretary's Order No. 7196.—A hole in the surface was filled in with stone and earth. Begun and finished November 30, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Bulkhead between Piers 11 and 12, E. R.*

Secretary's Order No. 6931.—The bulkhead was excavated and was rebuilt from low-water up; six new spruce piles were driven for a foundation in front; new spruce logs were used for crib ties; 7,594 feet, B. M., of 12 inches by 12 inches sawed yellow pine, and 1,120 feet, B. M., of 10 inches by 12 inches sawed yellow pine, were used for facing timbers and backing log; 30 half-round oak fenders were put on and the bulkhead was filled in and graded. Begun September 29 and finished October 21, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Pier 12 (west half), E. R.*

Secretary's Order No. 6655.—Deck sheathing was repaired with 4,025 feet, B. M., of 3-inch spruce. Begun July 27 and finished July 29, 1887.

Secretary's Order No. 7045.—Loose piles on the outer lower corner of the pier were refastened. Begun October 17 and finished October 18, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Pier 18, E. R.*

Secretary's Order No. 7683.—A spring pile on the outer upper corner of the pier was refastened with 30 pounds of chain. Begun and finished April 19, 1888.

*Bulkhead between Piers 18 and 19, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Pier 19 (west half), E. R.*

Secretary's Order No. 6745.—Loose ends of plank were refastened. Begun July 12 and finished July 13, 1887.

Secretary's Order No. 6976.—One new mooring-post was set and deck sheathing was repaired with 852 feet, B. M., of 3-inch spruce. Begun September 20 and finished September 21, 1887.

Secretary's Order No. 6948.—A mooring-post at the outer corner was repaired and chocks were refastened with second-hand material. Begun September 21 and finished September 22, 1887.

Secretary's Order No. 7207.—The deck sheathing was patched with 135 feet, B. M., of 3-inch spruce. Begun and finished November 30, 1887.

Secretary's Order No. 7340.—Deck sheathing on the outer end was patched with 315 feet, B. M., of 3-inch spruce. Begun and finished December 24, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Bulkhead between Piers 36 and 37, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Pier 37, E. R.*

Secretary's Order No. 6486.—The deck sheathing was patched, repaired with second-hand plank. Begun and finished May 6, 1887.

Secretary's Order No. 6746.—The fence across the outer end of the pier was replaced with second-hand plank. Begun and finished July 11, 1887.

Secretary's Order No. 6747.—The deck sheathing was patched with 2,252 feet, B. M., of 3-inch spruce. Begun July 11 and finished July 12, 1887.

Secretary's Order No. 6905.—2 spruce fender piles were driven and fastened, 2 loose fender piles were refastened, and the backing log and fence were refastened. Second-hand material was used. Begun September 17 and finished September 20, 1887.

Secretary's Order No. 7127.—A mooring-post was put in, 2 spruce piles were driven, fastened and chocked, and the backing log was repaired with second-hand material. Begun and finished November 10, 1887.

Contract No. 261.—The work of tearing up the bulkhead under and westerly of Pier, old 37, and the foot of Market Slip, E. R., about 81 feet 6 inches in length, and of rebuilding from low-water up, by P. Sanford Ross, contractor, was begun December 13, 1887, and is in progress.

*Pier, old 41, E. R.*

Contract No. 241.—The crib-bulkhead under Pier, old 41, at the foot of Pike Slip, E. R., and for about 51 feet westerly thereof, a length of about 102 feet in all, was removed down to mean low-water mark, and was rebuilt to grade and its surface was repaired by John Gillies, contractor. Begun March 15 and finished December 15, 1887.

*Pier, new 32, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Bulkhead east of and adjoining Pier 43, E. R.*

Secretary's Order No. 6825.—Twelve half-round oak fenders were put on and fastened, and the backing log was repaired with 341 feet, B. M., of hewn yellow pine. Begun September 9th and finished September 10, 1887.

*Bulkhead easterly of Pier 43, E. R.*

Secretary's Order No. 6873.—A hole in the bulkhead was filled in with stone and earth. Begun and finished August 20, 1887.

*Bulkhead between Piers 43 and 44, E. R.*

Secretary's Order No. 7294.—A hole in the bulkhead was filled in and the pavement was repaired. Begun December 14 and finished December 17, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 15, 1888.

*Pier 44, E. R.*

Secretary's Order No. 6539.—Five white oak fenders piles (245 linear feet) were driven and chocked with 360 feet, B. M., of 12 inches by 12 inches yellow pine; projecting spikes were driven in. Begun May 26 and finished May 28, 1887.

Secretary's Order No. 6667.—The vertical sheathing on the upper side of the pier was repaired with 720 feet, B. M., of 3-inch spruce. Begun June 30 and finished July 1, 1887.

Secretary's Order No. 6906.—1 half-round oak fender was put on and several fenders were refastened. Begun September 10 and finished September 13, 1887.

Secretary's Order No. 6949.—An oak spring pile on the outer upper corner of the pier was refastened with 50 pounds of chain; the deck sheathing was repaired with 2,018 feet, B. M., of 3-inch spruce, and the backing log was repaired. Begun September 10 and finished September 14, 1887.

Secretary's Order No. 7100.—The spring and fender piles at the upper outer corner were refastened. Begun and finished October 27, 1887.

Secretary's Order No. 7128.—2 oak fender piles were driven and fastened, and several fender piles were refastened and chocked. Begun November 5 and finished November 7, 1887.

Secretary's Order No. 7300.—A spring pile on outer upper corner of the pier was refastened. Begun and finished December 14, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun March 15 and finished March 16, 1888.

Secretary's Order No. 7431.—The material of the fence taken down by the Department of Street Cleaning was secured and stored. Begun and finished January 26, 1888.

Secretary's Order No. 7626.—The oak spring piles on upper outer corner of the pier were refastened with 25 pounds of chain. Begun and finished April 7, 1888.

*Pier 46, E. R.*

Secretary's Order No. 6570.—Fender piles at the outer end of the pier were refastened, loose spikes were redriven, mooring piles were repaired, with second-hand material, and with 85 feet, B. M., of 2-inch oak, and the pavement at the entrance to the pier was repaired. Begun May 24 and finished June 3, 1887.

Secretary's Order No. 6633.—New sheathing laid with 25,025 feet, B. M., of 3-inch spruce. Begun July 20, 1887; work was suspended on July 27, 1887, as enough had been done for immediate needs.

Secretary's Order No. 7010.—Three oak fender piles on the outer lower corner of the pier were refastened. Begun and finished September 29, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 16, 1888.

Secretary's Order No. 7616.—The cluster of spring piles at the outer lower corner of the pier was refastened. Begun and finished March 31, 1888.

*Bulkhead between Piers 47 and 48, E. R.*

Secretary's Order No. 6396.—The seven feet in length of the bulkhead, westerly of and about 7 feet west, adjoining Pier 48, belonging to the City, was repaired by John Monks, under Treasurer's Order No. 12558. Begun September 19 and finished November 16, 1887.

*Pier 48, E. R.*

Secretary's Order No. 6681.—The deck sheathing was patched with 4,991 feet, B. M., of 3-inch spruce. Begun July 7 and finished July 11, 1887.

Secretary's Order No. 7153.—The deck sheathing was patched with 2,001 feet, B. M., of 3-inch spruce. Begun and finished November 18, 1887.

Secretary's Order No. 7528.—The cluster of fender piles on the outer lower corner of the pier was refastened and rechecked. Begun and finished March 7, 1888.

*Pier 54 (westerly half), E. R.*

Secretary's Order No. 7283.—Threeroak-fender-piles were driven and fastened on the outer lower corner of the pier. Begun and finished December 24, 1887.

*Pier 58 (easterly half), E. R.*

Secretary's Order No. 6677.—The deck sheathing was repaired with 2,520 feet, B. M., of 3-inch spruce. Begun June 22 and finished June 25, 1887.

Secretary's Order No. 6941.—The deck sheathing was patched with 1,032 feet, B. M., of 3-inch spruce. Begun September 16 and finished September 17, 1887.

Secretary's Order No. 7332.—The deck sheathing was repaired with 1,014 feet, B. M., of 3-inch spruce. Begun December 23 and finished December 24, 1887.

Secretary's Order No. 7401.—Two new half-round oak fenders were put on and several old fenders refastened. Begun January 13 and finished January 17, 1888.

Secretary's Order No. 7571.—The deck sheathing was patched with 463 feet, B. M., of 3-inch spruce. Begun and finished March 28, 1888.

*Pier 59 (westerly half), E. R.*

Secretary's Order No. 6608.—10 second-hand piles were driven for clusters along the outer cribwork to protect vessels from drifting on sunken crib. Begun June 2 and finished June 4, 1887.

Secretary's Order No. 6704.—3 second-hand spruce piles were driven for a cluster to replace one carried away by some vessels striking it. Begun July 6 and finished July 7, 1887.

Secretary's Order No. 6749.—3 second-hand spruce piles driven and fastened for a cluster to prevent vessels from drifting on cribwork at the outer end. Begun July 7 and finished July 8, 1887.

*Pier 60, E. R.*

Secretary's Order No. 6674.—The deck sheathing was repaired with 2,025 feet, B. M., of 3-inch spruce. Begun June 20 and finished June 21, 1887.

Secretary's Order No. 6923.—The deck sheathing was patched with 510 feet, B. M., of 3-inch spruce. Begun August 30 and finished August 31, 1887.

Secretary's Order No. 6961.—The deck sheathing was patched with 3,015 feet, B. M., of 3-inch spruce. Begun September 14 and finished September 15, 1887.

Secretary's Order No. 7182.—A mooring pile on the south side was repaired, and the deck sheathing was patched with 540 feet, B. M., of 3-inch spruce. Begun and finished November 30, 1887.

Secretary's Order No. 7378.—Holes in deck at gangway, formerly used by the Public Bath, repaired; used 450 feet, B. M., of 3-inch spruce. Begun and finished January 10, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 16, 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, E. R., and for a distance of about 54 feet northerly of the inner end of Pier 60, E. R., 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 is in progress.

*Bulkhead along the easterly side of Rivington Street, E. R.*

Secretary's Order No. 7394.—Snow and ice removed from its surface. Begun and finished March 16, 1888.

*Pier 61, E. R.*

Secretary's Order No. 6962.—2 half-round oak fenders were put on and chocked, several old fenders were refastened, 1 new spruce bearing pile was driven and 1 was blocked up and fastened. Begun September 15 and finished September 17, 1887.

Secretary's Order No. 7275.—Close piling was driven on northerly side of pier to prevent about 40 feet in length of cribwork from falling to pieces; 49 second-hand spruce piles were used; dock sheathing was patched with 2,170 feet, B. M., of 3-inch spruce. Begun December 10 and finished December 19, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 16, 1888.

*Bulkhead between Piers 61 and 62, E. R.*

Secretary's Order No. 6520.—The portion of the bulkhead owned by the City, being about 50 feet in length north of Pier 61, was repaired by putting on a new top course of facing timber and a new backing log with 1,800 feet, B. M., of new 12 inches by 12 inches sawed yellow pine. 10 half-round oak fenders were put on and fastened. Begun May 28 and finished June 2, 1887.

*Pier at East Fifth Street, E. R.*

Secretary's Order No. 5394.—Projecting crib timbers, crib stone, pile stumps, and other obstructions were removed from the side of the pier at such times as to interfere as little as possible with the use of the pier; 1 spruce bearing pile was driven. Begun June 1 and finished December 3, 1887.

*Pier at East Eighth Street, E. R.*

Secretary's Order No. 7292.—The inner end of the pier and the bulkhead on the north side were fenced off at a dangerous hole; 468 feet, B. M., of 3-inch spruce were used. Begun and finished December 29, 1887.

*Bulkhead at East Fourteenth Street, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Bulkhead at East Sixteenth Street, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Bulkhead along Centre Line of East Seventeenth Street, E. R.*

Secretary's Order No. 6710.—Four new oak fender piles (184 linear feet) were driven and fastened at the public hydrants. Begun August 20 and finished August 22, 1887.

Secretary's Order No. 6790.—A mooring-post was set and the backing log was repaired, and 8 new oak fender piles (404 linear feet) were driven, chocked and fastened; 1,331 feet, B. M., of hewn yellow pine were used. Begun August 23 and finished September 3, 1887.

*Bulkhead between East Seventeenth and Eighteenth Streets, E. R.*

Secretary's Order No. 7164.—The fence which had been torn down in places was repaired with 1,000 feet, B. M., of 3-inch spruce. Begun and finished November 15, 1887.

*Pier at East Twenty-eighth Street, E. R.*

Secretary's Order No. 6621.—Rangers were put in where required and blocking up under pier was done; the backing log and deck sheathing were repaired and fenders were refastened; second-hand material was used. Begun June 8 and finished June 11, 1887.

Secretary's Order No. 6723.—The deck sheathing was patched with 1,020 feet, B. M., of 3-inch spruce, and the pavement at the entrance to the pier was repaired. Begun July 5 and finished July 7, 1887.

Secretary's Order No. 6834.—The deck sheathing on the north side was repaired with 1,020 feet, B. M., of 3-inch spruce. Begun August 5 and finished August 6, 1887.

Secretary's Order No. 7050.—Broken rangers were replaced; 11 second-hand bearing piles were driven and fastened; blocking up and chocking under the pier was done where required; the deck sheathing was patched, and loose spring piles were refastened and chocked; second-hand material and 1,020 feet, B. M., of new 3-inch spruce were used. Begun October 27 and finished November 3, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from its surface. Begun April 20 and finished April 21, 1888.

Secretary's Order No. 7535.—The deck and deck sheathing were patched with 150 feet, B. M., of 3-inch spruce. Begun and finished March 8, 1888.

*Bulkhead at East Twenty-ninth Street, E. R.*

Secretary's Order No. 7330.—Obstructions, consisting of about 75 loads of dirt and sand, were removed from the surface. Begun April 21 and finished April 23, 1888.

*Bulkhead at East Thirtieth Street, E. R.*

Secretary's Order No. 7536.—Two mooring-piles were placed; second-hand material was used. Begun and finished March 30, 1888.

*Pier at East Thirty-seventh Street, E. R.*

Contract No. 242.—The pier was repaired, widened and extended, and the old cribwork at its outer end was removed by John W. Flaherty, contractor. Begun March 21 and finished July 20, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

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

Secretary's Order No. 6653.—The backing-log was repaired with second-hand timber, 10 second-hand spruce piles were driven and fastened on the outer end, and the deck sheathing was patched with 1,013 feet, B. M., of 3-inch spruce. Begun June 13 and finished June 17, 1887.

Secretary's Order No. 6770.—A spring pile was refastened on the outer end of the pier. Begun and finished July 19, 1887.

Secretary's Order No. 7277.—The backing-log was repaired, 2 spruce bearing and 5 spruce fender piles were driven and fastened, and other piles were rechecked and refastened. Second-hand material was used for all. Begun January 3 and finished January 6, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

Secretary's Order No. 7595.—The deck sheathing was patched with 998 feet, B. M., of 3-inch spruce. Begun and finished March 31, 1888.

*Bulkhead at East Thirty-ninth Street, E. R.*

Secretary's Order No. 6439.—A section of crib-bulkhead on piles, about 26 feet long and about 20 feet wide, was built on the southerly half of the street in front of the random rubble wall, to strengthen inner end of the crib-bulkhead along the centre line of East Thirty-ninth street, and to form an approach to the bulkhead platform on the half block southerly of East Thirty-ninth street; a few bearing and fender piles were driven at the upper outer corner of the bulkhead platform. Begun October 11, 1887, and finished January 5, 1888.

*Bulkhead at East Forty-second Street, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

Secretary's Order No. 7413.—Loose fenders were refastened. Begun and finished January 19, 1888.

Secretary's Order No. 7537.—Projecting fender spikes on the face of the bulkhead were driven. Begun and finished March 8, 1888.

*Bulkhead at East Forty-third Street, E. R.*

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, are being removed from its surface. Begun April 23, 1888; in progress.

*Bulkhead at East Forty-sixth Street, E. R.*

Contract No. 271.—Portions of the old cribwork at the foot of the street are being removed and repaired and raised, by Messrs. O'Connell & Coffey, contractors. Begun March 26, 1888; in progress.

*Bulkhead at East Fifty-fourth Street, E. R.*

Secretary's Order No. 6313.—The sheathing on the bulkhead was patched and the plank approach was repaired with 4,240 feet, B. M., of 3-inch spruce. Begun July 13 and finished July 15, 1887.

Secretary's Order No. 7327.—Obstructions, consisting of about 50 loads of dirt and rubbish, were removed from the surface of the bulkhead. Begun April 18 and finished April 21, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Bulkhead Platform at East Seventy-fifth Street, E. R.*

Secretary's Order No. 7231.—Dirt was removed from its surface and two second-hand oak fender-piles driven and fastened. Begun December 3 and finished December 8, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Bulkhead at East Seventy-sixth Street, E. R.*

Secretary's Order No. 7185.—Two iron mooring-cleats were placed on the backing logs. Begun November 21 and finished November 23, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Dump at East Eightieth Street, E. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 19, 1888.

Secretary's Order No. 7518.—The backing-log was repaired and iron bands were refastened; 516 feet, B. M., of 12 inches by 12 inches yellow pine were used. Begun March 31 and finished April 2, 1888.

*Pier South of East Eighty-sixth Street, E. R.*

Secretary's Order No. 7323.—Obstructions, consisting of about 20 loads of stone and dirt, were removed from its surface. Begun January 12 and finished January 30, 1888.

Secretary's Order No. 7356.—2 old pile stumps were pulled; 1 bearing, 1 spring and 1 tender pile were driven, chocked and fastened, and the backing-log was repaired, and 2 half-round oak fenders put on; second-hand material was used. Begun January 25 and finished February 3, 1888.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 19, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of dirt, stone and rubbish, were removed from the surface of the pier. Begun April 10 and finished April 11, 1888.

*Pier at Foot of East Eighty-sixth Street, E. R.*

Secretary's Order No. 7323.—Obstructions, consisting of about 50 loads of dirt and stone, were removed from its surface. Begun January 12 and finished January 30, 1888.

Secretary's Order No. 7347.—The backing log was repaired, four courses of facing timber put on, fender-piles were driven, chocked and fastened, 2 half-round oak fenders put on, and the excavation necessary was filled in with stone and earth, and it was then graded; all the work was done on the southerly side. Begun January 3 and finished February 4, 1888.

Secretary's Order No. 7394.—Snow and ice was removed from its surface. Begun and finished March 19, 1888.

Secretary's Order No. 7394.—Obstructions, consisting of stone, dirt and rubbish, were removed from its surface. Begun April 7 and finished April 9, 1888.

Secretary's Order No. 7508.—The armature plates on the lower outer corner were refastened. Begun and finished March 28, 1888.

*Bulkhead North of East Eighty-sixth Street, E. R.*

Secretary's Order No. 7540.—A loose fender pile was refastened. Begun and finished April 2, 1888.

*Ferry-rack North of East Ninety-ninth Street, E. R.*

Secretary's Order No. 7007.—10 oak piles which were outside of established bulkhead line were pulled from the ferry-rack. Begun November 7 and finished November 10, 1887.

## HARLEM RIVER.

*Bulkhead at East One Hundred and Seventh Street, H. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Pier at East One Hundred and Ninth Street, H. R.*

Secretary's Order No. 6609.—The backing log and deck sheathing were repaired, some second-hand material was used, and 1,039 feet, B. M., of new 12 inches by 12 inches yellow pine, and 1,998 feet, B. M., of new 3-inch spruce. Begun June 10 and finished June 15, 1887.

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Foot of East One Hundred and Fifteenth Street, H. R.*

Secretary's Order No. 7093.—Removed boat-house, piles and floats. Begun November 5 and finished November 7, 1887.

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

Secretary's Order No. 6568.—The deck sheathing was patched and repaired with 2,000 feet, B. M., of 3-inch spruce.

Secretary's Order No. 7019.—The old pier was removed, and some filling-in was done at the inner end. Begun October 10 and finished November 2, 1887.

*Bulkhead at East One Hundred and Twentieth Street, H. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

*Bulkhead at foot of Second Avenue, H. R.*

Secretary's Order No. 7394.—Snow and ice were removed from its surface. Begun and finished March 17, 1888.

## GENERAL EXPENSE.

*Pier "A," N. R.*

A temporary stand was erected on the deck of Pier "A," for the use of the Auctioneer in selling leases of piers and bulkheads at public auction, on April 11, 1888. Begun and finished April 9, 1888.

*Pier at Bethune Street, N. R.*

Creosoted yellow pine timber, bought from the Caroline Oil and Creosote Company, under Treasurer's Order No. 12336, was loaded on a scow and towed to West Fifty-seventh Street Yard. Begun July 7 and finished July 8, 1887.

*Temporary Timber Basin at West Thirtieth Street, N. R.*

Old timber and logs were rafted for sale at public auction. Begun and finished November 5, 1887.

*Timber Basin at West Fifty-seventh Street, N. R.*

The boom to secure timber and piles was refastened. Begun and finished May 2, 1887. An inventory was taken of the amount of timber and piles in the basin belonging to sections north of West Twenty-third street, North river. Begun and finished May 4, 1887.

The boom to secure piles and timber was refastened. Begun and finished June 7, 1887. The Surveyor's Float Stage was repaired with 546 feet, B. M., of 3-inch spruce. Begun June 27 and finished June 29, 1887.

The timber in the basin was secured, and the boom was refastened. Begun and finished August 8, 1887.

Timber and logs were assorted and regulated for sale at public auction; 30 pounds of chain were used. Begun and finished November 7, 1887.

Yellow pine timber transferred from Pier, new 61, North river, was received and stored. Begun and finished November 7, 1887.

The boom logs to secure piles and timber were refastened with 30 pounds of chain. Begun and finished December 16, 1887.

The timber and logs in the basin were regulated and secured. Begun and finished January 31, 1888.

The boom to secure the piles and timber was refastened. Begun February 14 and finished February 17, 1888.

The piles and timber in basin were secured. Begun and finished March 10, 1888.

Half-round oak fenders were received from A. J. Murray, under Treasurer's Order No. 12857. Begun and finished April 18, 1888.



*Bulkhead at West Seventy-ninth Street, N. R.*

Secretary's Order No. 6720.—The Dock Master's office was repaired with 1 tongued and grooved pine board. Begun July 1 and finished July 2, 1887.

Secretary's Order No. 7099.—The Dock Master's office was repaired, the windows were glazed and stove-pipe and chains were put in, and a coal box was made and put up. Begun and finished November 3, 1887.

EAST RIVER.

A closet, 3 feet by 4 feet, was made at Pier "A," N. R., for the Dock Master's Office, District No. 2. Finished January 17, 1888.

*East Seventeenth Street Yard, E. R.*

Piles were received and inspected from A. J. Murray, under Treasurer's Order No. 12439. Begun August 12, and finished August 13, 1887.

Creosoted yellow pine timber, received from the Caroline Oil and Creosote Company, was brought over from West Fifty-seventh Street Basin and unloaded from scow "D," and the old land-ways were left on storage. Begun August 18 and finished August 19, 1887.

Old timber and piles from the outer end of the burned Pier, new 37, N. R., were unloaded for storage. Begun and finished August 22, 1887.

Oak piles were received and inspected from A. J. Murray, under Treasurer's Order No. 12644. Begun December 20 and finished December 22, 1887.

NUMBERING PIERS.

Secretary's Order No. 6002.—The work of numbering the piers on the North, East and Harlem rivers was completed. Begun December 10, 1886, and finished December 19, 1887.

WORK DONE, OTHER THAN DREDGING, FOR THE DEPARTMENT OF CHARITIES AND CORRECTION.

*Pier at East Twenty-sixth Street, E. R.*

Secretary's Order No. 6886.—The deck sheathing was repaired with 10,719 feet, B. M., of 3-inch spruce, 384 feet (linear) of oak fender piles were driven, and loose fender piles were refastened, and were chocked with 1,440 feet, B. M., of 8 inches by 8 inches yellow pine timber. Begun September 19 and finished September 30, 1887.

Secretary's Order No. 7016.—5 oak fender-piles (382 linear feet) were driven for clusters, chocks were put on and loose fender piles were fastened; 934 feet, B. M., of 8 inches by 8 inches yellow pine timber and 180 pounds of chain were used. Begun September 30 and finished October 3, 1887.

Secretary's Order No. 7142.—4 oak fender-piles were driven, fastened and chocked on the outer end of the pier; braces were repaired and piles were refastened; second-hand material, 133 feet, B. M., of new 8 inches by 8 inches yellow pine timber and 50 pounds of chain were used. Begun November 28 and finished December 1, 1887.

*Erysipelas Pavilion Pier, between East Twenty-seventh and East Twenty-eighth streets, E. R.*

Secretary's Order No. 6887.—The deck was repaired and new deck-sheathing was laid, bearing piles were blocked up and fenders were refastened, 8,478 feet, B. M., of 3-inch spruce and 400 feet, B. M., of second-hand yellow pine were used. Begun October 3 and finished October 6, 1887.

*Small Landing Pier at the foot of East Fifty-first street, E. R.*

Secretary's Order No. 7636.—A small landing-pier, 30 feet long and 12 feet wide, with an approach 15 feet long and 6 feet wide, is under construction by the force of the Department; 21 spruce piles, 4 oak piles, 4,476 feet, B. M., of 12 inches by 12 inches, 2,093 feet, B. M., of 4-inch plank, 184 feet, B. M., of 4 inches by 12 inches, and 662 feet, B. M., of 5-inch yellow pine timber, and 200 feet, B. M., of 3-inch spruce, have been used. Begun April 17, 1888; in progress.

*Boat Landing at East Fifty-second street, E. R.*

Secretary's Order No. 7144.—4 bearing piles and 12 fender piles were driven. Begun November 11 and finished November 14, 1887.

*Between East Seventy-sixth and East Seventy-seventh streets, E. R.*

Secretary's Order No. 7023.—A landing for the Blackwell's Island Workhouse launch was built, consisting of a float, fender piles, gangway and approach. Begun October 6 and finished December 8, 1887.

*Blackwell's Island.*

CHARITY HOSPITAL PIER.

Secretary's Order No. 6218.—8 second-hand and 3 new oak fender-piles were driven, the side of the pier and the deck sheathing were repaired, 8,452 feet, B. M., of 3-inch spruce and 160 feet, B. M., of 8 inches by 8 inches yellow pine were used. Begun May 7 and finished May 13, 1887.

STOREHOUSE PIER.

Secretary's Order No. 6897.—Old pile stumps were pulled, the deck was repaired, chocks were put on, and 2 second-hand and 4 new oak spring-piles were driven, 553 feet, B. M., of 3-inch spruce and 796 feet, B. M., of hewn yellow pine timber was used. Begun August 31 and finished September 3, 1887.

Contract No. 255.—About 80 feet in length of the southerly end of the old pier was removed, including the cribwork under it, the southerly end of the platform was repaired and a new platform 100 feet long and about 47 feet wide, in extension northerly of the existing platform on piles, was built by Duncan A. Gillies, contractor. Begun October 25, 1887, and finished January 26, 1888.

UPPER COAL DOCK, EAST SIDE OF ISLAND.

Secretary's Order No. 7143.—6 mooring posts were set, two fender piles were driven, and the backing-log was repaired. Second-hand material was used. Begun November 23 and finished November 26, 1887.

*Randall's Island.*

COAL DOCK WEST SIDE OF RANDALL'S ISLAND, E. R.

Secretary's Order No. 7200.—The deck sheathing was repaired with 15,003 feet, B. M., of 3-inch spruce and the fenders and backing log were repaired. Begun January 16 and finished January 26, 1888.

WORK DONE OTHER THAN DREDGING FOR THE FIRE DEPARTMENT.

NORTH RIVER.

*Pier at West Thirteenth Street.*

Secretary's Order No. 6760.—Placed sign near outer end of pier, inscribed as follows, viz.: "No vessel or boat is allowed to lie at the outer end of this pier, it being set aside for the exclusive use of the Fire Department. By order of the Board of Docks, L. J. N. Stark, President." Begun April 12 and finished April 23, 1888.

EAST RIVER.

*Pier 48, E. R.*

Secretary's Order No. 6881.—6 new white oak spring piles were driven and fastened on the westerly side of the pier, and 3 old spring piles were reset and refastened for the use of the fire-boat berthed there. Begun September 6 and finished September 8, 1887.

Secretary's Order No. 7649.—A sign was placed near the outer end of the pier inscribed as follows, viz.: "No vessel or boat is allowed to lie at the outer end of this pier, it being set aside for the exclusive use of the Fire Department. By order of the Board of Docks, L. J. N. Stark, President." Begun April 12 and finished April 23, 1888.

WORK OTHER THAN DREDGING DONE FOR THE HEALTH DEPARTMENT.

NORTH RIVER.

*Pier at West Thirty-eighth Street, N. R.*

Secretary's Order No. 6740.—A large area of the pier was blocked up underneath, the deck was patched and sheathed, new side-caps and some new cross-caps were put on; 190 feet, B. M., of second-hand plank, 11,988 feet, B. M., of new 3-inch and 1,027 feet, B. M., of new 4-inch spruce, and 8 second-hand spruce piles were used. Begun July 12 and finished August 1, 1887.

Secretary's Order No. 7072.—Some old rangers were removed and were replaced with new; 11 second-hand piles were driven and fastened and the backing log was repaired; 7,394 feet, B. M., of second-hand 3-inch spruce were used. Begun October 26 and finished November 4, 1887.

*New Pier at Thirty-seventh Street, N. R.*

The outer about 250 feet of the whole width of the new pier, built under Contract No. 252, and under unanimous resolution of the Board of June 25, 1887, was assigned to the use of the Health Department, by resolution of the Board of February 10, 1888.

EAST RIVER.

*Pier at North Brother Island, E. R.*

Secretary's Order No. 6777.—The deck sheathing was repaired with 5,998 feet, B. M., of 3-inch spruce, four spring piles were driven and the fenders refastened. Begun August 24 and finished August 31, 1887.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

PUBLIC BATHS, NORTH RIVER.

*Pier, new 21 (north side), N. R.*

Secretary's Order No. 6571.—The gangway was opened up for access to the Public Bath. Begun and finished June 11, 1887.

*Pier at Horatio Street, N. R.*

Secretary's Order No. 6571.—The gangway was opened up for access to the Public Bath; second-hand material was used. Begun and finished June 10, 1887.

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; 250 feet, B. M., of 3-inch spruce were used. Begun and finished October 15, 1887.

*Pier at West Fifty-first Street, N. R.*

Secretary's Order No. 6571.—The gangway to the Public Bath was opened up and 1 cleat was put on. Begun June 6 and finished June 16, 1887.

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; second-hand material and 45 feet, B. M., of 3-inch spruce were used. Begun and finished October 13, 1887.

EAST RIVER.

*Pier 51, E. R.*

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; second-hand material was used. Begun and finished October 12, 1887.

*Pier 60, E. R.*

Secretary's Order No. 6571.—The gangway was opened for access to the Public Bath; 756 feet, B. M., of 3-inch spruce were used. Begun June 7 and finished June 9, 1887.

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; 262 feet, B. M., of 3-inch spruce and 216 feet, B. M., of yellow pine timber for backing log were used. Begun and finished October 14, 1887.

*Pier at East Nineteenth Street, E. R.*

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; second-hand material was used. Begun and finished October 12, 1887.

*Pier at East Thirty-seventh Street, E. R.*

Secretary's Order No. 6571.—The gangway was opened up for access to the Public Bath; 160 feet, B. M., of 8 inches by 8 inches yellow pine, and 294 feet, B. M., of 3-inch spruce were used. Begun June 17 and finished June 18, 1887.

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; second-hand material was used. Begun and finished October 15, 1887.

HARLEM RIVER.

*Bulkhead at East One Hundred and Twelfth Street, H. R.*

Secretary's Order No. 6571.—An approach and platform on piles were built for an approach and access to the Public Bath; 10 second-hand piles were driven and fastened for bracing and cluster piles, and 1,430 feet, B. M., of 3-inch and 307 feet, B. M., of 4-inch spruce, and 375 feet, B. M., of 5-inch yellow pine were used for floor of platform, braces and fences. Begun June 16 and finished June 23, 1887.

Secretary's Order No. 7057.—The gangway to the Public Bath was closed; the platform and piles were removed. Begun November 3 and finished November 5, 1887.

WORK OTHER THAN DREDGING DONE FOR THE DEPARTMENT OF STREET CLEANING.

NORTH RIVER.

*Dumping-board at Foot of West Twelfth Street, N. R.*

Secretary's Order No. 6580.—Old pile stumps were removed; 19 second-hand piles were driven and fastened; loose spring-piles were refastened, blocked up and braced; the deck was patched with 1,307 feet, B. M., of 3-inch spruce, and some cross-caps were put on with 12 inches by 12 inches second-hand timber. Begun May 26 and finished June 4, 1887.

*Dumping-board on Pier at West Nineteenth Street, N. R.*

Secretary's Order No. 7161.—2 spruce piles under the dumping-board were fastened. Begun and finished November 14, 1887.

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

The inner about 250 feet in length of the southerly half of the new pier built under Contract No. 252, and under unanimous resolution of the Board, June 25, 1887, was assigned to the use of the Department of Street Cleaning, by resolution of the Board of February 10, 1888.

EAST RIVER.

*Pier 44, E. R.*

Secretary's Order No. 7192.—A dumping-board 32 feet square, with an inclined approach 111.8 feet long and 15 feet wide, was built on the inner end of the southerly side of the pier; 1,400 feet, B. M., of 3-inch and 9,100 feet, B. M., of 4-inch spruce, and 4,467 feet, B. M., of 4-inch, and 3,468 feet, B. M., of 12 inches by 12 inches yellow pine were used, in addition to a considerable amount of second-hand material. The premises were first occupied by the Department of Street Cleaning on December 15, 1887. Begun December 1 and finished December 14, 1887.

Secretary's Order No. 7385.—A fence was erected along the southerly side of the pier, with 1,620 feet, B. M., of 3-inch and 397 feet, B. M., of 4-inch spruce. Begun January 11 and finished January 12, 1888.

*Dumping-board at East Twenty-second Street, E. R.*

Secretary's Order No. 6956.—28 spruce bearing piles were driven, cross caps were spliced, chocks and braces were put on, some blocking up was done, old piles were pulled and the deck was patched; 2,480 feet, B. M., of hewn yellow pine and 720 feet, B. M., of 3-inch spruce were used. Begun September 22 and finished October 3, 1887.

Secretary's Order No. 7519.—4 spring piles were driven, pulled to place and fastened, bench caps were repaired, chocked and braced, and 2 half-round oak fenders were put on; 970 feet, B. M., of 12 inches by 12 inches yellow pine were used. Begun March 27 and finished March 30, 1888.

*New Dumping-board at East Forty-sixth Street, E. R.*

The old dumping-board has been removed, and a new dumping-pier, one side for the use of the Department of Street Cleaning, is under construction at the foot of the street, and the crib-bulkhead is being repaired under Contract No. 271.

*Temporary Dumping-board at East Forty-eighth Street, E. R.*

Secretary's Order No. 7589.—A temporary dumping-board on piles, with an approach thereto, was built at the foot of East Forty-eighth street for the temporary use of the Department of Street Cleaning during the construction of the new dumping-pier at the foot of East Forty-sixth street, East river; 12 spruce bearing piles and 4 new oak piles were driven, sills were laid, rangers, backing log, braces and chocks were put on, put up posts and fences, laid a new deck, put on braces and repaired the pavement; 6,757 feet, B. M., of 4-inch spruce, 3,186 feet, B. M., of 12 inches by 12 inches yellow pine timber, and 100 pounds of chain were used. Begun March 23 and finished April 4, 1888. The Department of Street Cleaning began to use the structure on April 4, 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 "A," N. R.

Secretary's Order No. 7628.—The damage done to a Department float stage by tug "I. H. Rutter," lying on the north side of Pier "A," North river, was repaired with 45 feet, B. M., of 3-inch spruce. Begun and finished April 10, 1888.

##### Bulkhead South of West Fourteenth Street, N. R.

Secretary's Order No. 6709.—1,774 cubic yards of mud were excavated and removed in front of the bulkhead extending 100 feet south of West Fourteenth street, North river, for H. K. Thurber. Begun and finished June 10, 1887.

##### Pier, new 43, N. R.

Secretary's Order No. 6709.—7 white oak fenders were put on and 1 bracing pile and 1 mooring post were refastened for the Baltimore and Ohio Railroad Company, occupants. Begun October 26 and finished November 4, 1887.

Secretary's Order No. 7412.—The damage done to the pier by the steamboat "Greece" of the National Line was repaired, as follows: 1 new oak pile was driven and fastened and several others were refastened. Begun and finished January 24, 1888.

##### Bulkhead North of West Thirty-eighth Street, N. R.

Secretary's Order No. 7499.—1,526 cubic yards of mud were excavated and removed in front of the bulkhead for the estate of Stuart F. Randolph. Begun and finished March 26, 1888.

#### EAST RIVER.

Contract No. 251.—6,468 cubic yards of mud were excavated and removed from the half slip on the east side of Pier 12 for the alleged owners. Begun August 4 and finished August 9, 1887.

##### Pier 13, E. R.

Contract No. 251.—11,970 cubic yards of mud were excavated and removed from the slips on each side of Pier 13 for the alleged owners. Begun August 10 and finished August 22, 1887.

##### Pier 14, E. R.

Contract No. 251.—2,247 cubic yards of mud were excavated and removed from the slip on the west side of Pier 14 for the alleged owners. Begun August 22 and finished August 24, 1887.

##### Pier 44, E. R.

Secretary's Order No. 6666.—The damage done to the spring piles on the outer upper corner of the pier by the scow "Bell," William Gannon, owner, of No. 32 South street, City, was repaired by refastening them. Begun and finished June 30, 1887.

##### Bulkhead 100 feet South of Cherry Street, E. R.

Secretary's Order No. 7104.—1,162 cubic yards of mud were excavated and removed from the bulkhead for 100 feet south of Cherry street. Begun December 3 and finished December 6, 1887.

##### Pier 59, E. R.

Secretary's Order No. 6785.—The two clusters of fender-piles at the outer end of the pier, broken up by the tug "F. A. Low," were renewed. Begun August 17 and finished August 18, 1887.

##### Pier at West One Hundred and Fifty-second Street, N. R.

Secretary's Order No. 7606.—The damage done to the outer end of the pier by ice was repaired for John A. Bouker, lessee, as follows: 3 spruce bearing-piles and 20 spruce fender piles were driven and fastened to place, stumps of old piles were pulled out, cross-caps, braces, backing log, deck and deck-sheathing were repaired; 896 feet, B. M., of new 12 inches by 12 inches yellow pine timber and 400 feet, B. M., of 4-inch yellow pine plank were used. Begun April 20 and finished April 27, 1888.

#### FLOATING PROPERTY.

The floating property of the Department consists of the following:

- 100-ton derrick "City of New York."
- 10-ton derrick.
- Tug "Manhattan."
- 2 dredges, Nos. 3 and 4.
- 10 pile-drivers, Nos. 1, 2, 3, 5, 6, 7, 8, 9, 10 and 11.
- 9 deck scows, "B," "C," "D," "E," "F," "H," "I," "Jim" and "Willie."
- Boring machine "Woodcock."
- Divers' scow "G."
- Small divers' scow.
- 10 yawls, 3 skiffs and 3 sounding boats.

##### The 100-ton Derrick "City of New York."

May 11, 1887.—Placed pile-driver No. 6 on deck of scow "D" at West Fifty-seventh Street Yard, and on June 3 placed pile-driver No. 6 in the water at West Fifty-seventh street, North river.

June 6 and 7.—Loaded 5 concrete base blocks on scows "B" and "D," at West Fifty-seventh Street Yard, was towed to West Thirty-second Street Section on June 7, and set the 5 blocks in the bulkhead wall, and towed back to West Fifty-seventh Street Yard on June 9.

August 8.—Loaded 4 concrete base blocks on scows "B" and "C," at West Fifty-seventh Street Yard, was towed to West Thirty-second Street Section, set the 4 blocks in the bulkhead wall, and towed back to West Fifty-seventh Street Yard on August 11.

August 17.—Placed pile-driver No. 8 on deck of Pier at West Fifty-seventh street, and on September 2 placed pile-driver No. 8 in the water.

September 3.—Placed a set of new batter ways on deck of pile-driver No. 8.

September 7.—Placed the old vertical ways of pile-driver No. 8 on deck of pile-driver No. 3.

September 6.—Loaded 7 concrete base blocks on scows "B," "C," and "E," at West Fifty-seventh Street Yard, was towed to Lighthouse Street Section on September 7, set the 7 blocks in the bulkhead wall, and towed from Lighthouse street on September 10 for West Fifty-seventh street, but was compelled to lay up at West Fortieth street, North river, on account of a strong ebb tide and heavy wind until Monday, September 12, when it was towed to West Fifty-seventh Street Yard.

September 19.—Loaded 4 concrete base blocks on scows "B" and "C," at West Fifty-seventh Street Yard, was towed to West Thirty-second Street Section on September 20, set the 4 blocks in the bulkhead wall, and towed back to West Fifty-seventh street, on September 23, 1887.

September 19, 1887.—Placed pile-driver No. 1 on deck of Pier at West Fifty-seventh street, removed house, boiler and machinery from deck of No. 1, and on November 19 placed pile-driver No. 1 in the water.

November 10.—Police Department inspected boiler.

November 18.—Loaded 6 concrete base blocks on scows "D" and "H," at West Fifty-seventh Street Yard for North Moore Street Section.

November 19.—Placed pile-driver No. 2 on deck of West Fifty-seventh street Pier, and on January 14, 1888, placed pile-driver No. 2 in the water and removed the old ways from deck of No. 2 to pier.

November 21.—Towed from West Fifty-seventh Street Yard to North Moore Street Section, set 5 concrete base blocks in the bulkhead wall and towed back to West Fifty-seventh Street Yard on November 26.

January 3 and 4, 1888.—Loaded 5 concrete base blocks on scows "B" and "H," and on January 5 was towed from West Fifty-seventh Street Yard to North Moore street section, set the 5 blocks in the bulkhead wall, and towed back to West Fifty-seventh Street Yard on January 13, 1888.

January 31.—Placed Pile-driver No. 7 on deck of Pier at West Fifty-seventh Street Yard and on March 10, 1888, placed Pile-driver No. 7 in the water.

March 10.—Placed Pile-driver No. 3 on deck of West Fifty-seventh street Pier, removed the old ways, and on April 5 placed pile-driver No. 3 in the water.

March 19 and 20.—Loaded 5 concrete base blocks on scows "B" and "H" at West Fifty-seventh Street Yard, and on March 29 was towed from West Fifty-seventh street to Franklin Street Section, set the 5 blocks in the bulkhead wall, placed land-ways on deck of scow "H," and on April 4 was towed from North Moore street to Pier "A" North river, and placed the 60 feet land-ways (from scow "H") on bulkhead, east of pier "A," North river, and towed from pier "A," North river, at 3 P. M., to West Fifty-seventh Street Yard.

April 7.—Placed the new 50 feet vertical ways on deck of pile-driver No. 2, at West Fifty-seventh Street Yard.

April 9.—Towed from West Fifty-seventh Street Yard to Pier "A," North river, and placed the 60 feet land-ways on deck of scow "H" (from bulkhead), and towed back to West Fifty-seventh Street Yard.

April 17.—Placed 60 feet vertical ways on deck of pile-driver No. 3, at West Fifty-seventh street yard.

April 27.—Placed pile-driver No. 9 on deck of scow "E," at West Fifty-seventh Street Yard, also placed old ways of No. 9 on Pier at West Fifty-seventh street.

February 7, 1888.—The Pioneer Iron Works, under Treasurer's Order No. 12783, repaired and put 6 new tubes in boiler.

January 31, 1888.—Charles L. Bucki, under Treasurer's Order No. 12695, furnished some 14-inch by 14-inch and 13-inch by 12-inch yellow pine.

The force of the Department calked deck and circle, repairing king post, tower legs, steps in engine-room, life lines on boom, gantline block, circle, shutters, hatchway on roof, boiler, machinery, deck, etc.; packed valves, piston-rods, water glass, etc.; fitted steam-pipes in cylinders, made new window sash, cut out old and put in new keelson, laid new yellow pine floor in hold, put wire rope around tower, screwed up bolts in beams, pumped out the bilges, painted wire rope around tower, shifted ballast in hold, etc.; carpenters are now resheathing house and covering same with white pine shingles, and painter priming new work.

##### The 10-ton Derrick.

May 13, 1887.—Towed from West Fifty-seventh Street Yard to West Thirty-second Street Section, set granite in the bulkhead-wall, and was towed back to West Fifty-seventh Street Yard on June 3, 1887.

June 16, 1887.—Police Department inspected boiler.

July 13, 1887.—Towed from West Fifty-seventh Street Yard to West Thirty-second Street Section, set granite in the bulkhead wall, and was towed back to West Fifty-seventh Street Yard on August 4, 1887.

August 29, 1887.—Towed to North Moore Street Section from West Fifty-seventh Street Yard and back.

August 30, 1887.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard for coping-stone for Spring Street Section, and towed back to West Fifty-seventh Street Yard on August 31, 1887.

September 13, 1887.—Towed from West Fifty-seventh Street Yard to Spring Street Section, and set coping-stone at or near Pier, new 35, North river, and was towed back to West Fifty-seventh Street Yard on September 15, 1887.

October 13, 1887.—Towed from West Fifty-seventh street to West Thirty-second Street Section, set granite in the bulkhead-wall, and was towed back to West Fifty-seventh Street Yard on November 7, 1887.

November 9, 1887.—Towed from West Fifty-seventh Street Yard to Lighthouse Street Section.

December 20, 1887.—Towed to East Seventeenth Street Yard from Lighthouse street, and back to West Fifty-seventh Street Yard on December 24, 1887.

December 27, 1887.—Towed to Seventy-ninth street, North river, and removed some large stone encumbering the bulkhead north of West Seventy-ninth street, and was towed back to West Fifty-seventh street on December 31, 1887.

January 31, 1888.—Raised and pumped out pile driver No. 7, partially sunk at West Fifty-seventh Street Yard on January 29, 1888.

February 27, 1888.—Towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard, and handled coping for Lighthouse Street Section from time to time as required until February 29, when it was towed to Beach and Lighthouse Street Sections, set the coping-stone and towed to West Fifty-seventh Street Yard on March 21, 1888.

April 19, 1888.—Raised and pumped out sunken pile-driver No. 9 at West Fifty-seventh Street Yard.

The force of the Department repaired doors, house, engines and machinery, fastened corner bands, fitted up centrifugal pump, scraped and oiled mast and boom, overhauled rigging, cleaned boiler, water tanks and machinery and made rope fenders.

##### Tug "Manhattan."

May 6, 1887.—United States Local Inspectors inspected hull and boilers.

May 7, 1887.—Returned to West Fifty-seventh Street Yard, having been laid up since April 28, 1887, at the Atlantic Basin, South Brooklyn, while the Pioneer Iron Works, under Treasurer's Order No. 12282, repaired engines and machinery, and Thomas C. Townsend, under Treasurer's Order No. 12276, repaired pipes and fittings of water-closet.

June 20, 1887.—At about 2.40 P. M. the Hunter's Point ferry-boat "Flushing" ran into the "Manhattan" when off East Thirty-fourth Street Ferry, East river, and damaged it as follows: broke the guard fender rail, knees, etc., under the deck, loosened the deck and the house.

August 30, 1887.—At 4.15 P. M. went on screw dock, foot of Market street, East river, and David Clark, under Treasurer's Order No. 12504, scraped and cleaned bottom of the "Manhattan" from the water-line down, and painted same with two coats of Wettersted's copper paint, finished and ran off screw dock on August 31, then went to William M. Tebo's Yard, Twenty-third street, South Brooklyn, and on September 1 William Tebo's men, under Treasurer's Order No. 12515, commenced repairing damage done the "Manhattan" by the ferry-boat "Flushing" and finished the said repairs, and on September 20 got up steam and returned to West Fifty-seventh Street Yard.

January 11, 1888.—At 12.30 P. M. laid up at West Fifty-seventh Street Yard for repairs to rudder stock which was broken by the ice at West Fifty-seventh street while backing out of slip; divers unshipped the old rudder and Department workmen got out and fitted new oak rudder stock, repaired the copper on sides; running was resumed on January 20, 1887, at 2 P. M.

January 20, 1888.—Laid up at West Fifty-seventh Street Yard with pile-driver No. 7 lashed alongside of tug to prevent the pile-driver from sinking.

February 28, 1888.—At about 11 A. M. broke off one of the flukes of the propeller wheel by a sunken log at West Thirty-second Street Section, returned to West Fifty-seventh Street Yard at 3.20 P. M.

March 3, 1888.—At 1 P. M. arrived at Court street, South Brooklyn, for the purpose of going on dry dock to have propeller wheel balanced, and waited to go on dock until March 9, at 6.30 P. M., being prevented from docking before by the ice.

March 10, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12825, balanced propeller wheel and the tug returned to West Fifty-seventh Street Yard at 5.30 P. M.

April 4, 1888.—At 5.30 P. M. laid up at Burtiss' dry dock, foot of Elizabeth street, South Brooklyn, while the Pioneer Iron Works, under Treasurer's Order No. 12847, removed the old propeller wheel and fitted new wheel on the shaft. The Delamater Iron Works, under Treasurer's Order No. 12826, furnished new wheel, size 9 feet 6 inches diameter by 15 feet 9 inches pitch, and the Pioneer Iron Works, under Treasurer's Order No. 12851, furnished and put on one 8-inch valve and copper connections and repaired copper exhaust pipe. The force of the Department calked bottom from keel to copper, painted bolt heads, cleaned boiler, repaired machinery, etc.; finished and run off of dock on April 7 and returned to West Fifty-seventh Street Yard on April 9, at 10.20 A. M. The hired tugs of Victor Viewor did all the towing required by the Department while the "Manhattan" was laid up, under Treasurer's Orders Nos. 12310, 12513, 12755 and 12829. Laid up on May 16, June 24, August 3, October 1, November 8, and December 2, 1887; also cleaned boiler while laid up for repairs.

May 15, 1887.—Devoe & Co., under Treasurer's Order No. 12302, furnished 1 cask sal soda.

June 30, 1887.—John F. Rogers & Co., under Treasurer's Order No. 12383, furnished 4 No. 4 oil cups, and July 30, 1887, under Treasurer's Order No. 12433, furnished 50 pounds Albany grease.

August 15, 1887.—McNab & Harlan Manufacturing Co., under Treasurer's Order No. 12406, furnished brass saucer, and under Treasurer's Order No. 12426 furnished steam fittings.

September, 1887.—John Morris, under Treasurer's Order No. 12502, furnished labor and material to fit up steering gear.

October 15, 1887.—Alexander Pollock, under Treasurer's Order No. 12534, furnished 1 cask sal soda.

September 30, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12537, repaired machinery.

October 15, 1887.—Metropolitan Hardware Co., under Treasurer's Order No. 12570, furnished one galley stove, crockery and table furniture.

November 30, 1887.—Brooklyn Furniture Co., under Treasurer's Order No. 12595, furnished 2 couches, 4 feather pillows, 4 comforters, 4 pair gray blankets and 2 excelsior mattresses.

December 31, 1887.—Alexander Pollock, under Treasurer's Order No. 12692, furnished 1 cask sal soda.

January 15, 1888.—Patterson Bros., under Treasurer's Order No. 12594, furnished 8 plates of spelter, door fastenings, etc., and under Treasurer's Order No. 12740 furnished 1 wrought-iron nipple.

January 31, 1888.—C. & R. Poillon, under Treasurer's Order No. 12662, furnished 1 spruce flag-staff, 37 feet long by 5 3/4 inches in diameter.

January 31, 1888.—Taunton Copper Co., under Treasurer's Order No. 12759, furnished 4 sheets, 30 inches by 60 inches, copper and 12 pounds 1 1/2 yellow metal nails.

January 31, 1888.—C. & R. Poillon, under Treasurer's Order No. 12756, furnished 1 piece Maryland oak, 17 inches by 17 inches, 409 feet B. M. for rudder stock.

February 29, 1888.—Taunton Copper Manufacturing Co., under Treasurer's Order No. 12763, furnished 10 pounds 3/4-inch round copper for rudder stock.

April 30, 1888.—Iron-clad Manufacturing Co., under Treasurer's Order No. 12784, furnished 2 No. 18 galvanized-iron ash buckets.

Pioneer Iron Works, under Treasurer's Order No. 12861, furnished use of dry dock while laid up to calk bottom.

Charles H. Pepper, under Treasurer's Order No. 12865, furnished 3 coca and 1 linoleum mats.

Hodgman Rubber Co., under Treasurer's Order No. 12902, furnished 100 feet 2 1/2-inch rubber hose, in two lengths of 50 feet each.

The force of the Department repaired house, pilot house, boat chocks, etc.; made and hung white oak rudder stock, sewed new canvas on boiler, made canvas boat covers, hickory fenders, etc., etc.; put 36 feet 1-inch white oak sheathing on hull to protect copper from ice, painted and grained new woodwork, painted engine room, small boats, smoke-stack, etc., and whitewashed hold.

Dredges Nos. 3 and 4 are in the possession of the Union Dredging Company.



*Pile-drivers.*

Pile-driver No. 1.—September 19, placed on deck of West Fifty-seventh street pier, and the force of the Department removed old wearing pieces, cut out old ends, sides, timbers, deck, etc.; made an addition of 8 inches in depth of scow, put in new timbers, planks, 6-inch hackmatac knees and white pine water tank; laid new yellow pine deck plank; calked all over; painted and thoroughly overhauled scow, and the scow is now in first-class order. November 19, placed in the water.

The old boiler that was on No. 1 was condemned and sold at public auction on December 21, 1887.

The boiler and engine of Pile-driver No. 9 has been placed on this machine and is now in working order, with the exception of a safety-valve.

The new ways, 60 feet high, built for No. 1, are now on Pile-driver No. 3.

Pile-driver No. 2.—November 19, 1887, placed on deck at West Fifty-seventh street pier for repairs, finished same and placed in the water on January 14, 1888. The force of the Department cut out decayed plank, knees and timbers and replaced them with new; laid new yellow pine deck; calked all over; fitted up new tubular upright boiler, steam pipes and fittings and steam winch; made and put on a set of 50 feet vertical ways. It has been painted and is now in first-class order. The old ways that were on No. 2 have been broken up.

June 11, 1887.—The barge "Chicago," in tow of tug "Bluestone," broke a side-shore on old ways of No. 2, which the Department force of Floating Property repaired under Secretary's Order No. 6781 at a cost of \$15.

June 16, 1887.—Police Department inspected boiler of Pile-driver No. 2, furnished by J. W. Sullivan under Treasurer's Order No. 12016.

April, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12795, furnished 1 steam winch.

April 15, 1888.—Eckford Iron Works, under Treasurer's Order No. 12843, furnished one No. 1 windlass, one set double sheaves and boxes and six roller chocks.

Pile-driver No. 3.—Is now under repairs at West Fifty-seventh Street Yard.

June 16, 1887.—Police Department inspected boiler. The force of the Department put new lagging on drum of engine, repaired old ways, water-tanks, deck, house, windlass-bits, boiler, engine and machinery, calked water-tank and deck, removed the old angle ways and put in their place the old vertical ways from Pile-driver No. 8, which have since been removed and broken up. New ways 60 feet high were made November 7, 1887, to January 10, 1888, and on January 10 were sent to North Moore Street Section for temporary use as land-ways in driving pile foundation for bulk-head wall, were returned to West Fifty-seventh Street Yard on April 9 and on April 17 were placed on the pile-driver.

March 10, 1888.—Placed on deck of Pier at West Fifty-seventh street and was thoroughly repaired, cut out all the decayed plank and timbers and replaced with new, calked all over and painted, and was put in first-class order. It was put back in the water on April 5, 1888.

April 18, 1888.—Pile-driver No. 9 was made fast to Pile-driver No. 3, and in sinking it pulled out the cleats and upper timbers of Pile-driver No. 3, which will be replaced with new timbers. Pile-driver No. 5 (fitted up as a pile-cutter).

May 22 and September 30, 1887.—Police Department inspected boiler. The old boiler of No. 5 is now laid up at West Fifty-seventh Street Yard, and the old boiler of No. 8 is now used on No. 5.

The force of the Department repaired house hatch covers, tubes in boiler, machinery, saw frame and gear, painted ways and house, reshingled roof, put on new spark arrester and fitted up new rubber belting on saw shaft.

August 31, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12445, repaired old boiler from Pile-driver No. 8.

September 30, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12512, repaired the boiler which is now laid up.

November 15, 1887.—New York Belting and Packing Company, under Treasurer's Order No. 12600, furnished 36 feet and 6 inches of 4-ply and 32 feet and 8 inches of 4-ply extra belt, and 200 feet of 318-inch lace leather.

December 31, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12711, furnished spark arrester.

March 31, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12808, furnished 2 cast-iron bearings.

Cut out and welded piece in saw shaft and crowned a 36-inch by 8-inch pulley, also furnished pattern and core-box for cast-iron bearings.

Pile-driver No. 6.—May 11, 1887.—Placed on deck of scow "D" for repairs. The force of the Department cut out the decayed timbers, plank and knees and replaced same with new, as follows: laid new yellow pine deck, put in eleven 6-inch hackmatac knees, put on new side and end plank, wearing pieces and chocks, calked all over, painted and thoroughly repaired.

June 3, 1887.—Placed in the water at West Fifty-seventh Street Yard.

September 12, 1887.—Police Department inspected boiler.

October 15, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12539, furnished spark arrester.

Pile-driver No. 7.—July 23, 1887, Police Department inspected boiler.

January 29, 1888.—At 9.30 P. M. the ice cut a large hole in port side plank at the water line about midships, while lying up alongside tug "Manhattan," and it partially sunk, but was kept from going to the bottom by its lines to the tug.

January 30, 1888.—The 10-ton derrick raised and pumped out the forward end, which was under water about 13 feet.

January 31, 1888.—The derrick "City of New York" placed No. 7 on deck of Pier at West Fifty-seventh street for repairs.

The force of the Department removed wearing pieces, cut out old material and replaced with new, as follows: put in 6-inch knees, side and end plank and timbers, laid new deck of yellow pine; put on wearing pieces and ironwork, calked all over, painted and thoroughly overhauled and placed in the water on March 10, 1888. The engine, machinery, ways and house were repaired, and are now in first class order, also fitted up boom on ways.

August 31, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12432, repaired drum of engine.

April, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12850, furnished new smoke-stack and bonnet.

Pile-driver No. 8 (fitted up with batter ways).—August 17, 1887, placed on deck of West Fifty-seventh street pier for repairs. The force of the Department cut out the old and decayed plank, knees and timber, and replaced with new, as follows: Laid new yellow pine deck, side plank and iron work, put in new 6-inch hackmatac knees, put on wearing pieces, and it is now in first-class order.

September 2, 1887.—Placed in the water, and on September 3 placed a new set of batter ways on deck, the old vertical ways having been removed and placed on pile-driver No. 3. The new ways were built by force of the Department. Fitted up a new steel boiler and steam fittings, repaired engines, machinery and house calked all over, reshingled roof on house, painted and thoroughly repaired. Put on new spark arrester.

November 8, 1887.—The pile-driver was loaned to Mr. John Gillies, in accordance with Secretary's Order No. 7148, and it was returned by him in good order on November 9, 1887.

September 30, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12449, furnished one new tubular upright boiler.

October 15, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12539, furnished spark arrester.

October 31, 1887.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12587, furnished boiler number plate.

May 31, 1887.—Bell Bros. furnished, under Treasurer's Order No. 12332, 21 pieces 1½ inches by 10 feet to 13 feet spruce.

July 15, 1887.—Patterson Bros., under Treasurer's Order No. 12342, furnished 202 pounds square and round washers and 6 bars angle iron (1,715 pounds) for new ways.

July 31, 1887.—Charles L. Bucki & Co., under Treasurer's Order No. 12331, furnished 4,877 feet, B. M., of yellow pine for new ways.

September 30, 1887.—Police Department inspected boiler.

Pile-driver No. 9.—Is laid up at West Fifty-seventh Street Yard for repairs.

March 28, 1888.—Police Department inspected boiler.

April 18, 1888.—At 11 P. M. sprung a leak and sank at West Fifty-seventh Street Yard. General Repairs had No. 9 in use all day, having been towed from Pier A, North river, in the forenoon. The force of General Repairs were engaged the remainder of the day fitting it out for work at East Fifty-first street, where it was to be towed in the morning.

April 19, 1888.—The 10-ton derrick, pile-driver, diver and force of the Department raised it and pumped it out.

The force of the Department repaired house, ways, engine, machinery, and shifted boiler and engine to Pile-driver No. 1.

April 21, 1888.—Reshingled roof of house, made new window sash, marked scale on ways and cleaned boiler.

April 27, 1888.—Placed No. 9 on deck of scow "E" for repairs, and removed old ways from deck and placed on Pier at West Fifty-seventh street.

September 15, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12497, furnished one compression fork.

Pile-driver No. 10, May 22, 1887.—Police Department inspected boiler. The force of the Department repaired ways and machinery, cut pump holes in deck and made plugs for same; fitted and put on new smoke-stack and spark arrester; put n new grate-bars and cleaned boiler.

August 31, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12450, dressed pistons and furnished October 15, 1887, 2 sets of piston rings, and under Treasurer's Order No. 12539 furnished new spark arrester.

October 31, 1887.—The Lidgerwood Manufacturing Company, under Treasurer's Order No. 12593, furnished 1 cast-iron pinion.

October 31, 1887.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12587, furnished 2 grate bars.

February 29, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12766, furnished 1 smoke stack.

Pile-driver No. 11, December 16, 1887.—The force of the Department cut out old and put in new yellow pine bed pieces under batter ways, repaired vertical ways, smoke stack, machinery, etc., made new hatch covers, ceiled and calked water tank, painted house and ways, fitted and put on new smoke stack and spark arrester, put in new grate bars and cleaned boiler, etc.

April 12, 1888.—Police Department inspected boiler.

November 30, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12571, furnished labor and materials to dress the drum and to put new wooden friction on it.

December 31, 1887.—Pioneer Iron Works, under Treasurer's Order No. 12711, furnished spark arrester.

October 31, 1887.—Lidgerwood Manufacturing Company, under Treasurer's Order No. 12593, furnished 1 cast-iron pinion.

October 31, 1887.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12587, furnished 2 grate bars.

February 29, 1888.—Pioneer Iron Works, under Treasurer's Order No. 12766, furnished 1 smoke stack.

*Deck Scows.*

Scow "B."—Has been in use from time to time. The force of the Department calked deck, cleaned out hold, etc. She is now in good order.

Scow "C."—Has been in use from time to time and is in good order.

Scow "D."—Has been in use from time to time and is in good order.

Scow "E."—Has been in use from time to time and is in good order.

Scow "F."—(Used and fitted up with ten pockets for carrying coal to different parts of the work) has been kept in good repair.

Scow "H."—Built at West Fifty-seventh Street Yard by the force of the Department, under unanimous resolution of the Board December 8, 1886. Was begun in June, 1887, and launched at West Fifty-seventh street on October 12, 1887. Its dimensions are about 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. It has been used from time to time and is in first-class order. A. J. Murray, under Treasurer's Orders Nos. 12150 and 12151, furnished the yellow pine and white oak used in the scow.

Scow "I."—Built at West Fifty-seventh Street Yard by the force of the Department under unanimous resolution of the Board of December 8, 1886. Was begun in October, 1887, and was launched on March 16, 1888. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. The work of painting the inside of the scow with fernoline is now in progress.

Scow "K."—Now under construction at West Fifty-seventh Street Yard by the force of the Department, under unanimous resolution of the Board of December 8, 1886, was begun March, 1888.

Scow "Jim."—Is laid up at West Fifty-seventh Street Yard where she is used for storing timber, etc.

Scow "Willie."—Is now laid up at West Fifty-seventh Street Yard.

March 3, 1888.—It leaked so badly it required a man at the pump all the time to keep it afloat. It was then beached at the foot of West Fifty-sixth street. The carpenters and calkers removed the wearing pieces on corner, calked corner and top of the sides and replaced the wearing pieces. It is now afloat but not safe to carry any weight.

Scow "May."—Having been condemned as not worth repairing, was sold at public auction at West Fifty-seventh Street Yard, on December 21, 1887.

Divers' Scow "G."—Has been engaged on different sections of the work where required and is in good order.

Small Divers' Scow.—Is laid up at West Fifty-seventh Street Yard. It is used for storing lines, etc., not being serviceable for work as it is decayed and worn out.

Boring Machine "Woodcock."—June 2, 1887, Police Department inspected boiler.

September 23 to October 3, 1887.—Made 63 borings from West Forty-sixth street to West Fifty-first street, North river, for the examination of water front.

January 24 to February 23, 1888.—Made 482 borings at East One Hundred and Twenty-fifth street, Harlem river, under Secretary's Order No. 7409.

February 24 to March 10, 1888.—Made 9 borings at West Fifty-first street, under Secretary's Order No. 7390, for a new pier.

March 19 to 27, 1888.—Made 15 borings for a proposed new pier at West Forty-seventh street. The force of the Department painted and lettered house, repaired canvas on roof, house, pumps, machinery, etc., painted rods for boring, cleaned boiler, machinery, etc.

New Land Ways, 30 feet high.—Built by the Department force at West Fifty-seventh Street Yard. Commenced July and finished September, 1887.

September 30, 1887.—Patterson Bros., under Treasurer's Order No. 12474, furnished 20 feet of ½-inch by 4-inch wrought iron, 340 pounds, for deck scows.

Eckford Iron Works, under Treasurer's Order No. 12473, furnished 1 No. 0 windlass, 2 roller checks and cleats.

New Land Ways, 45 feet high.—Force of the Department is now building a new set of ways for use in building wall foundations.

Small Boats.—The force of the Department built and painted one 15-foot yawl boat, No. 20, and is building one 15-foot yawl boat, No. 21.

Repaired and painted yawls, skiffs and sounding boats. The two bateaux are decayed and worthless and are not worth repairing.

November 15, 1887.—Pierson & Co., under Treasurer's Order No. 12623, furnished 112 pounds round iron for new yawls.

Automatic Tide Gauges.—Shifted and fitted up the gauge and house at the N. Y. City & Northern Railroad Bridge, Harlem river; made and painted tide-gauge staffs; repaired and painted houses on the Harlem river and Cromwell's Creek.

*East Seventeenth Street Yard.*

June 17, 1887.—Police Department inspected boiler of hoisting engine, the force of the Department repaired its machinery, cleaned boiler, engines, etc., and put cover on mast-head, assorted patterns, old material, etc., of floating property on storage at this yard.

*Pier "A" North River, and Building thereon.*

Made and varnished pigeon-hole cases for Rooms 7, 9 and 19; put up and varnished partition in Room 12, and fitting up closets, bookcase, etc.

Engineers attending boilers to heat building and cleaned boilers, repaired furniture, doors, windows, water-pipes, closets, gutter on roof and tin roof on building and tide gauge, painted and lettered outside gate, placed and bolted in deck of pier, two cast-iron fenders at gate entrance; cemented brickwork and tops of boilers and painted up brickwork in boiler room. Fitted up steam-pipes, radiators, storm-windows and awnings. Put up and varnished a partition and wainscoting in the room used by the Police Department at the outer end. Foreman, with laborers, unloaded and stored coal for heating building.

October 1.—Police Department inspected both boilers; varnished floor of the Engineer-in-Chief's office; made and painted box for use of painters' material, made ladders, platform for use of auctioneer; cut holes in window-glass for ventilators and put in same; put casing on steam-pipes on pier, also Croton-water pipe; removed storm-windows from north side of building.

*Miscellaneous at West Fifty-seventh Street Yard.*

Made drawing-board for use of Superintendent of Machinery; put up one No. 3 upright hand-drill in blacksmith's shop—Maxwell, Manning & Moore furnished same under Treasurer's Order No. 12361; made ladders for general use of floating property; made and put up closet in carpenter shop; made pike-poles and fitted irons to same; made, painted and put up signboard on outer end of pier prohibiting vessels from landing, by order of the President; cleaned and fitted up boiler in pipe-shop; shifted pile-drivers, scows, etc., from the south to the north side of pier and back to make room for dredging slips; made snow shovels, saw benches, sign for fire-hose box, boat-hooks, etc.; spinning oakum, filed saws.

December 20, 1887.—Police Department inspected boiler in pipe-shop. This boiler is used for supplying steam on pier to keep Croton water in pipes from freezing. Lettered doors of shops with the words "no smoking"; made patterns for cleats, chocks, windlass boxes, and lettered same; repaired metal pumps, hand-hoisting blocks, fire-hose box, hand trucks, etc.; put in lights of glass in shop windows, pumped out scows, handled timber, cleaned off snow from floating property, and looking after floating property laid up at Yard; numbered lots of old material to be sold at public sale, December 21, 1887.

December 21, 1887.—Sold at public auction 3 old tubular upright boilers, old hand metal pumps, etc.; furnished steam from pile-driver No. 2 to thaw out broken stone at West Fifty-seventh Street Yard.

The work of building two portable offices for construction work was begun on April 13, 1888 and is now in progress.



In addition to the above various work was done for Construction Account at Pier, new 32, East river, and at East One Hundred and Twenty-fifth street; for General Repairs Account at Piers, new 43 and new 46, North river, and Pier 59, East river; for the Department of Public Charities and Correction, landing platform north of East Seventy-sixth street, for the Fire Department at Pier at West Thirtieth street, North river, and at Pier 48, East river; and for the Dock Masters' offices at West Seventy-ninth street, North river, and at Chambers street office, as will be seen in the detailed reports of the localities for which the work was done.

The following material, other than that already specified, has been furnished for the general use of floating property, except where otherwise stated:

June 28, 1887.—George L. Van Emberg, under Treasurer's Order No. 12379, furnished 2,036 feet, B. M., of  $\frac{1}{2}$ -inch, 1-inch,  $1\frac{1}{4}$ -inch and  $1\frac{1}{2}$ -inch white pine.

July 22, 1887.—William B. Ferguson & Son, under Treasurer's Order No. 12405, furnished 2 horseing beetles and handles and 200 hickory ship wedges.

July 26, 1887.—The Eureka Manufacturing Company, under Treasurer's Order No. 12429, furnished 111 pounds green lubricant, and A. J. Murray, under Treasurer's Order No. 12304, furnished 7,630 feet, B. M., yellow pine.

August 15, 1887.—McLaughlin & Lloyd, under Treasurer's Order No. 12406, furnished 1,033 pounds galvanized bolts and nuts for deck scows.

September 30, 1887.—McNab & Harlan Manufacturing Company, under Treasurer's Order No. 12343, furnished 60 pounds round wrought-iron washers, under Treasurer's Order No. 12348, 3 galvanized iron suction pumps, etc., and under Treasurer's Order No. 12404, steam fittings, and Eckford Iron Works, under Treasurer's Order No. 12473, furnished 12 half-chocks.

August 15, 1887.—A. J. Murray, under Treasurer's Order No. 12382, furnished 31,206 feet, B. M., of yellow pine.

July 21, 1887.—N. Y. Belting and Packing Company, under Treasurer's Order No. 12431, furnished 22 $\frac{1}{2}$  pounds  $\frac{3}{8}$ -inch gumpacking, and C. & R. Poillon, under Treasurer's Order No. 12425, furnished 50 6-inch and 2 4-inch hackmatac knees.

August 12, 1887.—McNab & Harlan Manufacturing Company, under Treasurer's Order No. 12457, furnished 50 pounds of  $\frac{1}{2}$ -inch,  $\frac{3}{8}$ -inch and  $\frac{3}{4}$ -inch square wrought-iron nuts.

August 18, 1887.—Manhattan Fire Brick and Clay Company, under Treasurer's Order No. 12483, furnished 1 barrel fire mortar for Pier "A" boiler room.

August 27, 1887.—A. J. Murray, under Treasurer's Order No. 12493, furnished 659 feet, B. M., 4-inch by 6-inch wide oak for pile-drivers 1, 2 and 7, and on September 9, 1887, under Treasurer's Order No. 12503, furnished 4,056 feet, B. M., yellow pine.

September 26, 1887.—C. & R. Poillon, under Treasurer's Order No. 12520, furnished 609 feet, B. M., 1-inch cedar, 537 feet, B. M., 1-inch,  $1\frac{1}{2}$ -inch and 2-inch white oak and 24 boat knees.

September 21, 1887.—Richard Vose, under Treasurer's Order No. 12533, furnished 1 iron cutting machine.

September 9, 1887.—A. J. Murray, under Treasurer's Order No. 12536, furnished 10,131 feet, B. M., yellow pine.

September 13, 1887.—McNab & Harlan Manufacturing Co., under Treasurer's Order No. 12543, furnished steam fittings.

September 30, 1887.—Patterson Brothers, under Treasurer's Order No. 12474, furnished 500  $\frac{3}{4}$ -inch galvanized iron rings, 55 pounds, for the new deck scows.

September 30, 1887.—Eckford Iron Works, under Treasurer's Order No. 12473, furnished 12 half-chocks for new deck scows.

October 10, 1887.—William P. Ferguson & Son, under Treasurer's Order No. 12582, furnished 500 hickory ship wedges.

November 10, 1887.—Charles L. Bucki & Co., under Treasurer's Order No. 12584, furnished 800 feet, B. M., 8-inch by 10-inch, and 1,422 feet, B. M., 12-inch, 5-inch, 7-inch and  $1\frac{1}{2}$ -inch yellow pine for new pile-driver ways.

October 31, 1887.—Pierson & Co., under Treasurer's Order No. 12623, furnished 8 bars 4-inch by  $\frac{3}{4}$ -inch refined flat iron and  $1\frac{1}{2}$ -inch round iron for new yaws and vertical ways, and in November, 1887, under Treasurer's Order No. 12651, furnished 200 pounds  $\frac{3}{4}$ -inch by  $\frac{3}{8}$ -inch washers and 1,787 pounds  $\frac{3}{4}$ -inch round galvanized iron for new deck scow.

November 22, 1887.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12668, furnished 1,565 pounds of countersunk machine bolts and nuts.

November 28, 1887.—McNab & Harlan Manufacturing Co., under Treasurer's Order No. 12679, furnished tinkers' fire pot and snips, 20 pounds XX. tin and bag charcoal, etc.

November 30, 1887.—Thomas C. Townsend, under Treasurer's Order No. 12683, furnished labor and material to place drip cock on Pier, new 43, North river.

December 31, 1887.—Charles L. Bucki & Co., under Treasurer's Order No. 12684, furnished 2,000 feet, B. M., 8-inch by 10-inch, 1,170 feet, B. M., 5-inch by 9-inch, 882 feet, B. M., 7-inch by 7-inch, and 309 feet, B. M.,  $1\frac{1}{2}$ -inch yellow pine timber for new ways of pile-drivers.

December 10, 1887.—George Kan & Co., under Treasurer's Order No. 12694, furnished 150 pieces  $1\frac{1}{4}$ -inch rough spruce, and 84 pieces 3-inch by 4-inch dressed spruce plank, 13 feet long, 360 pieces 6-inch dressed spruce plank, 96 feet 6-inch, and 96 feet 3-inch crown moulding.

December 22, 1887.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12710, furnished twelve 12-inch, twelve 24-inch cast-iron cleats, and twelve 14-inch chocks, and 24 windlass boxes.

December 23, 1887.—Fernoline Chemical Co., under Treasurer's Order No. 12717, furnished 1 barrel of 46 gallons of fernoline.

December 29, 1887.—C. & R. Poillon, under Treasurer's Order No. 12720, furnished fifty 6-inch hackmatac knees.

December 30, 1887.—William B. Ferguson & Son, under Treasurer's Order No. 12721, furnished three 16-inch solid iron-sheaved snatch blocks, six 6-inch double patent blocks, 10 patent bushed sheaves and 5 iron sheaves.

January 10, 1888.—Patterson Bros., under Treasurer's Order No. 12740, furnished 6 each of  $\frac{3}{8}$ -inch,  $\frac{1}{2}$ -inch,  $\frac{3}{4}$ -inch and  $\frac{7}{8}$ -inch ship augers.

January 14, 1888.—Hodgman Rubber Co., under Treasurer's Order No. 12741, furnished 3 pairs  $1\frac{1}{2}$ -inch couplings, 150 feet  $1\frac{1}{2}$ -inch 3-ply rubber hose, and 74 pounds gumpacking.

January 13, 1888.—Patterson Brothers, under Treasurer's Order No. 12747, furnished two No. 74 clamp screws and six No. 8 hand screws.

January 19, 1888.—Adolph Starke, under Treasurer's Order No. 12754, furnished 1,000 pounds  $\frac{1}{2}$ -inch square by 8-inch wrought-iron hand-made deck spikes and 2,000 pounds 8-inch by  $\frac{1}{2}$ -inch galvanized iron deck spikes for new deck scows.

February 18, 1888.—F. S. Shurick, under Secretary's Order No. 12762, furnished 3,201 feet, B. M., of white oak, and on March 27, 1888, under Treasurer's Order No. 12862, 843 feet, B. M., of white oak.

March 5, 1888.—Charles L. Bucki & Co., under Treasurer's Order No. 12785, furnished 55,545 feet, B. M., yellow pine for pile-drivers.

February 15, 1888.—William B. Ferguson, under Treasurer's Order No. 12787, furnished eight 6-inch double patent blocks with iron straps, and three 16-inch solid iron sheave snatch blocks.

February 13, 1888.—New York Belting and Packing Company, under Treasurer's Order No. 12798, furnished 16 pounds Sala packing.

February 13, 1888.—Garrett E. Green, under Treasurer's Order No. 12799, furnished 100 tongued and grooved pine boards.

February 28, 1888.—Abendroth & Root Manufacturing Company, under Treasurer's Order No. 12819, furnished 18 leather plungers for hand-pumps.

March 8, 1888.—William B. Ferguson & Son, under Treasurer's Order No. 12822, furnished four 20-inch double heavy purchase blocks.

March 3, 1888.—Gaskell, Greenlie & Co., under Treasurer's Order No. 12823, furnished one hundred 1-inch galvanized square wrought-iron washers, 500 pounds  $\frac{3}{4}$ -inch square wrought-iron washers and 200 pounds nuts, for new deck scows.

April 4, 1888.—Jersey Chain Works, under Treasurer's Order No. 12839, furnished six  $1\frac{1}{4}$ -inch and four  $\frac{3}{8}$ -inch chains, 10 feet long, with hooks.

March 20, 1888.—George Karr & Co., under Treasurer's Order No. 12840, furnished 2,000 feet, B. M., of clear white pine.

March 23, 1888.—McNab & Harlan Manufacturing Co., under Treasurer's Order No. 12854, furnished steam fittings, etc.

April 3, 1888.—William B. Ferguson & Son, under Treasurer's Order No. 12856, furnished labor and material to repair 6 snatch, 2 double and 5 single blocks.

April 12, 1888.—C. & R. Poillon, under Treasurer's Order No. 12881, furnished 1 spruce boom 30 feet long  $8\frac{1}{4}$  inches in diameter, for pile-driver No. 7.

April 18, 1888.—John A. Roebing's Sons Co., under Treasurer's Order No. 12897, furnished 252 feet of  $\frac{3}{8}$ -inch galvanized iron wire guy rope, 8  $\frac{3}{8}$ -inch open sockets and 4  $\frac{3}{8}$ -inch tum buckles for ways on pile-driver.

April 21, 1888.—George Karr & Co., under Treasurer's Order No. 12898, furnished 25 spruce plank 13 feet long for new bateaux.

April 23, 1888.—Pierson & Co., under Treasurer's Order No. 12906, furnished 90 feet of  $\frac{1}{2}$ -inch by 4-inch American refined iron.

# 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.				
230	....	....	Granite for bulkhead-wall.....	Nov. 23, 1886	Mar. 12, 1887	Jan. 19, 1888
231	....	....	New Pier at approach of West Fortieth street, North river....	Nov. 16, 1886	Nov. 17, 1886	June 30, 1887
		235	Repairs and painting shed on Pier, new 43, North river.....	Mar. 31, 1887	Apr. 1, 1887	May 28, 1887
		238	Dredging on the North river.....	Jan. 10, 1887	.....	.....
			Work done as follows:			
			West Fifteenth street, North river.....		Mar. 23, 1887	Aug. 9, 1887
			West Sixteenth street, North river.....		Apr. 11, 1887	Aug. 8, 1887
			West Seventeenth street, North river.....		June 9, 1887	Aug. 5, 1887
			West Eighteenth street, North river.....		May 10, 1887	Aug. 8, 1887
			West Nineteenth street, North river.....		May 2, 1887	Aug. 8, 1887
			West Twentieth street, North river.....		July 8, 1887	Aug. 5, 1887
			West Twenty-first street, North river.....		Apr. 14, 1887	Aug. 6, 1887
			West Twenty-second street, North river.....		Mar. 31, 1887	Aug. 5, 1887
			West Fifty-seventh street, North river.....		Jan. 8, 1887	Aug. 15, 1887
		239	Repairs to Pier at West One Hundred and Fifty-second street, North river.....	Mar. 12, 1887	Mar. 16, 1887	June 2, 1887
		240	Repairing, altering and extending Pier at West Thirty-fourth street, North river.....	Feb. 15, 1887	Feb. 17, 1887	Aug. 31, 1887
		241	Building Pier, new 32, East river	Mar. 14, 1887	Mar. 15, 1887	Dec. 15, 1887
		242	Repairing bulkhead foot of Pike Slip, East river.....			
		243	Repairing, widening and extending Pier at East Thirty-seventh street, East river.....	Mar. 14, 1887	Mar. 21, 1887	July 20, 1887
			Building crib-bulkhead from West Seventy-seventh street to West Seventy-eighth street, North river.....	Apr. 6, 1887	Apr. 15, 1887	July 20, 1887
		244	Dredging on the East river.....	May 23, 1887	.....	.....
			Work done as follows:			
			Pier 19, half slip on west side....		May 31, 1887	June 9, 1887
			Pier 43, half slip on east side....		June 28, 1887	June 29, 1887
			Pier 44, half slip on west side....		June 28, 1887	July 6, 1887
			Bulkhead between Piers 43 and 44.....		July 2, 1887	July 2, 1887
		245	Dumping-board at East Eightieth street, East river.....			
		246	New pier and crib-bulkhead at West One Hundred and Thirty-second street, North river.....	May 27, 1887	May 31, 1887	July 12, 1887
		246	Repairs to crib-bulkhead north of West One Hundred and Thirty-first street, North river.....	June 22, 1887	July 2, 1887	Dec. 8, 1887
		247	Crib-bulkhead at foot of East Seventy-sixth street, East river....	July 18, 1887	July 18, 1887	Oct. 16, 1887
		248	Pier, new 61, North river, foot of West Thirty-first street.....	June 29, 1887	July 1, 1887	Oct. 12, 1887
		249	Raising Battery boat-landing, etc., Dredging at Pier, new 59, North river.....	Jan. 9, 1888	.....	In progress.
		250	Dredging on the East river.....	Aug. 9, 1887	Aug. 15, 1887	Sept. 14, 1887
		251	Work done as follows:	Aug. 3, 1887	.....	.....
			Pier 12, east side.....		Aug. 4, 1887	Aug. 9, 1887
			Pier 13, both sides.....		Aug. 10, 1887	Aug. 22, 1887
			Pier 14, west side.....		Aug. 22, 1887	Aug. 24, 1887
		252	New Pier at West Thirty-seventh street, North river.....	Sept. 9, 1887	Sept. 12, 1887	Mar. 3, 1888
		253	Removing burned remains of Pier, new 37, North river.....	Dec. 21, 1887	Sept. 15, 1887	Nov. 7, 1887
		254	Dredging site of Pier, new 37, north river.....	Oct. 1, 1887	Oct. 5, 1887	Oct. 17, 1887
		255	Building extension to Store-house Pier, Blackwell's Island.....	Oct. 20, 1887	Oct. 25, 1887	Jan. 20, 1888
		255	Removing a part of old Store-house Pier, Blackwell's Island			
		256	Building Pier, new 62, North river, at foot of West Thirtieth street.	Nov. 12, 1887	Nov. 17, 1887	In progress.
		257	Building Pier, new 37, North river.	Oct. 17, 1887	Oct. 31, 1887	Feb. 15, 1888
		258	Building crib-bulkhead, One Hundred and Fourteenth street to One Hundred and Fifteenth street, Harlem river.....	Nov. 3, 1887	Nov. 30, 1887	Apr. 20, 1888
		259	Furnishing sawed yellow pine timber.....	Dec. 3, 1887	Jan. 10, 1888	In progress.
		260	Dredging for and building crib-bulkhead foot of West One Hundred and Fifty-eighth street, North river.....	Dec. 13, 1887	Dec. 24, 1887	In progress.
		261	Building Pier, new 29, East river	Dec. 7, 1887	Dec. 13, 1887	In progress.
		262	Repairing crib-bulkhead at foot of Market slip, East river.....			
			Building pier and crib-bulkhead at East One Hundred and Seventeenth street, Harlem river....	Dec. 30, 1887	Jan. 7, 1888	In progress.
		263	Building Pier, new 24, North river.	Jan. 9, 1888	Feb. 1, 1888	In progress.
		264	Building new pier and approach at West Thirty-eighth street, North river.....			
		264	Repairing crib-bulkhead at foot of West Thirty-eighth street, North river.....	Feb. 3, 1888	Feb. 6, 1888	In progress.
		266	Dredging at Pier 7, East river....	Feb. 13, 1888	Feb. 18, 1888	Mar. 3, 1888
		268	Furnishing granite for bulkhead wall.....	Apr. 19, 1888	.....	In progress.
		269	Building Pier 60, East river.....			
		269	Repairing crib-bulkhead foot of Rivington street, East river....	Mar. 19, 1888	Mar. 19, 1888	In progress.
		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	In progress.
		272	Building new pier at West Fifty-first street, North river.....	Apr. 7, 1888	Apr. 10, 1888	In progress.

## FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS.

Secretary's Order No. 3986.—For repairing the crib-bulkhead north of West One Hundred and Thirty-first street, North river; for building a new crib-bulkhead northerly in extension thereof to the northerly line of West One Hundred and Thirty-second street, with a return crib, and for building a new pier at the foot of West One Hundred and Thirty-second street, North river, with the necessary dredging. Submitted March 23, 1885, but no action taken then, for want of funds; revised and resubmitted May 10, 1887, and advertised as Contract No. 246.

Secretary's Order No. 6248.—For building a crib-bulkhead at the foot of East Seventy-sixth street, East river. Submitted May 12, 1887; advertised as Contract No. 247.

Secretary's Order No. 6281.—For building a new pier at the foot of West Thirty-first street, North river, to be known as Pier, new 61, North river. Submitted May 23, 1887; advertised as Contract No. 248.

Engineer's Order.—For raising and improving Battery boat-landing and the approach to Pier "A," North river. Submitted June 15, 1887; advertised as Contract No. 249.

Secretary's Order No. 6659.—For dredging the slips on each side of Pier, new 59, North river. Submitted June 15, 1887; advertised as Contract No. 250.

Secretary's Order No. 6661.—For dredging at Piers 12, 13 and 14, East river. Submitted June 24, 1887; advertised as Contract No. 251.

Secretary's Order No. 4172.—For building new pier at the foot of West Fifty-seventh street, North river. Submitted July 27, 1887; advertised as Contract No. 252.

Engineer's Order.—For removing the burned remains of Pier, new 37, North river. Submitted August 22, 1887; advertised as Contract No. 253.

Engineer's Order.—For dredging the site of Pier, new 37, North river. Submitted August 30, 1887; advertised as Contract No. 254.



Secretary's Order No. 6842.—For extending the store-house pier at Blackwell's Island, and for removing portions of the existing pier. Submitted September 12, 1887; advertised as Contract No. 255.

Engineer's Order.—For transcribing, printing and binding the minutes of the Board meetings. Submitted September 25, 1887; advertised as Contract No. 270. No bids being received, the form of contract was revised by leaving out the transcribing, and as revised it was resubmitted on March 11, 1888; readvertised as Contract No. 270.

Secretary's Order No. 6282.—For building Pier, new 62, at the foot of West Thirty-second street, North river. Submitted September 23, 1887; advertised as Contract No. 256.

Secretary's Order No. 6935.—For building Pier, new 37, North river. Submitted September 26, 1887; advertised as Contract No. 257.

Secretary's Order No. 6679.—For dredging for and building a crib-bulkhead between East One Hundred and Fourteenth street and East One Hundred and Fifteenth street, Harlem river. Submitted October 10, 1887; advertised as Contract No. 258.

Secretary's Order No. 7051.—For furnishing 1,500,000 feet, B. M., of yellow pine timber. Submitted October 19, 1887; advertised as Contract No. 259.

Secretary's Order No. 6200.—For building crib-bulkhead at West One Hundred and Fifty-eighth street, North river. Submitted November 1, 1887; advertised as Contract No. 260.

Secretary's Order No. 6914.—For removing Pier, old 37, East river, and for building Pier, new 29, East river, on the site thereof, and for repairing the crib-bulkhead thereat. Submitted November 3, 1887; advertised as Contract No. 262.

Resolution of Board, October 6, 1887.—For removing Pier, old 35, North river, at the foot of Franklin street, and for building Pier, new 24, North river. Submitted November 21, 1887; advertised as Contract No. 263.

Secretary's Order No. 6684.—For removing Pier at foot of West Thirty-eighth street, North river, and for building a new pier and temporary approach on the site thereof, and for repairing the

crib-bulkhead at the foot of said street. Submitted December 13, 1887; advertised as Contract No. 264.

Secretary's Order No. 7380.—For furnishing granite stones to complete delivery under Contract No. 230. Submitted January 3, 1888.

Secretary's Order No. 7373.—For dredging the half slip adjoining Pier 7, East river. Submitted January 4, 1888; advertised as Contract No. 266.

Resolution of Board, April 28, 1880.—For removing Pier, old 36, North river, at the foot of North Moore street, and for building Pier, new 25, North river, on the site thereof. Submitted January 23, 1888.

Secretary's Order No. 7276.—For removing old Pier 60, East river, for building a new pier on the site thereof, and for repairing the crib-bulkhead at the foot of Rivington street, East river. Submitted January 26, 1888; advertised as Contract No. 269.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted January 25, 1888; advertised as Contract No. 268.

Engineer's Order.—For removing old pier at the foot of East Forty-sixth street, East river; for building new pier on the site thereof, and for repairing the crib-bulkhead thereat. Submitted February 11, 1888; advertised as Contract No. 271.

Secretary's Order No. 7390.—For removing the old pier at the foot of West Fifty-first street, North river, and for building a new pier on the site thereof. Submitted February 17, 1888; advertised as Contract No. 272.

Secretary's Order No. 7184.—For removing Pier 46, East river, for building Pier, new 36, on the site thereof, and for repairing the crib-bulkhead thereat. Submitted March 26, 1888; advertised as Contract No. 273.

Engineer's Order.—For repairing the crib-bulkhead and pier at West Eleventh street, North river. Submitted April 6, 1888; advertised as Contract No. 274.

Secretary's Order No. 7722.—For dredging at Pier, new 43, North river, and at West Fifty-fifth street, North river. Submitted April 27, 1888.

Statement of Dredging done during the Year ending April 30, 1888, by the Department of Docks.

LOCATION.	MONTH.	MUD. CUBIC YDS.	CRIB. CUBIC YDS.	MISC. LANEWAYS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
Pier, old 34, N. R., south side	Nov., 1887	2,478			Feet.	Treasurer's Order No. 12632	Secretary's Order No. 7123	Union Dredging Co.	Nov. 3, 1887	Nov. 4, 1887
Bulkhead south of old 35, N. R.	Sept., 1887	433			15	" 12413	" 6755	"	Sept. 6, 1887	Sept. 7, 1887
Franklin Street Section, bulkhead wall	Oct., 1887	10,135			30 to 35	" 12591	Resolution of Board, Oct. 6, 1887	"	Oct. 19, 1887	Oct. 31, 1887
	Nov., 1887	4,748				" 12654	"	"	Nov. 16, 1887	Nov. 19, 1887
Pier, new 24, N. R.	Dec., 1887	25,202			25	" 12680	" 6, 1887	"	Dec. 3, 1887	Dec. 23, 1887
						" 12715	"	"		
North Moore Street Section, bulkhead wall	July, 1887	8,290			25 to 35	" 12421	" April 28, 1880	"	July 18, 1887	July 21, 1887
	Oct., 1887	8,376				" 12590	"	"	Oct. 15, 1887	Oct. 20, 1887
Beach Street Section, bulkhead wall	April, 1888	4,459			25 to 29	" 12882	Resolution of Board, July 16, 1879	"	April 14, 1888	In progress
	May, 1887	1,180				" 12667	" 30, 1880	"	May 30, 1887	May 30, 1887
Laight Street Section, bulkhead wall	May, 1887	2,884			25 to 29	" 12667	" Nov. 5, 1880	"	May 28, 1887	May 30, 1887
Canal street, N. R., dump	Oct., 1887	1,999			15	" 12597	Secretary's Order No. 7070	"	Oct. 21, 1887	Oct. 24, 1887
Spring Street Section, bulkhead wall	May, 1887	868			10 to 25	" 12316	"	"	May 9, 1887	May 9, 1887
Pier, new 37, N. R.	Oct., 1887	15,713			25	Contract No. 254	Resolution of Board, Sept. 1, 1887	"	Oct. 5, 1887	Oct. 17, 1887
Bulkhead between Piers, old 57 and 58, N. R.	Sept., 1887	2,186			12	Treasurer's Order No. 12422	Secretary's Order No. 6780	"	Sept. 3, 1887	Sept. 8, 1887
Bulkhead for 100 feet south of West Fourteenth street	June, 1887	1,774			15	" 12306	" 6407	"	June 10, 1887	June 10, 1887
	June, 1887	6,451								
Pier at West Fifteenth street, N. R.	July, 1887	5,992			20	Contract No. 238	Resolution of Board, Sept. 26, 1886			Aug. 9, 1887
	Aug., 1887	721								
Pier at West Sixteenth street, N. R.	July, 1887	11,711			20	" 238	" 26, 1886			Aug. 8, 1887
	Aug., 1887	286								
Pier at West Seventeenth street, N. R.	June, 1887	25,463			20	" 238	" 26, 1886		June 9, 1887	Aug. 5, 1887
	July, 1887	4,285								
	Aug., 1887	1,856								
Pier at West Eighteenth street, N. R.	May, 1887	18,275			20	" 238	" 26, 1886	Union Dredging Co.	May 10, 1887	Aug. 8, 1887
	June, 1887	4,862								
	July, 1887	1,184								
Pier at West Nineteenth street, N. R., south side	Aug., 1887	2,793			20	" 238	" 26, 1886	"	May 2, 1887	June 6, 1887
	May, 1887	15,211								
Pier at West Nineteenth street, N. R., north side	June, 1887	3,591			20	" 238	" 26, 1886	"	May 26, 1887	Aug. 8, 1887
	May, 1887	1,471								
Pier at West Twentieth street, N. R.	July, 1887	7,679			20	" 238	" 26, 1886	"	July 8, 1887	Aug. 5, 1887
	Aug., 1887	5,025								
Pier at West Twenty-first street, N. R.	July, 1887	33,538			20	" 238	" 26, 1886	"		Aug. 6, 1887
	Aug., 1887	702								
Pier at West Twenty-second street, N. R.	May, 1887	3,875			20	" 238	" 26, 1886	"		Aug. 5, 1887
	July, 1887	6,844								
	Aug., 1887	1,114								
Pier at West Twenty-third street, N. R.	May, 1887	3,134			20	" 238	" 26, 1886	"		Aug. 5, 1887
	July, 1887	1,546								
	Aug., 1887	577								
Pier, new 59, N. R.	Aug., 1887	28,747			25	" 250	" June 15, 1887	"	Aug. 15, 1887	Sept. 14, 1887
Pier, new 60, N. R.	Sept., 1887	17,926			12	Treasurer's Order No. 12511	Secretary's Order No. 6888	"	Aug. 31, 1887	Sept. 2, 1887
	Sept., 1887	2,434								
Pier, new 61, N. R.	May, 1887	25,801			25		Resolution of Board, Mar. 16, 1887	"	{ Oct. 24, 1887	Dec. 13, 1887
	June, 1887	26,910								
	Oct., 1887	1,762								
	Nov., 1887	19,240								
Pier, new 62, N. R.	Dec., 1887	3,676			25		" 16, 1887	"	Aug. 1, 1887	Aug. 31, 1887
	Aug., 1887	45,197								
West Thirty-second Street Section, bulkhead-wall, N. R.	May, 1887	9,108			35		Resolution of Board, Oct. 22, 1885	"	Apr. 3, 1888	{ Temporarily suspended Apr. 16, 1888
	July, 1887	3,454								
Pier at West Thirty-seventh street, N. R.	Aug., 1887	26,944			15 to 35		" June 25, 1887	"	July 27, 1887	Nov. 24, 1887
	Sept., 1887	31,158								
	Oct., 1887	2,643								
	Nov., 1887	9,654								
	June, 1887	20,140								
Pier at West Thirty-eighth street, N. R.	Nov., 1887	2,352			15 to 25		" 16, 1887	"	{ Nov. 23, 1887	June 30, 1887
	Dec., 1887	15,951								
	Jan., 1888	22,167								
	Mar., 1888	9,930								
Bulkhead north of West Thirty-eighth street, N. R.	Mar., 1888	1,526			15	Treasurer's Order No. 12821	Secretary's Order No. 7499	"	Mar. 26, 1888	Mar. 26, 1888
Slip between West Thirty-ninth and Fortieth streets, N. R.	Mar., 1888				20 to 25	" 12828	" 7475	"	Mar. 7, 1888	Mar. 7, 1888
Pier at West Fifty-first street, N. R.	Apr., 1888	22,285			18 to 23		Resolution of Board, April 9, 1888	"	Apr. 17, 1888	In progress
West Fifty-second Street Section, bulkhead-wall, N. R.	Oct., 1887	7,955			10 to 15		" Oct. 6, 1887	"	Oct. 17, 1887	Nov. 23, 1887
	Nov., 1887	17,019								
Pier at West Fifty-seventh street, N. R.	Aug., 1887	2,774			10 to 15	Contract No. 238	" Sept. 26, 1887	"	Apr. 27, 1888	In progress
	Aug., 1887	1,160								
Bulkhead between West Seventy-seventh and Seventy-eighth streets, N. R.	May, 1887	1,971			10 to 25	" 243	" Feb. 23, 1887	William P. Kelly		May 3, 1887
Bulkhead between West Seventy-eighth and Seventy-ninth streets, N. R.	July, 1887	1,168			12	Treasurer's Order No. 12228	Secretary's Order No. 6278	Union Dredging Co.	July 28, 1887	Aug. 3, 1887
	Aug., 1887	1,738								
Bulkhead north of West One Hundred and Thirty-first street, N. R.	Dec., 1887	430			10	" 12693	" 7216	"	Dec. 12, 1887	Dec. 13, 1887
Pier and bulkhead at West One Hundred and Thirty-second street, N. R.	July, 1887	6,539			10 to 30	Contract No. 246	Resolution of Board, May 14, 1887	O'Connell & Coffey	{ July 2, 1887	July 15, 1887
	Aug., 1887	1,039							Aug. 8, 1887	Aug. 8, 1887
Bulkhead at West One Hundred and Fifty-eighth street, N. R.	Dec., 1887				12 to 32	" 260	" Nov. 3, 1887	Duncan A. Gillies	{ Dec. 24, 1887	{ Temporarily suspended Jan. 3, 1888
	Jan., 1888								Apr. 11, 1888	Apr. 28, 1888
Pier 7, E. R.	Feb., 1888	12,595			15	" 266	" Jan. 5, 1888	Union Dredging Co.	Feb. 18, 1888	Mar. 3, 1888
Pier 12, E. R., dump	Mar., 1888	6,415			15	Treasurer's Order No. 12781	Secretary's Order No. 7427	Morris & Cumings Dredging Co.	Mar. 28, 1888	Mar. 29, 1888
Pier 12, E. R., east side	Mar., 1888	2,737			20	Contract No. 251	Resolution of Board, June 23, 1887	Morris & Cumings Dredging Co.	Aug. 4, 1887	Aug. 9, 1887
	Aug., 1887	4,668								
Pier 13, E. R.	Aug., 1887	11,970			20	" 251	" 23, 1887	Morris & Cumings Dredging Co.	Aug. 10, 1887	Aug. 22, 1887
Pier 14, E. R., west side	Aug., 1887	2,247			20	" 251	" 23, 1887	Morris & Cumings Dredging Co.	Aug. 22, 1887	Aug. 24, 1887
Pier 19, E. R., west side	May, 1887	758			25		Contract No. 244	William M. Tebo	May 31, 1887	June 9, 1887
Pier 25, E. R., west side	June, 1887	9,820			15	Treasurer's Order No. 12423	Secretary's Order No. 6779	Union Dredging Co.	Sept. 16, 1887	Sept. 24, 1887
Pier, old 37, E. R., dump	Sept., 1887	4,080			15	" 12213	" 6236	"	May 27, 1887	May 28, 1887
	May, 1887	642								
Pier, new 29, E. R.	Dec., 1887	3,488			25 to 40		Resolution of Board, Sept. 8, 1887	"	Dec. 13, 1887	Mar. 21, 1888
	Jan., 1888	441								
	Feb., 1888	7,392								
	Mar., 1888	5,968								
	May, 1887	4,334			25 to 35		" Dec. 1, 1886	"	Sept. 26, 1887	{ May 26, 1888
Pier, new 32, E. R.	Sept., 1887	4,652								{ Oct. 19, 1887
	Oct., 1887	2,493								
Pier 43, E. R., east side	June, 1887	3,033			20	Contract No. 244	" April 8, 1887	William M. Tebo	June 28, 1887	June 29, 1887
Bulkhead between Piers 43 and 44, E. R.	July, 1887	1,147			15	" 244	" 8, 1887	William M. Tebo	July 2, 1887	July 2, 1887
Pier 44, E. R., west side	July, 1887	379			20	" 244	" 8, 1887	William M. Tebo	June 28, 1887	July 6, 1887
	Sept., 1887	758								
Pier 54, E. R., dump	Mar., 1888	154			7 to 10	Treasurer's Order No. 12782	Secretary's Order No. 7426	Union Dredging Co.	Mar. 30, 1888	April 2, 1888
Bulkhead for 100 feet south of Cherry street, E. R.	Apr., 1888	168			25	" 12688	" 7194	"	Dec. 3, 1887	Dec. 6, 1887

\* Dredging done for other Departments.

† Dredging done for and at the expense of alleged owners, lessees and others.



LOCATION.	MONTH.	MUD. CUBIC YDS.	CRIB. CUBIC YDS.	MISCELL. LANEUS.	DEPTH MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
Pier 61, E. R., dump *.....	May, 1887	1,031	.....	.....	Feet. 15	Treasurer's Order No. 12207	Secretary's Order No. 6224.....	Union Dredging Co.	May 28, 1887	May 30, 1887
East Seventeenth street, E. R., dump *.....	April, 1888	1,158	.....	.....	15	" " 12887	" " 7647.....	"	April 11, 1888	April 12, 1888
East Twenty-second street, E. R., dump, south side.....	May, 1887	1,877	.....	.....	15	" " 12209	" " 6220.....	"	May 24, 1887	May 27, 1887
Pier at East Twenty-fifth street, E. R.....	April, 1888	994	.....	.....	12	" " 12837	" " 7519.....	"	April 3, 1888	April 5, 1888
Bulkhead between East Twenty-sixth and East Twenty- eighth streets, E. R *.....	Sept., 1887	4,002	.....	.....	10	" " 12508	" " 6885.....	"	Sept. 8, 1887	Sept. 15, 1887
Bulkhead at East Twenty-ninth street, E. R.....	May, 1887	1,024	.....	.....	6 to 10	" " 12345	.....	"	May 30, 1887	.....
Pier at East Thirty-seventh street, E. R.....	June, 1887	3,338	.....	.....	10	Treasurer's Order No. 12566	Secretary's Order No. 6604.....	"	June 8, 1887	.....
East Thirty-eighth street, E. R., dump *.....	Oct., 1887	2,112	.....	.....	10	Contract No. 242.....	Resolution of Board, Feb. 2, 1887.....	John W. Flaherty..	Oct. 4, 1887	Oct. 10, 1887
East Forty-sixth street, E. R., dump *.....	May, 1887	.....	3,788	.....	30 to 40	Treasurer's Order No. 12745	Secretary's Order No. 7370.....	Union Dredging Co.	April 16, 1887	May 14, 1887
Bulkhead East Forty-seventh street, E. R.....	Jan., 1888	505	.....	.....	15	" " 12210	" " 6221.....	"	Jan. 9, 1888	Jan. 10, 1888
Store-house dock, Blackwell's Island *.....	May, 1888	545	.....	.....	15	" " 12656	" " 7150.....	"	May 21, 1887	May 23, 1887
Bulkhead, East Seventy-fifth street, E. R.....	Dec., 1887	403	.....	.....	10	Contract No. 255.....	Resolution of Board, Sept. 15, 1887.....	Duncan A. Gillies .	Dec. 1, 1887	Dec. 1, 1887
Bulkhead, East Seventy-eighth to Seventy-ninth street, E. R.....	Jan., 1888	.....	569	.....	6 to 8	Treasurer's Order No. 12344	Secretary's Order No. 6581.....	Union Dredging Co.	Dec. 27, 1887	Jan. 6, 1888
Pier at East Sixty-second street and bulkhead, south side.....	Oct., 1887	69	.....	.....	12	" " 12802	" " 7469.....	Union Dredging Co.	Oct. 1, 1887	Oct. 3, 1887
N. Pier at East Eighty-sixth street, E. R.....	April, 1888	.....	.....	.....	10	" " 12199	" " 6201.....	"	April 6, 1888	April 10, 1888
Bulkhead at East Ninety-ninth street, E. R.....	May, 1888	231	.....	.....	5 to 11	" " 12657	" " 7151.....	"	May 18, 1887	May 20, 1887
East One Hundred and Tenth street, H. R., dump *.....	Dec., 1887	505	.....	.....	10	" " 12510	" " 6883.....	"	Dec. 8, 1887	Dec. 9, 1887
Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth streets, H. R.....	Sept., 1887	597	.....	.....	10	" " 12229	" " 6291.....	"	Sept. 29, 1887	Sept. 29, 1887
Pier at East One Hundred and Seventeenth street, H. R.	May, 1887	1,112	.....	.....	15	" " 12746	" " 7371.....	"	May 15, 1887	May 17, 1887
Pier at East One Hundred and Twenty-fifth street, H. R.	Jan., 1888	576	.....	.....	10	Contract No. 258.....	Resolution of Board, Oct. 13, 1887.....	John Gillies .....	Jan. 10, 1888	Jan. 12, 1888
Bulkhead at East One Hundred and Fifty-fifth street, H. R.....	Nov., 1887	1,356	.....	.....	15 to 20	Treasurer's Order No. 12394	Secretary's Order No. 6699.....	Union Dredging Co.	Nov. 30, 1887	Dec. 10, 1887
	Dec., 1887	8,031	.....	.....	10	Contract No. 262.....	Resolution of Board, Nov. 17, 1887.....	John W. Flaherty..	Sept. 9, 1887	Sept. 24, 1887
	Sept., 1887	4,375	.....	.....	10	Treasurer's Order No. 12796	Secretary's Order No. 7409.....	Union Dredging Co.	Jan. 7, 1888	Jan. 11, 1888
	Feb., 1888	2,245	.....	.....	8 to 10	" " 12509	" " 6884.....	"	Feb. 15, 1888	Feb. 17, 1888
	Sept., 1887	.....	.....	.....	10	" " 12509	" " 6884.....	"	Sept. 26, 1887	Sept. 28, 1887
		812,129	21,341	3 wrecks Mud and stone. Rip-rap. 411 Sand and stone, 281						

\* Dredging done for other Departments.

Statement of Dredging done during the Year ending April 30, 1888, by Lessees and Owners, by Order or Under Permit of the Board.

LOCATION.	DEPTH OF WATER MADE AT MEAN LOW WATER.	AUTHORIZATION.	BY WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
Piers 3 and 4, North river (slip between).....	Feet. 30	Under permit.....	Morris & Cumings Dredging Co.....	Nov. 7, 1887	Nov. 7, 1887
Pier, old 23, North river (Barclay street).....	10 to 12	Under permit.....	New York Steam Co.....	Sept. 29, 1887	Sept. 30, 1887
Pier, old 36, North river.....	20	Under permit.....	Morris & Cumings Dredging Co.....	Aug. 22, 1887	Aug. 26, 1887
Pier, old 39, North river.....	19	Under permit.....	Hudson River Day Line.....	Apr. 25, 1888	Apr. 28, 1888
Pier, old 40, North river.....	20	Under permit.....	Norwich & N. Y. Transportation Co.....	May 24, 1887	May 29, 1887
Pier, new 35, North river.....	25	Under resolution of Board.....	Ocean Steamship Co.....	Apr. 15, 1887	Aug. 22, 1887
Bulkhead adjoining north side of West Thirteenth street, North river.....	15	By order.....	C. H. Delamater & Co.....	June 9, 1887	June 10, 1887
Bulkhead between West Fourteenth and West Fifteenth streets, North river.....	15	By order.....	Lessees.....	June 6, 1887	June 8, 1887
Ferry premises foot of Fourteenth street, North river.....	16 and 20	By order.....	Hoboken Land and Improvement Co.....	Mar. 24, 1887	June 12, 1887
Bulkhead between Fifteenth and Sixteenth streets, North river.....	15	By order.....	Alleged owner.....	Aug. 9, 1887	Aug. 9, 1887
Bulkhead between Sixteenth and Seventeenth streets, North river.....	15	By order.....	Consolidated Gas Co.....	Oct. 20, 1887	Oct. 21, 1887
Bulkhead between Seventeenth and Eighteenth streets, North river.....	15 to 20	By order.....	Consolidated Gas Co.....	Oct. 19, 1887	Oct. 20, 1887
Bulkhead between Eighteenth and Nineteenth streets, North river.....	15 to 20	By order.....	D. C. Newell.....	Oct. 22, 1887	Oct. 24, 1887
Bulkhead between Twentieth and Twenty-first streets, North river.....	15 to 20	By order.....	Knickerbocker Ice Co.....	Oct. 25, 1887	Oct. 26, 1887
Bulkhead between Twenty-first and Twenty-second streets, North river.....	15	By order.....	Alleged owner.....	Aug. 10, 1887	Sept. 11, 1887
Ferry premises at West Twenty-third street, North river.....	10 to 20	By order.....	N. Y. L. E. & W. R. R. Co.....	July 5, 1887	.....
Piers 3 and 4, East river (slip between).....	10 to 15	By order.....	Alleged owners.....	July 21, 1887	.....
Piers 10 and 11, East river.....	10	By order.....	Alleged owners.....	Apr. 21, 1888	In progress.
Piers 19 and 20, East river (slip between).....	25	By order.....	Alleged owners.....	June 15, 1887	June 17, 1887
Bulkhead foot of Montgomery street, East river.....	12	Under permit.....	N. Y. N. H. & H. R. R. Co.....	Oct. 18, 1887	Oct. 19, 1887
Pier 57, East river (north half slip).....	12 to 14	Under permit.....	Brooklyn & New York Ferry Co.....	Oct. 19, 1887	Oct. 25, 1887
Pier 62, East river.....	18	Under permit.....	James Shewan.....	Jan. 27, 1888	Feb. 3, 1888
Bulkhead south of East Fourteenth street, East river.....	16	Under permit.....	C. McManus' Sons.....	Sept. 2, 1887	Sept. 2, 1887
Bulkhead south of East Twenty-ninth street, East river.....	10	Under permit.....	United States Illuminating Co.....	Oct. 10, 1887	Oct. 14, 1887
Bulkhead at East Twenty-ninth street (south side).....	12	Under permit.....	M. Goodwin.....	Apr. 4, 1888	Apr. 6, 1888
Bulkhead between East Thirty-second and East Thirty-third streets, East river.....	10	Under permit.....	New York Steam Heating Co.....	May 12, 1887	May 17, 1887
Bulkhead between East Thirty-fourth and East Thirty-fifth streets, East river.....	12	Under permit.....	J. Skidmore's Sons.....	Mar. 28, 1888	Mar. 29, 1888
East Fifty-fourth street, East river (north of).....	8 to 15	By order.....	Randolph Guggenheimer.....	Sept. 12, 1887	Sept. 13, 1887
Ferry premises at East Ninety-second street, East river.....	7 to 10	Under permit.....	Astoria Ferry Co.....	Dec. 27, 1887	Jan. 23, 1888
Ninety-fifth and Ninety-sixth streets, East river.....	13	Under permit.....	Thomas Kane.....	Feb. 11, 1888	Mar. 16, 1888
Pier between One Hundred and Sixteenth and One Hundred and Seventeenth streets, Harlem river.....	8 to 10	Under permit.....	W. G. Tucker.....	Sept. 21, 1887	Sept. 24, 1887
One Hundred and Twenty-ninth street and Second avenue, Harlem river.....	15	Under permit.....	Manhattan Railway Co.....	Apr. 17, 1888	Apr. 18, 1888
One Hundred and Thirty-third street, north side of Harlem river.....	4 to 10	Under permit.....	North and East River Steamboat Co.....	May 16, 1887	June 7, 1887
Morris Dock, Harlem river (north of).....	10	Under permit.....	Gas Engine and Power Co.....	Dec. 21, 1887	Dec. 22, 1887

Report of Stock on Hand, Purchased, Fabricated, Received from Sections and Issued, at West Fifty-seventh Street Yard during the Year ending April 30, 1888.

Amount of Stock on hand April 30, 1887.....	\$9,459 77	Section north of Twenty-third street, North river.....	\$7,006 37½
Purchased from April 30, 1887, to April 30, 1888.....	21,526 71	West Fifty-second Street Section, North river.....	184 27
Purchased (no bills) from April 30, 1887, to April 30, 1888.....	34 10	General repairs.....	2,662 14½
Received from sections south of Twenty-third street.....	437 86	Surveyors.....	18 71
Fabricated (total account).....	11 33	East Seventeenth Street Yard, East river.....	48 42
" (52 concrete blocks).....	16,695 25	Repairing account (moulds).....	4 46
Total to be accounted for.....	\$48,165 02	Tool account.....	7 48
Issued to following sections:		Office, West Fifty-seventh Street Yard, North river.....	590 32
Floating property.....	\$1,816 14¾	Concrete block account.....	9,779 81
Section south of Twenty-third street, North river.....	10,337 04¾	Balance on hand April 30, 1888.....	15,709 63½
			\$48,165 02
			\$48,165 02

Statement of Granite on Hand at East Seventeenth Street Yard, May 1, 1888.

	CONTRACT OR TREASURER'S ORDER NUMBERS FURNISHED UNDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1887.	RECEIVED DURING THE YEAR.	RETURNED FROM WORKS.	ISSUED TO WORKS.	ON HAND MAY 1, 1888.	AUDITED PRICE PER CUBIC FOOT.	AMOUNT.	REMARKS.
Headers and stretchers, cut.....	Treas. Order No. 7944.....	Oct. 18, 1884	32.77	.....	.....	20.68	12.09	\$0 50	\$6 04	
" " ".....	" " 8391.....	Nov. 7, 1879	45.30	.....	.....	.....	45.30	59½	27 14	
" " ".....	" " 8391.....	Nov. 7, 1879	34.60	.....	.....	.....	34.60	54½	18 97	
" " ".....	" " 8800.....	Aug. 21, 1880	18.00	.....	.....	.....	18.00	None.	.....	
" " ".....	" " 8960.....	Nov. 8, 1880	317.66	.....	.....	235.26	82.40	85	70 84	
" " ".....	Contract No. 25.....	June 30, 1881	149.95	.....	.....	.....	149.95	1 11½	166 61	
" " ".....	" " 25.....	June 30, 1881	116.00	.....	.....	.....	116.00	1 11½	128 89	
" " ".....	" " 55.....	Sept. 30, 1874	142.48	.....	.....	.....	142.48	39	55 57	Cutting, after receipt, 91 cents per cubic foot additional.
" " ".....	" " 88.....	Sept. 30, 1874	33.00	.....	.....	.....	33.00	39	12 87	
" " ".....	" " 103.....	Feb. 14, 1877	62.56	.....	.....	.....	62.56	62	38 79	
" " ".....	" " 125.....	May 17, 1879	31.87	.....	.....	.....	31.87	None.	.....	
" " ".....	" " 125.....	Mar. 26, 1880	1,209.14	.....	26.94	781.27	454.81	63	286 53	
" " ".....	" " 125.....	Feb. 2, 1881	349.53	.....	.....	252.30	67.23	80½	54 13	
" " ".....	" " 230.....	Nov. 23, 1886	4,798.00	539.35	1,979.25	3,358.10	69	2,317 11	48 88	
Coping, cut.....	Treas. Order No. 8391.....	Nov. 7, 1879	81.60	.....	.....	89.02	505.88	63	349 06	
" " ".....	Contract No. 103.....	May 17, 1879	594.90	.....	.....	.....	419.60	63	264 34	
" " ".....	" " 112.....	Mar. 26, 1880	419.60	.....	.....	.....	6,035.33	80¾	5,416 71	
" " ".....	" " 125.....	Feb. 2, 1881	7,566.64	.....	.....	1,531.31	845.87	1 05	1,049 45	Cutting, after receipt, \$1.41 per cubic foot additional.
Vousoirs, cut.....	" " 52.....	Apr. 4, 1874	845.87	.....	.....	.....	457.75	1 80	823 95	
Spandrel and end stones, cut.....	" " 52.....	Apr. 4, 1874	457.75	.....	.....	.....	442.00	60	265 20	
Corner and keystones, ".....	" " 52.....	Apr. 4, 1874	442.00	.....	.....	.....	.....	.....	.....	
			12,921.22	4,798.00	566.29	4,938.96	13,346.55		\$12,801 08	



WORK DONE, OTHER THAN DREDGING, BY ALLEGED OWNERS AND LESSEES OF PIERS AND OTHERS, BY ORDER OR UNDER PERMIT OF THE BOARD OF DOCKS, AND UNDER THE SUPERVISION OF THE ENGINEER-IN-CHIEF.

ON THE NORTH RIVER.

*New-made Land South of Pier, new 1, N. R.*

Secretary's Order No. 6656.—The surface of paved land south of Pier, new 1, was excavated to repair the service pipe of the Consolidated Gas Company to Pier "A," North river, and the granite pavement (3 square yards) was properly replaced and the joints were filled, with tar and gravel, by the Consolidated Gas Company, under permit of the Board. Begun June 10 and finished June 17, 1887.

*Pier, new 1, N. R.*

Secretary's Order No. 6926.—Spring piles were replaced, and chocks on the north side of the outer end of the pier were repaired by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun September 1 and finished September 3, 1887.

Secretary's Order No. 7497.—Two fender piles were driven and fastened on the north side of pier by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun February 22 and finished February 23, 1888.

Secretary's Order No. 7600.—Driving spring piles on the south side of pier in place of those destroyed or worn out, by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun April 26, 1888; in progress.

Secretary's Order No. 7617.—Repairing the tin roofing on the outer end of shed on the pier by the Iron Steamboat Company, lessees, by order of the Board. Begun April 19, 1888; in progress.

*Pier, old 1, N. R.*

Secretary's Order No. 6759.—A 10-inch cast-iron water-pipe was laid through the bulkhead by the Exchange Bathing Company, under permit of the Board. Work commenced August 22, 1887, and finished October 31, 1887.

*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, 1888; in progress.

*Pier 2, N. R.*

Secretary's Order No. 6472.—The longitudinal sheathing on the north side was repaired with 5 inches by 10 inches yellow pine and two white oak fenders; piles were driven and fastened on the outer northerly corner by the Lehigh Valley Railroad Company, by order of the Board. The longitudinal sheathing on the south side of pier was repaired with 5 inches by 10 inches yellow pine by the Pennsylvania Railroad Company, by order of the Board. Work on the north half was begun June 1 and was finished June 6, 1887. Work on the south half was begun July 11 and was finished July 13, 1887.

Secretary's Order No. 7673.—Driving 12 new oak piles at northerly corner of pier in place of old ones, tearing off old side sheathing plank 100 feet inshore from the outer end of the pier and replacing it with new sheathing, and also driving about 50 spring piles, by the Lehigh Valley Railroad Company, under permit of the Board. Begun April 25, 1888; in progress.

*Pier 3, N. R.*

Secretary's Order No. 6697.—20 fender piles and 9 bearing piles were driven and fastened within the existing lines by F. A. Alexandre & Sons, lessees, under permit of the Board. Begun June 21 and finished June 25, 1887.

Secretary's Order No. 7621.—Bearing and fender piles and fenders on the south side of pier were repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun April 4 and finished April 11, 1888.

*Pier 4, N. R.*

Secretary's Order No. 7115.—The vertical sheathing at the outer end, and the horizontal sheathing on both sides of the pier were repaired by the Pennsylvania Railroad Company, by order of the Board. Begun November 28 and finished December 1, 1887.

*Bulkhead between Piers 4 and 5, N. R.*

Secretary's Order No. 7599.—5 spring piles were replaced by the West Shore Railroad Company, under permit of the Board. Begun and finished April 1, 1888.

*Pier 5, N. R.*

Secretary's Order No. 5788.—The side sheathing and the blocking and crib-work under the piers were repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun June 1 and finished August 27, 1887.

Secretary's Order No. 6921.—The deck sheathing at the front of the gate was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun August 29 and finished September 8, 1887.

Secretary's Order No. 6922.—Fender piles were driven and fastened, and the sheathing across the outer end of the pier was repaired by the New York Central and Hudson River Railroad Company, lessee of West Shore Railroad Company, under permit of the Board. Begun August 28 and finished September 6, 1887.

Secretary's Order No. 7163.—A stump of a fender pile was pulled and a new fender pile was driven and fastened in place of it, by the Pennsylvania Railroad Company, by order of the Board. Begun and finished November 30, 1887.

Secretary's Order No. 7237.—4 fender piles were replaced on the northwesterly corner of the pier by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun December 12 and finished December 13, 1887.

Secretary's Order No. 7478.—A cluster of 6 oak fender piles and 4 spruce sheathing piles were driven at the outer northerly corner of the pier, and the horizontal sheathing on the sides of the pier was repaired by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun February 19 and finished February 24, 1888.

Secretary's Order No. 7682.—The side sheathing on the north side of the pier and the approach to the pier were repaired by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun April 22, 1888; in progress.

*Pier 6, N. R.*

Secretary's Order No. 6630.—Some fender and side bearing piles were driven by the New York and Baltimore Transportation Company, under permit of the Board. Begun June 7 and finished June 11, 1887.

Secretary's Order No. 7101.—7 spring piles were driven and fastened on the south side and outer end of the pier, by Frank R. Bunnell, under permit of the Board. Begun November 4 and finished November 11, 1887.

Secretary's Order No. 7116.—Repairs were made to the shed on the pier and a mooring post was placed at outer end of pier, by the New York and Baltimore Transportation Company, by order of the Board. Begun November 29 and finished December 2, 1887.

*Pier 7, N. R.*

Secretary's Order No. 6630.—About 8 fender piles were driven and fastened by the New York and Baltimore Transportation Company, under permit of the Board. Begun June 7 and finished June 11, 1887.

Secretary's Order No. 7213.—The pavement at the bulkhead in line of the north side of the pier was repaired by the New York and Baltimore Transportation Company, by order of the Board. Begun and finished April 10, 1888.

Secretary's Order No. 7214.—The pavement in line of the south side of the pier was repaired by the Department of Public Works at the request of the Board. Begun and finished April 16, 1888.

*Pier 8, N. R.*

Secretary's Order No. 6310.—The pier and shed thereon, and the platform on the south side of the pier were repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun May 16 and finished December 1, 1887.

Secretary's Order No. 7214.—The pavement in line of the south side of the pier was repaired by the Department of Public Works, at the request of the Board. Begun and finished April 16, 1888.

Secretary's Order No. 7546.—22 new side bearing piles were driven and pulled under the rangers and were secured with chocks, and also several loose piles were refastened by the Central Railroad Company of New Jersey, under permit of the Board. Begun March 19 and finished March 31, 1888.

*Bulkhead at Rector Street, N. R.*

Secretary's Order No. 6008.—The bulkhead was cut through to extend the sewer to the end of pier by the Department of Public Works, under permit of the Board. Begun December 6, 1886, and finished October 3, 1887.

*Bulkhead between Piers 8 and 9, N. R.*

Secretary's Order No. 6327.—A shed on the platform between Piers 8 and 9 was built by the Cromwell Steamship Company, under permit of the Board. Begun March 29 and finished September 23, 1887.

*Pier 9, N. R.*

Secretary's Order No. 6229.—The deck and deck sheathing were repaired and fender piles, fences and backing logs were replaced by the Cromwell Steamship Company, under permit of the Board. Begun March 21 and finished November 19, 1887.

Secretary's Order No. 6482.—A shed on the pier was built by the Cromwell Steamship Company, under permit of the Board. Begun May 6 and finished September 23, 1887.

*Pier 11, N. R.*

Secretary's Order No. 6588.—90 bearing piles were driven in place of old and worn out ones, by the Metropolitan Steamship Company, under permit of the Board. Begun May 21 and finished July 9, 1887.

*Pier 12, N. R.*

Secretary's Order No. 7212.—The pavement on the bulkhead adjoining the pier was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun and finished November 29, 1887.

*Bulkhead between Piers 12 and 13, N. R.*

Secretary's Order No. 7348.—The pavement was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun January 3 and finished January 5, 1888.

*Pier 13, N. R.*

Secretary's Order No. 7117.—The horizontal sheathing on the north and south sides of the pier was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun December 1 and finished December 3, 1887.

*Pier 14, N. R.*

Secretary's Order No. 6478.—15 white oak fender piles were driven and chocked; 15 new bearing piles were driven and fastened; 20 old stumps of piles were pulled; chocks were placed between the fender piles; the side cap was spliced and the inner 175 feet of the longitudinal sheathing of the pier was renewed by the Philadelphia and Reading Railroad Company, occupant, by order of the Board. Begun May 31 and finished July 12, 1887.

*Bulkhead between Piers 14 and 15, N. R.*

Secretary's Order No. 6870.—A hole in the bulkhead near the northeast corner of the ferry shed was repaired by the Central Railroad Company of New Jersey, by order of the Board. Begun August 19 and finished August 22, 1887.

*Pier 15, N. R.*

Secretary's Order No. 7208.—The north ferry rack and the small pier north thereof were repaired by the Central Railroad Company of New Jersey, under permit of the Board. Begun December 12, 1887, and finished February 27, 1888.

*Pier 16, N. R.*

Secretary's Order No. 7369.—The vertical sheathing on the outer end of the pier was replaced by the Pennsylvania Railroad Company, under permit of the Board. Begun January 5 and finished January 10, 1888.

Secretary's Order No. 7462.—The horizontal sheathing was repaired and bearing and fender piles were driven on the south side of pier by the Pennsylvania Railroad Company, under permit of the Board. Begun February 6 and finished February 13, 1888.

*Pier 18, N. R.*

Secretary's Order No. 5006.—Bearing and fender piles were driven and fastened, broken and decayed cross and side caps, rangers and backing log were renewed, and the deck was repaired by John H. Starin, alleged owner, by order of the Board. Begun October 26, 1886, and finished June 28, 1887.

Secretary's Order No. 6207.—A new two-story shed was put up at the outer end of the pier extending from the westerly end of the old shed westerly about 120 feet, and a gallery for foot-passengers to and from the end of pier, about 8 feet wide and 7 feet high, supported by additional posts and braces was placed on the roof of the old shed by John H. Starin, under permit of the Board. Begun April 16 and finished November 19, 1887.

*Bulkhead between Piers 18 and 19, N. R.*

Secretary's Order No. 6902.—The bulkhead was repaired by John H. Starin, under permit of the Board. Begun August 29 and finished September 7, 1887.

Secretary's Order No. 7270.—A dangerous hole in the pavement at the bulkhead was repaired by the Delaware, Lackawanna and Western Railroad Company, by order of the Board. Begun and finished December 20, 1887.

*Approach to Pier, old 20, N. R.*

Secretary's Order No. 6617.—A hole in the approach was repaired by the Baltimore and Ohio Railroad Company, by order of the Board. Begun and finished May 31, 1887.

Secretary's Order No. 6525.—3 yellow pine fender piles were driven and properly fastened on each side of the pile by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun May 8 and finished July 20, 1887.

Secretary's Order No. 6638.—A gangway was cut and fender piles were driven by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun June 6 and finished June 30, 1887.

Secretary's Order No. 6717.—The horizontal sheathing, chocking and blocking and cribwork on both sides of the pier and the shed on the pier were repaired by the Baltimore and Ohio Railroad Company, by order of the Board. Begun October 3, 1887, and finished January 26, 1888.

*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 almost completed on April 30, 1888.

Secretary's Order No. 6525.—18 white oak fender-piles were driven and fastened by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun May 8 and finished July 20, 1887.

Secretary's Order No. 6572.—The westerly portion of the bulkhead platform for about 30 feet in width and about 133 feet in length was renewed within its existing line, by driving 21 new bearing piles to replace old and broken piles, and new caps, ranges, deck and backing log were put on by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun May 20 and finished June 20, 1887.

*Pier, old 21, N. R.*

Secretary's Order No. 6622.—20 fender piles were driven and fastened and several old piles were refastened by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun June 6 and finished June 30, 1887.

Secretary's Order No. 6718.—The horizontal sheathing, blocking and chocking, and the crib-work on both sides of, and the shed on the pier were repaired, and bearing and fender piles were driven and fastened where required, by the Baltimore and Ohio Railroad Company and by J. W. Cebalos & Company, occupants of pier, by order of the Board. Begun December 1, 1887, and finished January 17, 1888.

*Pier, old 23, N. R.*

Secretary's Order No. 6429.—Erection temporarily on south side of pier of a stationary engine and other coal-handling apparatus, formerly located on Pier 3, North river. Was erected temporarily on the south side of the pier by the New York Steam Company, under permit of the Board. Begun May 2 and finished May 19, 1887.

Secretary's Order No. 6584.—Holes in the deck of the south half of the pier were repaired by the New York Steam Company, lessee, by order of the Board. Begun June 1 and finished June 2, 1887.

Secretary's Order No. 6643.—The deck sheathing on the north side of the pier was repaired by Buck & Steljes, occupants, under permit of the Board. Begun June 13 and finished June 14, 1887.

Secretary's Order No. 6644.—A scale, four feet square, was placed on the south side of the pier by the New Brunswick, Amboy, and New York Steamboat Company, under permit of the Board. Begun and finished June 10, 1887.

Secretary's Order No. 6748.—A dangerous hole in deck at the entrance to the pier was repaired by Buck & Steljes, occupants, by order of the Board. Begun and finished July 12, 1887.

Secretary's Order No. 6967.—The roadway leading to the entrance to the pier was repaired by the Department of Public Works, at the request of the Board. Begun September 20 and finished September 30, 1887.

Secretary's Order No. 7269.—The deck sheathing on the north side of the pier, at the berth of steamer "Minnie Cornell," was repaired by Buck & Steljes, occupants, by order of the Board. Begun January 3 and finished January 5, 1888.

Secretary's Order No. 7402.—The deck sheathing was repaired by the New York Steam Company and by Buck & Steljes, by order of the Board. Begun April 5 and finished April 7, 1888.

Secretary's Order No. 7660.—The deck sheathing and the backing log on the north side of the pier were repaired by Buck & Steljes, occupants, under permit of the Board. Begun and finished April 21, 1888.



*Pier, old 24, N. R.*

Secretary's Order No. 6911.—This pier was repaired and strengthened on the northerly side, and made to conform with the southerly line of the new Hoboken Ferry platform. The old piles and lumber of the outer 40 feet of the pier were torn up and replaced with new piles and new timber. The work was done by the Hoboken Land and Improvement Company and by Buck & Steljes, under permit of the Board. Begun November 5, 1887, and finished January 28, 1888.

*Barclay Street, N. R.*

Secretary's Order No. 6563.—The ferry structure and appurtenances at the foot of said street were materially changed, modified and repaired by the Hoboken Land and Improvement Company, under permit of the Board. Begun June 13, 1887, and finished November 20, 1887.

Secretary's Order No. 6874.—A one-story shed about 26 feet wide by 125 feet long, used as a temporary waiting-room for ferry purposes, also another small shed 10 feet wide by 30 feet long used as a baggage room while the permanent iron shed is being built, were put up by the Hoboken Land and Improvement Company, under permit of the Board. Begun August 17 and finished December 5, 1887.

Secretary's Order No. 7029.—35 oak piles for additional detached centre pier at the ferry at Barclay street were driven in a cluster by the Hoboken Land and Improvement Company, under permit of the Board. Begun October 24 and finished October 28, 1887.

Secretary's Order No. 7186.—A temporary shed was put upon the north side of the ferry at Barclay street, by the Hoboken Land and Improvement Company, under permit of the Board. Begun December 12, 1887, and finished January 14, 1888.

Resolution of the Board, February 17, 1888.—A cluster of piles in front of centre pier at the ferry was removed and the centre pier was strengthened with additional piles by the Hoboken Land and Improvement Company, under resolution of the Board dated February 17, 1888. Begun February 27 and finished March 3, 1888.

*Pier, old 25, N. R.*

Secretary's Order No. 7021.—Removal of the side cap for the entire length of pier on the southerly side of the pier was renewed and new fender and bearing piles driven alongside and under it. The interior bearing piles were blocked up and the cross caps were spliced, where required, by the New York, Central and Hudson River Railroad Company, by order of the Board. Begun October 5 and finished November 28, 1887.

*Bulkhead between Piers, old 25 and old 26, N. R.*

Secretary's Order No. 6987.—The pavement in front of the bulkhead and at the entrance to Pier, old 26, North river, was repaired by the Department of Public Works, at the request of the Board. Begun September 19 and finished September 21, 1887.

*Bulkhead between Piers, old 26 and old 27, N. R.*

Secretary's Order No. 6789.—The surface of the bulkhead was repaired by the alleged owners by order of the Board. Begun and finished July 20, 1887.

*Bulkhead between Piers, old 27 and old 28, N. R.*

Secretary's Order No. 6969.—Pavement in front of the bulkhead was repaired by the Department of Public Works, at the request of the Board. Begun September 19 and finished September 21, 1887.

Secretary's Order No. 7391.—The bulkhead, bulkhead platform and shed thereon, were repaired in accordance with the plans and specifications, and submitted and approved by the New York Central and Hudson River Railroad Company, under resolution of the Board. Begun December 9, 1887, and finished April 12, 1888.

*Pier, old 28, N. R.*

Secretary's Order No. 6662.—The spring piles at the outer end of the pier were repaired by the Old Colony Steamboat Company, under permit of the Board. Begun June 17 and finished June 22, 1887.

*Bulkhead between Piers, old 28 and old 29, N. R.*

Secretary's Order No. 6151.—A platform on piles in front of the bulkhead and a shed on the same were built by the Old Colony Steamboat Company, under permit of the Board. Begun February 18 and finished June 7, 1887.

Secretary's Order No. 6064.—The deck sheathing on the platform in front of the bulkhead was repaired by the Old Colony Steamboat Company, lessee, by order of the Board. Begun September 19 and finished September 21, 1887.

*Pier, old 29, N. R.*

Secretary's Order No. 6524.—A small passenger office on the south side of the pier was put up by the Providence Line, under permit of the Board. Begun May 14 and finished June 20, 1887.

*Murray Street to Jay Street.*

Secretary's Order No. 7094.—A sewer is being constructed between Murray and Jay streets on West street, with an outlet through and under Pier, new 21, N. R., by the Department of Public Works, under permit of the Board. Begun April 16, 1888; in progress.

*Pavonia Ferry, N. R.*

Secretary's Order No. 7078.—Three plank walks leading from the ferry-house on the new-made land foot of Chambers street to the westerly side of West street, were laid by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun January 28 and finished March 1, 1888.

Secretary's Order No. 7147.—The ferry rack was repaired by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun November 14 and finished November 17, 1887.

*Warren Street to Chambers Street.*

Secretary's Order No. 6562.—A goose-neck hydrant was put up on the new-made land between the above mentioned streets for use in watering horses. The work was done by the Houston, West street and Pavonia Ferry Railroad Company, under permit of the Board. Begun May 18 and finished May 26, 1887.

*Pier, new 20, N. R.*

Secretary's Order No. 6546.—The side horizontal oak sheathing, the ferry racks on the south side and the spring piles at the southwesterly corner of the pier were repaired by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun May 28 and finished July 12, 1887.

Secretary's Order No. 7118.—The horizontal oak sheathing on the north side of the pier was repaired by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun November 29 and finished December 2, 1887.

Secretary's Order No. 7430.—The damage done to the pier and to the ferry-rack and house of the Pavonia ferry by the steamer "Nassau" of the Providence Line on January 22, 1888, was repaired by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun January 26 and finished February 20, 1888.

*Pier, new 21, N. R.*

Secretary's Order No. 6546.—Repairs thereto as follows: The horizontal oak sheathing on the sides of the pier and the spring piles on the corners of the piers were repaired by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun May 28 and finished July 12, 1887.

Secretary's Order No. 7119.—The vertical sheathing on the outer end of the pier was repaired by the New York, Lake Erie and Western Railway Company, by order of the Board. Begun November 26 and finished November 29, 1887.

*Approach to Pier, new 21, N. R.*

Secretary's Order No. 6497.—The sheathing on the approach in front of Pier, new 21, North river, was taken up to examine the sewer connection thereunder by the Department of Public Works, under permit of the Board. Begun May 30 and finished June 1, 1887.

*Plank Approaches to Piers, new 20 and new 21, N. R.*

Secretary's Order No. 6546.—The planking of the approaches was repaired by the New York, Lake Erie and Western Railroad Company. Begun May 28 and finished July 12, 1887.

Secretary's Order No. 6044.—All plank roadways in front of the piers were kept in repair by the New York, Lake Erie and Western Railway Company, under permit of the Board, from September 7, 1887, to December 7, 1887.

Secretary's Order No. 7274.—All plank roadways in front of the piers were kept in repair by the New York, Lake Erie and Western Railway Company, under permit of the Board, from December 7, 1887, to March 7, 1888.

Secretary's Order No. 7631.—The work of keeping the approaches to the piers in repair for the next three months, commencing April 7, 1888, by the New York, Lake Erie and Western Railway Company, under permit of the Board, is in progress.

*Pier, old 33, N. R.*

Secretary's Order No. 4449.—An extension on piles about 35 feet in width along the south-easterly side of pier, and extending from the existing bulkhead to a line about 60 feet westerly of the established bulkhead line, was built by the Providence and Stonington Steamship Company, under permit of the Board. Begun June 11 and finished July 4, 1885. The shed under this permit will not be built. Order returned September 9, 1887.

Secretary's Order No. 6256.—The bearing piles were driven on the northerly side of the Pier; the fenders were put on, the backing log was repaired and the outer end of the shed was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun July 11 and finished October 3, 1887.

Secretary's Order No. 6607.—Two gangways were cut in the backing log on the south side of the pier by the Catskill and Athens Steamboat Company, under permit of the Board. Begun and finished June 11, 1887.

Secretary's Order No. 6671.—A hole in the deck on the north side of the pier was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished June 16, 1887.

Secretary's Order No. 6882.—A hole in the deck on the north side of the pier was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun August 19 and finished August 27, 1887.

Secretary's Order No. 7656.—Necessary repairs were made to the shed on the pier by the New York, West Shore and Buffalo Railroad Company, by order of the Board. Begun April 20 and finished April 23, 1888.

*Bulkhead at Pier, old 34, N. R.*

Secretary's Order No. 6901.—The pavement in front of the bulkhead at the entrance to the south half of the pier was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished August 25, 1887.

*Pier, old 34 (south half), N. R.*

Secretary's Order No. 6618.—A hole in the deck was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished May 28, 1887.

Secretary's Order No. 6669.—A hole in the deck was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished June 16, 1887.

Secretary's Order No. 6715.—A hole in the deck was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished June 24, 1887.

Secretary's Order No. 6769.—A hole in the deck was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished July 15, 1887.

Secretary's Order No. 7042.—The deck of the south half of the pier was resheathed by the New York, West Shore and Buffalo Railroad Company, by order of the Board, in conjunction with the resheathing of the north half thereof by the Department of Docks. Begun October 10 and finished October 21, 1887.

*Bulkhead north of Pier, old 34, N. R.*

Secretary's Order No. 6502.—Some slight repairs were made to the bulkhead extending about 75 feet north of the pier, by S. Charles Welch, alleged owner, by order of the Board. Begun and finished May, 1887; order returned; premises have been fenced off by alleged owner, it being his intention not to further use the same for commercial purposes.

Secretary's Order No. 7217.—The pavement adjoining and in front of the bulkhead was repaired by the estate of George W. Welch, deceased, by order of the Board. Begun December 5 and finished December 7, 1887.

*Bulkhead north of Pier, old 35, N. R.*

Secretary's Order No. 6752.—The bulkhead was repaired by Homer Ramsdell & Co., lessees, by order of the Board. Begun and finished July 11, 1887.

*Slip between Piers, old 36 and new 26, N. R.*

Secretary's Order No. 7392.—The coal barge "Charles H. Fowler," which sunk in the slip between North Moore and Beach streets, January 7, 1888, was removed by the Baxter Wrecking Company for the Morgan Steamship Company, by order of the Board. Begun January 8 and finished January 9, 1888.

*Pier, new 26, N. R.*

Secretary's Order No. 6613.—Awning-posts were erected in front of the shed on the pier by the Old Dominion Steamship Company, under permit of the Board. Begun May 31 and finished June 3, 1887.

Secretary's Order No. 6957.—12 fender piles were renewed and several others were refastened by the Old Dominion Steamship Company, under permit of the Board. Begun October 17 and finished October 20, 1887.

*Pier, new 27, N. R.*

Secretary's Order No. 6466.—The longitudinal oak sheathing on the north side of the pier was repaired with 5-inch by 10-inch white oak, by the Pennsylvania Railroad Company, by order of the Board. Begun May 16 and finished May 19, 1887.

Secretary's Order No. 7533.—A plank approach was laid on the new-made land in front of the pier by the Pennsylvania Railroad Company, under permit of the Board. Begun March 6 and finished March 10, 1888.

*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 28, N. R.*

Secretary's Order No. 6466.—The longitudinal oak sheathing on the south side of the pier was repaired with 5-inch by 10-inch white oak by the Pennsylvania Railroad Company, by order of the Board. Begun May 16 and finished May 19, 1887.

*Pier, old 39, N. R.*

Secretary's Order No. 7112.—The longitudinal fendering on the north side of the pier and on the south side of the ferry rack at Desbrosses street were replaced where necessary to protect the sub-structures, by the Pennsylvania Railroad Company, under permit of the Board. Begun November 3 and finished November 29, 1887.

*Pier, old 41, N. R.*

Secretary's Order No. 6823.—The pavement at the entrance was repaired by the People's Line of Steamers, under permit of the Board. Begun August 17 and finished September 14, 1887.

Secretary's Order No. 7662.—Some fender piles were driven at the outer end of the pier to replace broken or decayed piles, and several other fender piles were refastened by the People's Line of Steamers, under permit of the Board. Begun April 16 and finished April 20, 1888.

*Bulkhead north of Pier, old 41, N. R.*

Secretary's Order No. 7556.—Rotten face timbers were taken out and were replaced with new ones by Brown & Fleming, occupants, under permit of the Board. Begun March 30 and finished April 4, 1888.

*Pier, new 35, N. R.*

Secretary's Order No. 6528.—A shed was built upon the pier by the Ocean Steamship Company, under permit of the Board. Begun July 25, 1887, and finished April 14, 1888.

*Bulkhead between Piers, new 35 and new 36, N. R.*

Secretary's Order No. 6446.—A nice bridge 100 feet long by 10 feet wide, a scale of 8 feet by 14 feet, and a weigh-office of 6 feet by 8 feet thereon, were erected by Polhemus & Winne, under permit of the Board. Begun April 25 and finished May 4, 1887.

*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. Will be finished as soon as connection can be made with the new shed on Pier, new 37, which is now in process of construction.

*Pier, new 37, N. R.*

Secretary's Order No. 7488.—Spring piles, chocks and fenders, were placed along the sides and end of the pier by C. P. Huntington, lessee, under permit of the Board. Begun February 28 and finished March 23, 1888.

Secretary's Order No. 7489.—Gangway bridges were placed in the pier in openings left therefor by C. P. Huntington, lessee, under permit of the Board. Begun March 3 and finished March 23, 1888.

Secretary's Order No. 7511.—A shed is being built upon the pier by C. P. Huntington, lessee, under permit of the Board. Begun March 22, 1888; in progress.

Secretary's Order No. 7635.—A meter-box is being constructed under the inshore end of the pier by C. P. Huntington, lessee, under permit of the Board; in progress.

*Slip between Piers, new 37 and new 38, N. R.*

Secretary's Order No. 7424.—A sunken canal boat was raised and removed to Elizabeth, New Jersey, by E. R. Lowe, wrecker, for owners of the boat who were ordered to remove the same by the Board. Begun February 1 and finished February 9, 1888.



*Pier, new 39, N. R.*

Secretary's Order No. 6470.—2 new side bearing piles were driven, and fastened 9 new white oak fenders, and 4 chocks between the fenders were put on, and the iron on the shed was repaired and renewed by the National Steamship Company, lessee, by order of the Board.

*Pier, new 40, N. R.*

Secretary's Order No. 6250.—4 iron mooring bitts were placed on the south side of the pier by Vernon H. Brown & Co., agents, under permit of the Board. Begun April 14 and finished July 7, 1887.

Secretary's Order No. 7120.—The vertical sheathing on the outer end of the pier was repaired by the Cunard Steamship Company, by order of the Board. Begun November 21 and finished November 23, 1887.

*Pier, new 41, N. R.*

Secretary's Order No. 6711.—The side sheathing near the outer end of the south side of pier was repaired by the Delaware, Lackawanna and Western Railroad Company, lessee, by order of the Board. Begun July 18 and finished July 23, 1887.

Secretary's Order No. 7121.—New armature plates were put on the outer corner of the pier by the Delaware, Lackawanna and Western Railroad Company, lessee, by order of the Board. Begun November 28, 1887, and finished February 17, 1888.

*Bulkhead at Pier, new 41, N. R.*

Secretary's Order No. 5697.—A shed on the bulkhead extending from half way between Piers, new 40 and 41, to half way between Piers, new 41 and 42, including the area in front of Pier, new 41, was put up by the Delaware, Lackawanna and Western Railroad Company, under permit of the Board. Begun April 14, 1887, and finished April 21, 1888.

*Pier, new 42, N. R.*

Secretary's Order No. 5414.—5 of the openings or doors on the north side of pier, and 6 doorways on the south side were altered, and 1 new doorway was made on the south side, all of them 12 feet wide by 18 feet high, and they were properly connected with the side of the shed, by the Compagnie Generale Transatlantique, lessees, under permit of the Board. Begun June 6, 1886, and finished August 1, 1887.

Secretary's Order No. 6022.—6 new white oak fenders were put on the south side and 3 on the north side of the pier and fastened, and new armature plates were put on the outer corners of the pier and fastened, by the Compagnie Generale Transatlantique, lessees, by order of the Board. Begun December 15, 1886, and finished September 7, 1887.

*Pier, new 43, N. R.*

Secretary's Order No. 6545.—The Croton water-pipes were repaired by the Baltimore and Ohio Railroad Company, late occupants of pier, by order of the Board. Begun December 14, 1887, and finished February 24, 1888.

Secretary's Order No. 7099.—A water-meter was placed on the pier by the Old Dominion Steamship Company, occupants, under permit of the Board. Begun October 28 and finished October 29, 1887.

*Christopher Street Ferry, N. R.*

Secretary's Order No. 6500.—The south ferry rack was repaired by the Hoboken Land and Improvement Company, under permit of the Board. Begun May 26 and finished June 4, 1887.

Secretary's Order No. 7234.—6 new oak fender piles were replaced and fastened at the outer ends of ferry racks by the Hoboken Land and Improvement Company, under permit of the Board. Begun December 9 and finished December 12, 1887.

*Pier, new 44, N. R.*

Secretary's Order No. 6471.—15 new white oak fenders were driven, chocked and fastened; 15 old stumps of piles pulled, and the vertical sheathing on the north side of the pier was repaired with 5-inch by 10-inch yellow pine, and the fender piles at the outer northerly corners of the pier were reset and 5 new ones were driven and chocked by the Citizens' Line of Steamboats, by order of the Board. Begun June 23 and finished June 29, 1887.

Secretary's Order No. 6727.—The fender piles at the outer southerly corner of the pier were refastened by the Citizens' Line of Steamboats, occupants of the pier; the Hoboken Land and Improvement Company was ordered to do the work by the Board. Begun and finished June 29, 1887.

Secretary's Order No. 7433.—The damage done to the pier and ferry rack by one of the Hoboken ferry boats on January 18, 1888, was repaired by the Oceanic Steam Navigation Company, lessee, by order of the Board. Begun April 3 and finished April 23, 1888.

*Pier, new 46, N. R.*

Secretary's Order No. 6837.—The gas pipes under the pier were renewed by the Consolidated Gas Company, under permit of the Board. Begun August 31 and finished September 7, 1887.

Secretary's Order No. 7145.—The planked entrance to the pier was repaired by the Morgan Steamship Company, occupants, under permit of the Board. The necessary material therefor, namely, 2,567 feet, B. M., of 4-inch spruce timber and 200 pounds of  $\frac{1}{2}$ -inch by 10-inch spikes, was furnished by the Department of Docks. Begun and finished November 6, 1887.

*Bulkhead south of Pier, old 54, N. R.*

Secretary's Order No. 6543.—The sheathing on the bulkhead was repaired by J. J. Hannan, under permit of the Board. Begun May 12 and finished May 14, 1887.

*Bulkhead Platform at Pier, old 54, N. R.*

Secretary's Order No. 6523.—The bulkhead platforms on the north and south sides of the pier were resheathed by James W. Boyle, under permit of the Board. Begun May 3 and finished May 14, 1887.

*Bulkhead north of Pier, old 54, N. R.*

Secretary's Order No. 7726.—The plank sidewalk along edge of bulkhead in front of Oyster Boat No. 7 was repaired by George H. Schaffer & Co., under permit of the Board. Begun April 21 and finished April 25, 1888.

*Bulkhead south of West Eleventh Street, N. R.*

Secretary's Order No. 6998.—A hole in the surface of the bulkhead was repaired by the alleged owners, by order of the Board. Begun and finished September 27, 1887.

*Bulkhead along southerly side of West Eleventh Street, N. R.*

Secretary's Order No. 6590.—A sewer pipe was run through the bulkhead from No. 383 West Eleventh street, by S. Hanna, under permit of the Board. Begun May 25 and finished May 28, 1887.

Secretary's Order No. 7002.—A 6-inch drain-pipe was run through the bulkhead by Peter DeWitt, under permit of the Board. Begun September 27 and finished September 28, 1887.

*Bulkhead north of Bank Street, N. R.*

Secretary's Order No. 7105.—The bulkhead was repaired by the Knickerbocker Ice Company and by Canda & Kane, occupants, by order of the Board. Begun November 1 and finished November 12, 1887.

*Pier, old 56, N. R., foot of Gansevoort Street.*

Secretary's Order No. 6514.—The side cap, backing logs and deck on the north side of the pier were repaired; some new fender piles were driven and loose fender piles were refastened on the north side, and loose fender piles on the south side were refastened by Daniel Shea, lessee, by order of the Board. Begun July 21 and finished August 18, 1887.

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

Secretary's Order No. 6503.—An ice bridge, scale and weigh-office were placed on the north side of the pier by A. C. Cheney, under permit of the Board. Begun May 16 and finished May 18, 1887.

*Ferry at West Fourteenth Street, N. R.*

Secretary's Order No. 7146.—The ferry racks were repaired by the Hoboken Land and Improvement Company, under permit of the Board. Begun and finished December 13, 1887.

*Bulkhead between West Fifteenth and West Sixteenth Streets, N. R.*

Secretary's Order No. 7681.—Repairing the bulkhead by the Watervliet Ice Company, lessees, under permit of the Board. Begun April 24, 1888; in progress.

*Bulkhead between West Seventeenth and West Eighteenth streets, N. R.*

Secretary's Order No. 7585.—A line of close piling was driven in front of the bulkhead and within existing lines by the Consolidated Gas Company, under permit of the Board. Begun March 27 and finished April 11, 1888.

*Pier at West Twentieth street, N. R.*

Secretary's Order No. 7201.—6 spring piles were replaced by the Knickerbocker Ice Company, under permit of the Board. Begun November 24 and finished November 26, 1887.

*Pier at West Twenty-first street, N. R.*

Secretary's Order No. 7202.—A spring pile on the outer corner of the pier was replaced by the Knickerbocker Ice Company, under permit of the Board. Begun and finished November 26, 1887.

Secretary's Order No. 6515.—An ice-platform, 85 feet long, was erected by A. Scott, under permit of the Board. Begun May 13 and finished May 21, 1887.

Secretary's Order No. 6573.—A scale office was erected on the bulkhead by A. Scott & Son, under permit of the Board. Begun May 18 and finished May 21, 1887.

*Pier at West Twenty-second street, N. R.*

Secretary's Order No. 7693.—Repairing bearing-piles and horizontal sheathing at outer end of the pier by C. T. Vansantvoord & Company, lessees, by order of the Board. Begun April 26, 1888; in progress.

*Ferry at West Twenty-third street, N. R.*

Secretary's Order No. 7223.—Necessary repairs were made to the ferry racks by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun November 28 and finished December 5, 1887.

*Platform north of Ferry at West Twenty-third Street, N. R.*

Secretary's Order No. 7670.—A cluster of piles was driven at its outer end, putting down new backing logs; braces and deck planks were put down where required, and mooring and spring piles were renewed by the Twenty-third Street Railway Company, under permit of the Board. Begun April 16, 1888; in progress.

*Pier, new 54, N. R.*

Secretary's Order No. 6159.—2 large pole derricks were erected, and a boiler and hoisting engine were placed upon the pier by Sanderson & Son, under permit of the Board. Begun June 23, 1886, and finished July 5, 1887.

*Pier, new 55, N. R.*

Secretary's Order No. 5597.—2 boilers of 60-horse power each, 6 hoisters for cargo and 2 hoisters for coal were placed upon the pier by Farwood & Co., under permit of the Board. Begun October 5, 1886, and finished July 9, 1887.

*Pier, new 60, N. R.*

Secretary's Order No. 6610.—Fender piles on the northwest corner of the pier were refastened and chocked, and two chocks between fenders were refastened by James McClenahan, lessee, by order of the Board. Begun July 11 and finished July 13, 1887.

Secretary's Order No. 6951.—5 horizontal chocks on the south and 6 on the north side of the pier were replaced, and several were refastened by J. McClenahan, lessee, by order of the Board. Begun September 20 and finished December 24, 1887.

*Bulkhead at Pier, new 60, N. R.*

Secretary's Order No. 6582.—An ice bridge on deck of pier and scales upon the new-made land behind the bulkhead wall at the entrance to the pier were placed by James McClenahan, under permit of the Board. Begun May 20 and finished June 20, 1887.

*North side of West Thirtieth Street, N. R.*

Secretary's Order No. 6215.—Filling in strip of land under water north side of the street is being done by Robert Ray Hamilton, attorney, under permit of the Board. Begun March 15, 1887. Stopped temporarily by order from Department of Docks, August 18, 1887.

*Pier, new 61, N. R.*

Secretary's Order No. 6965.—A shed was erected upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun November 12, 1887, and finished April 21, 1888.

Secretary's Order No. 7228.—Railroad tracks to be laid upon the pier and across the new-made land thereat by the New York Central and Hudson River Railroad Company, under permit of the Board, as by resolution of the Board of December 1, 1887. Begun November 26, 1887; in progress.

Secretary's Order No. 7439.—Gangways were placed in the openings left therefor in the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun January 28 and finished March 28, 1888.

*Pier, new 61, N. R.*

Secretary's Order No. 6891.—Bumper frames were placed at the outer ends of railroad tracks upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun October 5 and finished October 17, 1887.

*Slip between Piers, new 61 and 62, N. R.*

Secretary's Order No. 7438.—A sunken canal boat "Howell" was raised and removed by the Baxter Wrecking Company for the owners, by order of the Board. Begun February 21 and finished February 24, 1888.

*Pier, new 62, N. R.*

Secretary's Order No. 7174.—A shed is being erected upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun April 26, 1888; in progress.

*Pier at West Thirty-fourth Street, N. R.*

Secretary's Order No. 6927.—6 fender piles were driven on the southwest corner of the Tripp's Grain Elevator, by John Gillies, under permit of the Board. Begun August 30, 1887, finished October 18, 1887.

*Pier at West Thirty-fifth Street, N. R.*

Secretary's Order No. 6615.—The backing log at the outer end of the pier was cut for gangways by the Fort Lee Steamboat Company, under permit of the Board, said company having, in compliance with the provisions of said permit, filed the written consent of lessee thereto. Begun May 28 and finished June 7, 1887.

*Ferry Slip north of West Thirty-fifth Street, N. R.*

Secretary's Order No. 7090.—Several white oak fender piles were driven and fastened, and horizontal sheathing was placed thereon on the north side of the pier at West Thirty-fifth street, extending out about 300 feet from inshore end of the pier, by the Pennsylvania Railroad Company, under permit of the Board. Begun November 4 and finished December 6, 1887.

*Pier at West Thirty-sixth Street, N. R.*

Secretary's Order No. 6468.—Chocks between the fenders were refastened, and the longitudinal sheathing on north and south sides of pier was repaired with 5-inch by 10-inch yellow pine, by the New York Central and Hudson River Railroad Company, by order of the Board. Begun May 23 and finished May 25, 1887.

Secretary's Order No. 7080.—2 railroad tracks were laid across Twelfth avenue, one from about the centre of each block above and below West Thirty-sixth street, converging into one tract at about 200 feet out on the Pier at foot of West Thirty-sixth street, and thence extending as one track to the outer end of the pier, and the transfer bridges and the tracks leading to them on each side of West Thirty-sixth street. Pier was raised by the New York, West Shore and Buffalo Railroad Company, under permit of the Board. Begun October 26, 1887, and finished January 7, 1888.

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

Secretary's Order No. 7552.—A temporary telegraph office and board fence were put up on outer 250 feet of pier by Thomas F. White, under permit of the Board. Begun March 24, 1888; in progress.

*Pier at West Thirty-eighth Street, N. R.*

Secretary's Order No. 6953.—A sunken canal boat in slip on southerly side pier was raised and removed to Hoboken, New Jersey, by E. M. Parker, owner, by order of the Board. Begun and finished October 8, 1887.

Secretary's Order No. 7642.—A sunken barge alleged to have been struck by floating timber belonging to the Department of Docks, in the slip on the southerly side of the pier, was raised and removed by P. White's Sons, under Treasurer's Order No. 12883. Begun April 16 and finished April 19, 1888.

*Slip between Piers at West Thirty-ninth and West Fortieth Streets, N. R.*

Secretary's Order No. 7206.—A sunken scow was removed from the premises by John Hughes, by order of the Board. Begun and finished December 20, 1887.

*Bulkhead Platform between West Thirty-ninth and West Fortieth Streets, N. R.*

Secretary's Order No. 7363.—Some dangerous holes in the surface were repaired by the alleged owners, by order of the Board. Begun and finished January 7, 1888.

*Bulkhead Platform south of West Fortieth Street, N. R.*

Secretary's Order No. 6180.—The bulkhead platform south of Pier at West Fortieth street, North river, was repaired by John R. McPherson, under permit of the Board; new front bearing piles were driven and a new front cap was put on; new cross caps and a new deck were put in place. Begun February 15 and finished May 25, 1887.



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

Secretary's Order No. 6463.—A gangway was cut in the outer end of pier by the Western Stock Yard Company, lessees, under permit of the Board. Begun May 2 and finished May 17, 1887.

Secretary's Order No. 6475.—A temporary platform was erected on the north side of the pier for receiving and discharging ice by W. M. Montgomery, under permit of the Board. Begun May 4 and finished May 7, 1887.

Secretary's Order No. 7122.—A loose fender pile on the outer end of the pier was refastened by John R. McPherson by order of the Board. Begun and finished October 29, 1887.

*Pier between West Forty-first and West Forty-second Streets, N. R.*

Secretary's Order No. 6689.—The trestle work on the end of the pier, used for discharging coal, was repaired by the Consolidated Gas Company, under permit of the Board. Begun June 10 and finished August 27, 1887.

*Pier at West Forty-third Street, N. R.*

Secretary's Order No. 7203.—A mooring pile was replaced by the Knickerbocker Ice Company, under permit of the Board. Begun November 26 and finished December 1, 1887.

*Pier at West Forty-fourth Street, N. R.*

Secretary's Order No. 6518.—The deck sheathing was repaired and a new armature plate was put on the outer southerly corner in place of one lost, and the armature plates on the northerly corner of the pier were refastened by the New York Horse Manure Company, lessees, by order of the Board. Begun July 1, 1887, and finished March 24, 1888.

Secretary's Order No. 7285.—The outer lower corner and end of the pier were rebuilt to repair the damage done by the ferryboat "Oswego," on December 27, 1887, by the New York, West Shore and Buffalo Railroad Company for the New York Horse Manure Company, lessee, who was ordered by the Board to make the repairs. Begun December 14, 1887, and finished March 24, 1888.

*Dumping-board at West Forty-seventh Street, N. R.*

Secretary's Order No. 7457.—The approach to the dumping-board was extended about 10 feet by John Everson, occupant, under permit of the Board. Begun February 6 and finished February 9, 1888.

*Pier at West Fifty-fifth Street, N. R.*

Secretary's Order No. 7453.—A sunken canal boat was raised and removed to Weehawken, New Jersey, by the Baxter Wrecking Company, for the Delaware and Hudson Canal Company, owners of said boat, who were ordered to remove it by the Board. Begun February 2 and finished February 6, 1888.

*Pier at West Fifty-eighth Street, N. R.*

Secretary's Order No. 7076.—The backing-log at the outer end of the pier was repaired by the Union Stock Yard and Market Company, lessee, by order of the Board. Begun December 20 and finished December 24, 1887.

*Pier at West Fifty-ninth Street, N. R.*

Secretary's Order No. 6335.—The horizontal sheathing on the sides of the pier was repaired, 2 new fender piles were driven and fastened, and 5 old fender piles were refastened by the New York Central and Hudson River Railroad Company, by order of the Board. Begun May 21 and finished May 23, 1887.

*Pier at West Sixty-third Street, N. R. (Pier "C.")*

Secretary's Order No. 6822.—The pier near the foot of West Sixty-third street was repaired by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun July 27 and finished August 20, 1887.

*Bulkhead between the Piers at the foot of West Sixty-third and West Sixty-fourth streets, N. R.*

Secretary's Order No. 6822.—The crib-bulkhead was rebuilt from low-water up, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun July 27 and finished August 20, 1887.

*Pier between West Sixty-seventh street and West Sixty-eighth street, N. R. (Pier "G.")*

Secretary's Order No. 6424.—This pier with the shed on it was burned down to the water's surface on April 16, 1887, and the pier was rebuilt, from about low-water up, by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun April 21 and finished August 22, 1887.

Secretary's Order No. 6963.—A shed was erected upon the pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun October 18, 1887, and finished March 1, 1888.

*Pier near the foot of West Seventieth street, N. R.*

Secretary's Order No. 6424.—This pier, used for receiving coal, was about half destroyed by fire on April 16, 1887, and it was repaired by blocking up the burned piles, by putting on new caps, rangers, deck and deck-sheathing where required, and by patching burned places in the deck and sheathing by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun May 15 and finished August 22, 1887.

*Transfer Bridge south of the foot of West Sixty-ninth Street, N. R.*

Secretary's Order No. 6496.—A platform on piles with one transfer bridge, floats and ferry racks, extending about 205 feet out on the centre line of the structures, from and at an angle with the face of the bulkhead and about 72 feet wide over all, were built by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun June 28 and finished on or about August 25, 1887.

Secretary's Order No. 7160.—An extension of the northerly fender rack of the freight transfer-bridge was built by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun December 24, 1887, and finished February 2, 1888.

*Bulkhead from West Seventy-seventh to Seventy-ninth Street, N. R.*

Secretary's Order No. 6827.—Ashes and street dirt were dumped in the rear of the bulkhead by the Department of Street Cleaning, under permit of the Board. Begun August 1, 1887. This order has been superseded by Secretary's Order No. 7357.

*Bulkhead from West Seventy-seventh to West Seventy-eighth Street, N. R.*

Secretary's Order No. 7357.—Ashes and street dirt were dumped in rear of crib-bulkhead, from West Seventy-seventh to West Seventy-eighth street, North river, by the Department of Street Cleaning, under permit of the Board. Begun January 11 and finished March 19, 1888.

*Bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.*

Secretary's Order No. 6764.—Surplus material left therefrom was removed and deposited behind the new bulkhead between West Seventy-seventh and West Seventy-eighth streets, North river, by J. A. Bouker's Nephew & Company, under permit of the Board. Begun July 14 and finished July 30, 1887.

*Pier at West Seventy-ninth Street, N. R.*

Secretary's Order No. 6443.—An oil pipe was placed under the pier and to and through the crib-bulkhead at the southerly side of the pier to connect the main oil pipe under the North river, with the main oil pipe along the line of the New York Central and Hudson River Railroad, and some dredging was done therefor at the outer end of the pier by the National Transit Company, under permit of the Board. Begun May 14 and finished June 11, 1887.

Secretary's Order No. 6764.—Surplus material left on the surface by stone teams was removed and deposited in rear of the crib-bulkhead between West Seventy-seventh and West Seventy-eighth street, North river, by J. A. Bouker's Nephew & Company, under permit of the Board. Begun July 14 and finished July 30, 1887.

Secretary's Order No. 6847.—A half-round fender loosened by the Union Dredging Company while dredging at the pier on August 2, 1887, was replaced by said company, by order of the Board. Begun September 17 and finished September 19, 1887.

Secretary's Order No. 7443.—Signs were placed on the outer lower corner of the pier, one inscribed "Pipe Line, Do not Anchor," and the other "Pipe Line 2 ft. 3 inches outside of pier for 21 ft. from Corner," as a protection to the oil pipe, by the National Transit Company, under permit of the Board. Begun April 5 and finished April 7, 1888.

Secretary's Order No. 7473.—A dumping board was built on the south side of the pier by the Department of Street Cleaning, under permit of the Board. Begun March 6 and finished March 16, 1888.

*New-made Land along the southerly side of West Eightieth Street, N. R.*

Secretary's Order No. 7661.—A fence 100 feet long and 50 feet wide was put up thereon, for the protection of coal, by Thomas Ward, under permit of the Board. Begun April 11 and finished April 24, 1888.

*Bulkhead Platform south of West Ninety-sixth Street, N. R.*

Secretary's Order No. 6519.—2 bearing piles were driven and 6 half-round oak fenders were put on by Peck & Martin, occupants, by order of the Board. Begun May 23 and finished May 24, 1887.

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

Secretary's Order No. 6925.—A drain pipe was placed through bulkhead by Canda & Kane, under permit of the Board. Begun August 30 and finished August 31, 1887.

Secretary's Order No. 7417.—Two sunken canal boats were raised and removed to McCarthy's Dock, Jersey City, New Jersey, by the Baxter Wrecking Co., for the owners of boats, by order of the Board. Begun February 1 and finished February 25, 1888.

*Bulkhead north of West Ninety-sixth Street, N. R.*

Secretary's Order No. 6204.—An office, shed and one steam derrick were built thereon by John Cox & Company, under permit of the Board. Begun March 21 and finished May 16, 1887.

*Bulkhead from West Ninety-sixth to West Ninety-seventh Street, N. R.*

Secretary's Order No. 6807.—The bulkhead was raised about 2 feet and a new backing log was put on, and the fender piles were rechecked by the owners and lessees, by order of the Board. Begun August 16 and finished November 23, 1887.

*Bulkhead between West One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.*

Secretary's Order No. 6731.—Three hoisting masts were put up in place of old ones for hoisting coal on bulkhead, by Theodore F. Tone, under permit of Board. Begun July 11 and finished August 11, 1887.

Secretary's Order No. 7355.—A sunken canal boat, the "Tillie D," was raised and removed to Jersey Flats, New Jersey, by the Baxter Wrecking Company, for owner of boat, "Thomas Dineen," by order of Board. Begun December 24 and finished December 31, 1887.

*Ferry north of West One Hundred and Thirtieth Street, N. R.*

Secretary's Order No. 6598.—Necessary repairs were made to the ferry racks by the Fort Lee Ferry Company, under permit of the Board. Begun May 24 and finished June 27, 1887.

*Premises north of West One Hundred and Thirty-second Street, N. R.*

Secretary's Order No. 6800.—A small wing shed was removed from the structure north of West One Hundred and Thirty-second street, N. R., by A. M. Tiemann, by order of the Board. Begun and finished August 5, 1887.

*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, N. R., by Theodore F. Tone, under permit of the Board. Begun April 10, 1888; in progress.

Secretary's Order No. 7713.—Driving piles for a foundation in rear of crib-bulkhead from West One Hundred and Thirty-third street to West One Hundred and Thirty-fourth street, N. R., by Theodore F. Tone, under permit of the Board. Begun April 10, 1888; in progress.

*Foot of West One Hundred and Thirty-fifth Street, N. R.*

Secretary's Order No. 7730.—2 spruce piles were driven thereat by the Hudson Boat Club, under permit of the Board. Begun and finished April 27, 1888.

*Pier at West One Hundred and Thirty-eighth Street, N. R.*

Secretary's Order No. 7242.—A sunken scow was raised and removed to McCarthy's Dock at Jersey City, New Jersey, by the Baxter Wrecking Co., for P. Ciancimino, owner of scow, by order of the Board. Begun December 9 and finished December 13, 1887.

## ON THE EAST RIVER.

*Ferry west of Pier 1, E. R.*

Secretary's Order No. 6413.—50 piles were driven in place of old and worn out piles, by the Staten Island Rapid Transit Company, under permit of the Board. Begun April 30 and finished May 13, 1887.

*Pier 3, E. R.*

Secretary's Order No. 7386.—Fender piles along the outer end of the pier, to protect the structure, by James Cruikshank, agent, under permit of the Board. Begun January 14 and finished January 26, 1888.

*Bulkhead between Piers 3 and 4, E. R.*

Secretary's Order No. 6750.—The backing log and one course of timber under the same were renewed, several new half round oak fenders were put on and others were refastened by the alleged owners, by order of the Board. Begun July 25 and finished July 30, 1887.

*Pier 4, E. R.*

Secretary's Order No. 6734.—4 new fender piles were driven and fastened and several old fender piles were refastened on the outer corners of the pier, by Charles A. Pool & Company, under permit of the Board. Begun July 19 and finished July 20, 1887.

Secretary's Order No. 7190.—The deck and deck sheathing of the west half were repaired, and fenders and fender piles were placed on both sides of the pier, by James Cruikshank for alleged owners, in conjunction with the lessees of the east half, by order of the Board. Begun January 9 and finished February 15, 1888.

Secretary's Order No. 7191.—Close piles were driven along the outer side of the east half of the pier and the interior rangers were renewed by the New York Central and Hudson River Railroad Company, lessees, and by the alleged owners of the west half, by order of the Board. Begun January 14, 1888. This order was superseded by, and the work was continued under, Secretary's Order No. 7361.

Secretary's Order No. 7361.—The deck and deck sheathing were repaired by the New York Central and Hudson River Railroad Company, lessees of the east half and by the alleged owners of the west half, under permit of the Board. Begun January 14 and finished April 10, 1888.

*Pier 5, E. R.*

Secretary's Order No. 7361.—The rangers near the outer end were renewed and the deck and deck sheathing were repaired by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun January 14 and finished April 10, 1888.

*Pier 6, E. R.*

Secretary's Order No. 6932.—The deck sheathing and the pavement at the entrance to the pier were repaired by the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun September 9 and finished September 12, 1887.

Secretary's Order No. 7361.—New rangers where required, and about 5 new cross caps were put on, a new 4-inch yellow pine deck was laid, new mooring posts were set and the fenders were removed, by the New York Central and Hudson River Railroad Company, lessees, under permit of the Board. Begun January 14 and finished April 10, 1888.

Secretary's Order No. 7477.—The bulkhead was rebuilt from low-water mark up for a length of about 32 feet across the inner end of the pier; 12 new cross caps were put in the pier, and tops of decayed bearing piles were sawed off and blocked up by the New York Central and Hudson River Railroad Company, by order of the Board. Begun February 15 and finished April 10, 1888.

*Pier 7, E. R.*

Secretary's Order No. 7563.—The damage done to outer corner of the pier by the tug "Transfer No 2" was repaired by the New York, New Haven and Hartford Railroad Company, owners of the tug, by order of the Board. Begun March 21 and finished March 28, 1888.

*Pier 8, E. R.*

Secretary's Order No. 7000.—The deck sheathing was patched, the backing-log and several square fenders were repaired, 6 new bearing and about 8 fender piles were driven and fastened by the New York, Lake Erie and Western Railway Company, under permit of the Board. Begun October 5 and finished October 13, 1887.

*Pier 9, E. R.*

Secretary's Order No. 7282.—The deck sheathing at the outer end of the pier was repaired by the alleged owners, by order of the Board. Begun December 22 and finished December 24, 1887.

*Pier 10, E. R.*

Secretary's Order No. 6722.—The deck sheathing repaired by T. E. Nesmith, Jr., under permit of the Board. Begun June 28 and finished July 2, 1887.

Secretary's Order No. 6895.—8 fender piles, 3 on each corner and 2 on the outer face of pier, were driven by Henry E. Nesmith, under permit of the Board. Begun August 22 and finished August 27, 1887.

Secretary's Order No. 6809.—The vertical sheathing on the sides of the pier and the deck sheathing and backing logs were repaired, and a mooring post was set and chocked by the alleged owners, by order of the Board. Begun August 22 and finished October 8, 1887.

*Bulkhead between Piers 10 and 11, E. R.*

Secretary's Order No. 6929.—The bulkhead was rebuilt for the 6 top courses of square timber by the alleged owners, by order of the Board. Begun September 9 and finished September 24, 1887.



*Pier 11, E. R.*

Secretary's Order No. 6634.—The deck sheathing was repaired with 3-inch spruce, by David Whipple, agent, by order of the Board. Begun June 11 and finished June 21, 1887.

Secretary's Order No. 6930.—The backing log on the inner end of the pier was repaired by the alleged owners, by order of the Board. Begun and finished September 20, 1887.

*Pier 12, E. R.*

Secretary's Order No. 6655.—Sheathing on the deck of the east half of the pier was repaired by the alleged owners, by order of the Board. Begun June 29 and finished October 8, 1887.

Secretary's Order No. 7045.—Loose piles on the upper outer corner of the east half of the pier were refastened by the alleged owners, by order of the Board. Begun and finished October 25, 1887.

*Bulkhead between Piers 12 and 13, E. R.*

Secretary's Order No. 7293.—The bulkhead was opened and drainpipe from No. 41 South street was repaired by J. H. Morrell, under permit of the Board. Begun December 9 and finished December 14, 1887.

*Bulkhead between Piers 13 and 14, E. R.*

Secretary's Order No. 6505.—The sewer pipe running through the bulkhead from No. 44 South street was repaired by G. Thwaite & Company, under permit of the Board. Begun May 11 and finished May 14, 1887.

Secretary's Order No. 6639.—A 6 inch drain pipe through bulkhead, from Nos. 51 and 52 South street, was run through the bulkhead by Smith & Dowling, under permit of the Board. Begun June 3 and finished June 7, 1887.

*Bulkhead at Pier 15, E. R.*

Secretary's Order No. 7393.—A dangerous hole in the easterly side of the bulkhead was filled in with stone and earth by W. P. Clyde & Company, occupants, by order of the Board. Begun and finished February 27, 1888.

*Pier 15, E. R.*

Secretary's Order No. 6654.—The deck sheathing was repaired with 2-inch spruce by the Union Ferry Company, lessee of east half, and by the alleged owners of the west half, by order of the Board. Begun June 9 and finished June 14, 1887.

Secretary's Order No. 7069.—A shed is being erected upon the pier by the Clyde Steamship Company. Begun November 12, 1887; in progress.

Secretary's Order No. 7039.—Loose fender piles on the outer corner of the pier were refastened by the alleged owners, by order of the Board. Begun and finished October 11, 1887.

*Pier 16, E. R.*

Secretary's Order No. 7659.—The deck sheathing was repaired and 3 fender piles were refastened by James E. Ward & Company, under permit of the Board. Begun April 14 and finished April 17, 1888.

*Bulkhead between Piers 16 and 17, E. R.*

Secretary's Order No. 6831.—3-inch plank was laid on the surface of the bulkhead from the backing log to the curb, for a distance of about 60 feet in length and 10 feet in width, by James E. Ward & Company, under resolution of the Board of July 28, 1887. Begun September 1 and finished September 3, 1887.

*Pier 17, E. R.*

Secretary's Order No. 6879.—6 fenders were put on and fastened and 8 fender piles were driven by S. A. Frost, under permit of the Board. Begun August 22 and finished August 25, 1887.

Secretary's Order No. 7429.—4 bearing and 11 fender piles were driven under and along the west side of the pier, and other necessary repairs to keep the pier safe were made by S. A. Frost, under permit of the Board. Begun January 26 and finished February 1, 1888.

*Bulkhead between Piers 17 and 18, E. R.*

Secretary's Order No. 7031.—The pavement on its surface was repaired by S. A. Frost, agent for alleged owners, by order of the Board. Begun and finished October 5, 1887.

*Pier 19, E. R.*

Secretary's Order No. 6665.—The deck sheathing was repaired by the alleged owners, by order of the Board. Begun July 11 and finished July 21, 1887.

Secretary's Order No. 7305.—Seven fender piles were replaced and fastened on the easterly side, and the surface of the pier was repaired, by S. A. Frost, under permit of the Board. Begun December 15 and finished December 16, 1887.

*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.

*Pier 22, E. R.*

Secretary's Order No. 6430.—The deck of the pier was resheathed by the Union Ferry Company and the Fulton Market Fishmongers' Association, by order of the Board. Begun May 10 and finished May 18, 1887.

*Bulkhead at Pier 23, E. R.*

Secretary's Order No. 7017.—A dangerous hole in the bulkhead was repaired by the Department of Public Works. Begun and finished September 29, 1887.

*Pier 23, E. R.*

Secretary's Order No. 6585.—The deck sheathing was repaired by the Fulton Market Fishmongers' Association, under permit of the Board. Begun May 24 and finished June 4, 1887.

*Pier 24, E. R.*

Secretary's Order No. 6642.—The deck sheathing was repaired by the Hartford and New York Transportation Company and E. G. Smith, lessee, under permit of the Board. Begun June 7 and finished June 15, 1887.

Secretary's Order No. 7645.—Repairing deck of sheathing by the Hartford and New York Transportation Company, under permit of the Board. Begun April 14, 1888; in progress.

*Pier 27, E. R.*

Secretary's Order No. 6589.—A gangway was cut in the backing log for the steamer "Sylvan Glen" by E. W. Barton, under permit of the Board. Begun and finished May 27, 1887.

Secretary's Order No. 6863.—The side sheathing was renewed and additional fenders were placed on the south side of the pier, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun August 26 and finished October 12, 1887.

*Pier 28, E. R.*

Secretary's Order No. 6298.—18 half-round fenders were placed, and six bearing piles were blocked and refastened on the north side of the pier, by William P. Clyde & Company, under permit of the Board. Begun May 18 and finished May 28, 1887.

Secretary's Order No. 6696.—The deck sheathing was repaired by S. A. Frost, under permit of the Board. Begun June 22 and finished June 30, 1887.

Secretary's Order No. 7306.—The deck and deck sheathing were repaired by S. A. Frost, under permit of the Board. Begun and finished December 16, 1887.

*Bulkhead at Pier 29, E. R.*

Secretary's Order No. 6007.—The bulkhead was cut through by the Department of Public Works in order to extend the sewer to the outer end of the pier, under permit of the Board. Begun December 6, 1886, and finished September 20, 1887.

*Pier 29, E. R.*

Secretary's Order No. 6705.—6 fender piles were driven at the outer end of the pier by William P. Clyde & Company, under permit of the Board. Begun June 22 and finished June 23, 1887.

*Bulkhead between and Approaches to Piers 33½ and 34, E. R.*

Secretary's Order No. 6499.—The pavement thereat was repaired by William P. Clyde & Co., under permit of the Board. Begun May 9 and finished May 14, 1887.

*Pier 34, E. R.*

Secretary's Order No. 7083.—5 bearing piles and 4 fender piles were driven and fastened, the side cap was spliced and the deck sheathing was patched by William P. Clyde & Co., under permit of the Board. Begun October 21 and finished October 27, 1887.

Secretary's Order No. 7666.—Repairing deck sheathing on pier, driving 12 bearing and 13 fender piles, renewing 6 caps and 1 stringer, by W. P. Clyde & Co., under permit of the Board. Begun April 16, 1888; in progress.

*Pier 36, E. R.*

Secretary's Order No. 7097.—A shed was built on the pier, in accordance with resolution of the Board of October 21, 1887, by the Central Vermont Railroad Company. Begun October 24 and finished November 15, 1887.

Secretary's Order No. 7572.—7 fender piles were driven on the east side of pier, in place of broken piles, by Lawrence Son & Gerrish, under permit of the Board. Begun March 21 and finished April 20, 1888.

*Bulkhead Platform West of Pier 38, E. R.*

Secretary's Order No. 7159.—A platform about 38 feet along the bulkhead and 44 feet wide was built on the westerly side of the pier by the Maine Steamship Company, lessees, under permit of the Board. Begun November 4, 1887, and finished April 13, 1888.

Secretary's Order No. 7458.—A fence was built on the platform in accordance with a resolution of the Board of February 2, 1888, by the Maine Steamship Company. Begun April 9 and finished April 11, 1888.

*Pier 38, E. R.*

Secretary's Order No. 6743.—2 spring piles were driven on the east side of the pier, within existing lines, by the Maine Steamship Company, under permit of the Board. Begun and finished July 21, 1887.

Secretary's Order No. 6824.—2 gangways were cut on the easterly side of the pier by the Maine Steamship Company, under permit of the Board. Begun August 8 and finished August 11, 1887.

Secretary's Order No. 6761.—4 fender piles were driven on each side of the outer end of the pier by the Maine Steamship Company, under permit of the Board. Begun and finished August 18, 1887.

*Pier 39, E. R.*

Secretary's Order No. 6939.—Timbers, caps and flooring at the outer end of the pier were repaired by the Old Colony Steamboat Company, under permit of the Board. Begun September 5 and finished September 9, 1887.

*Pier 40, E. R.*

Secretary's Order No. 7171.—The pier and shed thereon were thoroughly repaired. Piles were driven alongside the cribwork at the inner end of the pier and capped; cross caps were run in on the cribwork from these side caps, and bearing piles were driven under them, over the pile work portion of the pier; the shed was taken down and bearing piles were driven through the interior where required and the interior caps and rangers were repaired; the sides of the pier were repaired by driving new bearing piles and putting on new side caps, rangers and backing logs where required; the outer end of the pier was put in good order, the deck and deck sheathing were repaired, fender piles were driven along the sides and at the outer corners of the pier, horizontal side sheathing was put on each side of the pier, and the shed was put up again in good order and condition; the work was done by Frank Phelps, lessee, by order of the Board. Begun November 2, 1887, and finished March 31, 1888.

*Pier, new 32 (formerly, old 41), E. R.*

Secretary's Order No. 6735.—A water-pipe was removed from under Pier 40, E. R., and was placed under Pier, new 32, E. R., by G. V. Hecker & Co., under permit of the Board, and as by resolution of the Board of June 30, 1887. Begun July 18 and finished July 30, 1887.

Secretary's Order No. 6997.—2 gangways were cut for the accommodation of steamboats "Mary E. Gordon" and "Maid of Kent," by Captains Gedney and Holmes, to whom permit was granted. Angle iron was used to protect the deck of pier, also 5-inch plank secured by chain for closing gangways when not in actual use. Begun September 29 and finished October 17, 1887.

Secretary's Order No. 7001.—2 gangways were cut for the propellers "Glenville" and "Portchester," by E. F. Studwell, under permit of the Board. Angle iron used to protect pier and 5-inch plank secured by chain for closing gangways when not in actual use. Begun September 29 and finished October 17, 1887.

Secretary's Order No. 7210.—The backing log was cut on the upper side of the pier for a gangway for propellers "Glenville" and "Portchester," by the Portchester Transportation Company, under permit of the Board. Begun November 28 and finished December 13, 1887.

Secretary's Order No. 7219.—The backing log was cut for gangways for the Stamford and New Rochelle boats, by the North and East River Steamboat Company, under permit of the Board. Begun November 28 and finished December 13, 1887.

Secretary's Order No. 7224.—The backing log was cut for a gangway for the steamboat "Mary E. Gordon," by William H. Gedney, under permit of the Board. Begun November 28 and finished December 13, 1887.

Secretary's Order No. 7336.—Pipes were placed under the pier to convey water to the propeller "Capt. John," by J. D. Devine, under permit of the Board. Begun December 20, 1887, and finished April 11, 1888.

Secretary's Order No. 7337.—A water-pipe was laid on the pier to supply water to the Stamford boat, by the North and East River Steamboat Company, under permit of the Board. Begun December 20, 1887, and finished April 11, 1888.

Secretary's Order No. 7587.—A gangway was cut on the westerly side of pier, between the twenty-ninth and thirtieth pile rows from the bulkhead, in accordance with approved plan, by the North and East River Steamboat Company, under permit of the Board. Begun April 5 and finished April 14, 1888.

Secretary's Order No. 7609.—A gangway was cut on the upper side of the pier, in accordance with approved plan, by the Portchester Transportation Company, under permit of the Board. Begun April 5 and finished April 14, 1888.

Secretary's Order No. 7619.—A gangway was cut on the upper side of the pier for the use of the steamers "Mary E. Gordon" and "Maid of Kent," by William H. Gedney, in accordance with approved plan, under permit of the Board. Begun April 12 and finished April 14, 1888.

*Pier 44, E. R.*

Secretary's Order No. 6593.—A water pipe was laid under the pier by the North and East River Steamboat Company, under permit of the Board. Begun May 26 and finished June 9, 1887.

Secretary's Order No. 6261.—A tally-house was placed on the pier by the Inland and Seaboard Coasting Company, under permit of the Board. Begun March 14 and finished March 15, 1887.

*Pier 45, E. R.*

Secretary's Order No. 6561.—Sixteen fender-piles were driven and fastened, and fourteen fenders were put on and fastened by Warren Rosevelt, under permit of the Board. Begun October 17 and finished October 24, 1887.

*Pier 47, E. R.*

Secretary's Order No. 7351.—The deck of the pier was resheathed by C. M. Bell, under permit of the Board. Begun December 26, 1887, and finished January 15, 1888.

*Bulkhead between Piers 47 and 48, E. R.*

Secretary's Order No. 6396.—The bulkhead was rebuilt from low-water mark up by the alleged owners, by order of the Board. Begun September 19 and finished November 16, 1887.

Secretary's Order No. 7527.—A large hole in the bulkhead was filled in with earth and the pavement was relaid by the alleged owners, by order of the Board. Begun March 8 and finished April 9, 1888.

*Bulkhead east of Pier 49, E. R.*

Secretary's Order No. 6395.—The bulkhead was rebuilt from low-water mark up by the alleged owners, by order of the Board. Begun May 17 and finished August 29, 1887.

*Pier 49, E. R.*

Secretary's Order No. 7209.—The office was lengthened, a platform for freight was built on the north side under the shed and two gangways were cut by the North and East River Steamboat Company, under permit of the Board, the consent of the alleged owners of the pier having been first obtained thereto, in accordance with the provisions of the permit. Begun November 28 and finished December 2, 1887.

Secretary's Order No. 7215.—6 fender piles were driven on the east side of the pier by the New York Floating Dry Dock Company, under permit of Board. Begun November 28 and finished November 30, 1887.

Secretary's Order No. 7382.—A weighing scale was erected on the pier by W. H. Starbuck and J. A. Bostwick, under permit of the Board. Begun January 9 and finished January 12, 1888.

*Pier 50, E. R.*

Secretary's Order No. 6549.—18 spruce bearing and fender piles were driven where required, deck sheathing was put on by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun May 18 and finished May 24, 1887.

Secretary's Order No. 6974.—Fender piles were driven on the end of the pier to replace worn-out piles by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun September 15 and finished November 5, 1887.

*Bulkhead between Piers 50 and 51, E. R.*

Secretary's Order No. 6812.—The fenders and planking were repaired, fender piles were driven at the bulkhead and at the southerly outer corner of Pier 51, within existing lines, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun July 25 and finished August 27, 1887.



*Pier 51, E. R.*

Secretary's Order No. 6606.—The side cap and side ranger were repaired, 4 bearing piles were replaced and 4 half-round oak fenders were renewed and fastened by the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun May 28 and finished May 31, 1887.

Secretary's Order No. 6974.—Fender piles were driven on the end of the pier by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun September 15 and finished November 5, 1887.

*Bulkhead between Piers 52 and 53, E. R.*

Secretary's Order No. 7543.—New backing logs were put on by William Duryea, under permit of the Board. Begun March 15 and finished March 17, 1888.

*Pier 53, E. R.*

Secretary's Order No. 7399.—5 spring piles were replaced and fastened on the southwesterly corner of the pier by Eldridge & Mould, under permit of the Board. Begun and finished January 12, 1888.

*Bulkhead between Jackson and Corlears Streets, E. R.*

Secretary's Order No. 7493.—15 spruce fender piles were driven, chocked and fastened in front of the bulkhead and the backing log was repaired by Henry Keteltas, under permit of the Board. Begun March 1 and finished March 3, 1888.

*Bulkhead west of Corlears Street, E. R.*

Secretary's Order No. 7154.—The bulkhead, for a length of about 40 feet, was rebuilt from low-water mark up, by the alleged owners, by order of the Board. Begun December 7, 1887, finished April 7, 1888.

*Pier 55, E. R.*

Secretary's Order No. 6501.—An ice bridge and weigh-office were put up on the pier by the Hazelwood Point Ice Company, under permit of the Board. Begun May 9 and finished May 12, 1887.

*Bulkhead between Piers 57 and 58, E. R.*

Secretary's Order No. 7272.—A 6-inch cast iron drain pipe from No. 17 East street was run through the bulkhead by Denis Mahoney, under permit of the Board. Begun December 17 and finished December 20, 1887.

*Pier 58 (west half), E. R.*

Secretary's Order No. 6678.—The deck sheathing was repaired with about 2,500 feet, B. M., of 3-inch spruce, and the old deck sheathing was refastened, by the New York Ferry Company, by order of the Board. Begun June 26 and finished June 28, 1887.

Secretary's Order No. 6941.—A hole in the surface was repaired by the alleged owners, by order of the Board. Begun and finished September 19, 1887.

*Bulkhead between Piers 59 and 60, E. R.*

Secretary's Order No. 6658.—An underground chute or apparatus for conveying coal was built through the bulkhead by Burns Brothers, under permit of the Board. Begun July 28 and finished August 11, 1887.

*Pier 62 (north half), E. R.*

Secretary's Order No. 7073.—The deck sheathing was repaired by the lessee, by order of the Board. Begun October 17 and finished October 19, 1887.

Secretary's Order No. 7074.—(south half)—The deck sheathing of the south half of the pier was repaired by the alleged owner, by order of the Board. Begun October 17 and finished October 20, 1887.

*Bulkhead between Piers 61 and 62, E. R.*

Secretary's Order No. 6521.—A new backing log and 2 new courses of facing timber were placed on the bulkhead, 30 new fenders were put on its face and fastened and 6 old stumps of piles were pulled by the alleged owners, by order of the Board. Begun May 25 and finished June 2, 1887.

*Bulkhead between East Houston and East Third Streets, E. R.*

Secretary's Order No. 6687.—A coal pocket was erected on the bulkhead by Ward & Olyphant, under permit of the Board. Begun June 20 and finished July 30, 1887.

Secretary's Order No. 6920.—A temporary iron shed was put up over the hoisting engine located on the bulkhead north of Houston street, by Ward & Olyphant, in accordance with the resolution of the Board of August 25, 1887. Begun August 26 and finished August 31, 1887.

*Pier at East Third Street, E. R.*

Secretary's Order No. 6751.—The deck sheathing, backing log and side cap were repaired, the half-round fenders were removed and refastened, by the Ridgewood Ice Company, lessee, by order of the Board. Begun August 11 and finished November 7, 1887.

*Bulkhead between East Fifth and East Sixth Streets, E. R.*

Secretary's Order No. 6522.—Temporary repairs were made to the bulkhead between East Fifth and Sixth streets, by Constantine & Co., occupants, the alleged owner having been ordered to make repairs by the Board. Begun August 16 and finished August 25, 1887.

*Pier at East Sixth Street, E. R.*

Secretary's Order No. 6784.—The rangers side caps and backing logs were spliced with new material, the deck and deck sheathing were patched, several bearing piles were cut off and blocked up, and the fenders were repaired, by William H. Webb, under permit of the Board, and in accordance with resolution of the Board, July 14, 1887. Begun October 19 and finished November 14, 1887.

*Bulkhead between East Sixth and East Seventh Streets, E. R.*

Secretary's Order No. 6522.—Temporary repairs were made to the bulkhead between East Sixth and East Seventh streets, by Constantine & Company, occupants, the alleged owner having been ordered by the Board to make repairs. Begun August 16 and finished August 25, 1887.

*Pier at East Eighth Street, E. R.*

Secretary's Order No. 6448.—The deck was repaired and fender piles were driven at the outer end of the pier by the alleged owners, by order of the Board. Begun May 26 and finished June 10, 1887.

Secretary's Order No. 7176.—1 spruce and 3 oak spring piles were replaced on the north side of the pier by Garrett May, attorney, under permit of the Board. Begun November 18 and finished November 21, 1887.

*Pier at East Eleventh Street, E. R.*

Secretary's Order No. 5802.—The surface of the pier was replanked by the New York Mutual Gas-light Company, under permit of the Board. Begun September 27, 1886, and finished July 13, 1887.

Secretary's Order No. 6890.—The vertical sheathing on the northerly side and outer end of the pier was renewed where required and refastened where loose by the New York Mutual Gas-light Company, by order of the Board. Begun October 7 and finished October 22, 1887.

*Bulkhead between East Eleventh and East Thirteenth Streets, E. R.*

Secretary's Order No. 5802.—The backing log was repaired and some spring piles were replaced by the New York Mutual Gas-light Company, under permit of the Board. Begun September 27, 1886, and finished July 13, 1887.

*East Seventeenth Street Yard, E. R.*

Secretary's Order No. 6867.—A rough board fence 12 feet high was erected by the Department of Public Works, in the Department Yard, and enclosing that portion of the yard transferred temporarily by Board of Docks to the Department of Public Works, to be used by the Bureau of Incumbrances. Begun August 31 and finished September 9, 1887.

*Bulkhead between East Nineteenth and East Twentieth Streets, E. R.*

Secretary's Order No. 6729.—3 new top courses of timber were placed on the bulkhead to prevent crib-filling being washed away, and several fender piles were driven, and a temporary chute was placed on the bulkhead at East Twentieth street during the progress of these repairs, by H. L. Herbert & Co., under permit of the Board. Begun July 2 and finished November 1, 1887.

*Bulkhead at East Twentieth Street, E. R.*

Secretary's Order No. 7110.—A temporary chute was removed from the bulkhead by H. L. Herbert & Co., by order of the Board. Begun and finished November 1, 1887.

*Bulkhead between East Twenty-first and East Twenty-second Streets, E. R.*

Secretary's Order No. 7638.—Repairing the bulkhead by the Consolidated Gas Company, of New York, under permit of the Board. Begun April 20, 1888; in progress.

*Bulkhead south of East Thirty-first Street, E. R.*

Secretary's Order No. 6819.—6 yellow pine square piles were driven, 3 new mooring-posts were set and a piece of backing-log was put on, by H. L. Brookman, under permit of the Board. Begun August 3 and finished August 6, 1887.

*Pier at East Thirty-first Street, E. R.*

Secretary's Order No. 6414.—8 spruce spring piles were replaced at the outer corner of pier by Joseph V. Brown, lessee, under permit of the Board. Begun May 9 and finished May 13, 1887.

*Bulkhead at East Thirty-first Street, E. R.*

Secretary's Order No. 7602.—The bulkhead is being cut through to carry a sewer outlet through it by the Department of Public Works, under permit of the Board. Begun April 10, 1888; in progress.

*Bulkhead between East Thirty-second and East Thirty-third Streets, E. R.*

Secretary's Order No. 6739.—The upper 6 courses of facing timber were renewed, and the longitudinal logs and cross ties were repaired, by the Standard Gas-light Company, under permit of the Board. Begun July 6 and finished July 23, 1887.

*Pier at East Thirty-third Street, E. R.*

Secretary's Order No. 6612.—4 new bearing piles were driven to replace missing piles, and a cap and the backing-logs were repaired, by the East River Ferry Company, lessee, by order of the Board. Begun June 15 and finished June 18, 1887.

*Bulkhead between East Thirty-fourth and Thirty-fifth Streets, E. R.*

Secretary's Order No. 7679.—Driving 25 fender-piles, in place of broken piles, in front of the bulkhead, by Jeremiah Skidmore's Sons, under permit of the Board. Begun April 27, 1888; in progress.

*Bulkhead between East Thirty-fifth and East Thirty-sixth Streets, E. R.*

Secretary's Order No. 6936.—A fender-pile was replaced by E. Elliott, under permit of the Board. Begun and finished September 10, 1887.

*Pier at East Thirty-seventh Street, E. R.*

Secretary's Order No. 6817.—A new lamp-post and lamp were put upon the pier by the Consolidated Gas Company, under permit of the Board to the Department of Public Works. Begun and finished August 2, 1887.

Secretary's Order No. 6776.—A fence erected on the south side of the pier, by John Nesbitt's Sons, occupants, was removed by them by order of the Board. Begun November 21 and finished November 29, 1887.

*South side of East Thirty-eighth Street, E. R.*

Secretary's Order No. 7313.—A brick stable was erected by Cornelius Gallagher, under permit of the Board. Begun December 10, 1887, and finished February 16, 1888.

*Bulkhead foot of East Thirty-ninth Street, E. R., and Dumping-board thereon.*

Secretary's Order No. 6516.—The dumping-board along the centre line of East Thirty-eighth street was rebuilt by the Long Island Fertilizing Company, by order of the Board. Begun August 4 and finished October 24, 1887.

*Bulkhead between East Thirty-ninth and East Fortieth Streets, E. R.*

Secretary's Order No. 6635.—The bulkhead was raised by three new courses of facing timber laid the entire length of bulkhead with the necessary ties, and the fenders were repaired and missing ones were replaced by the Equitable Gas-light Company, by order of the Board. Begun August 24 and finished September 3, 1887.

*Bulkhead at East Forty-second Street, E. R.*

Secretary's Order No. 6620.—An ice bridge, 80 feet in length, was put up on the bulkhead by Frank E. Beam, under permit of the Board. Begun May 28 and finished June 3, 1887.

*Bulkhead between East Forty-third and East Forty-fourth Streets, E. R.*

Secretary's Order No. 6955.—The southerly half was built from low-water mark up, by the Consumer's Coal Company, the bearing piles were renewed, fender piles were driven and chocked, and the deck and backing log of the northerly half were repaired by Joseph H. Ladew, by order of the Board. Begun October 11 and finished November 9, 1887.

*Bulkhead Platform between East Forty-fourth and East Forty-fifth Streets, E. R.*

Secretary's Order No. 7077.—Twelve bearing and five spring piles were renewed, by Schwarzschild & Sulzberger, under permit of the Board. Begun October 21 and finished October 22, 1887.

Secretary's Order No. 7566.—3 bearing and 2 fender piles were renewed by Schwarzschild & Sulzberger under permit of the Board. Begun March 17 and finished March 23, 1888.

*Bulkhead at East Forty-seventh street, E. R.*

Secretary's Order No. 6889.—The sunken canal boat "Mystic" was raised and removed to Pottery Beach, Hunter's Point, Long Island, by the Baxter Wrecking Company for Owens & Company, consignees, who were ordered by the Board to remove it. Begun and finished August 18, 1887.

*Dumping-board at East Forty-ninth street, E. R.*

Secretary's Order No. 7033.—Piles were driven in place of those worn out, by M. Goodwin, under permit of the Board. Begun and finished October 6, 1887.

*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; in progress.

*Bulkhead at East Fifty-first street, E. R.*

Secretary's Order No. 6619.—The bulkhead was opened up for the purpose of making repairs made to section pipe therein, by the F. & M. Schafer Brewing Company, under permit of the Board. Begun and finished May 28, 1887.

*Bulkhead at East Fifty-third Street, E. R.*

Secretary's Order No. 5794.—Small repairs were made to the premises by the Ridgewood Ice Company, lessee, by order of the Board. Begun and finished November 26, 1886.

*Bulkhead near East Fifty-third Street, E. R.*

Secretary's Order No. 6614.—2 bearing and 11 fender piles were driven and fastened in place of broken and missing ones by H. L. Herbert & Co., under permit of the Board. Begun June 7 and finished June 8, 1887.

*Bulkhead at East Fifty-fourth Street, E. R.*

Secretary's Order No. 6314.—A dumping-board located on the north side thereof was removed by Randolph Guggenheimer, by order of the Board. Begun June 4 and finished July 6, 1887.

*Bulkhead between East Fifty-fourth and East Fifty-fifth Streets, E. R.*

Secretary's Order No. 6434.—A 12-inch pipe was run through the premises to draw salt water by the John Kress Brewing Company, under permit of the Board. Begun April 21 and finished June 18, 1887.

*Bulkhead between East Fifty-sixth and East Fifty-seventh Streets, E. R.*

Secretary's Order No. 6940.—A platform and coaling station at the bulkhead between East Fifty-sixth and East Fifty-seventh streets, East river, were built by G. D. Curtis, under permit of the Board. Begun on or about September 6, 1887, and finished on or about March 1, 1888.

*Bulkhead Platform south of East Fifty-seventh Street, E. R.*

Secretary's Order No. 6758.—Three piles driven on the upper side by Schmidt & Schwanenflugel, under permit of the Board. Begun and finished October 15, 1887.

*Bulkhead Platform between East Sixtieth and East Sixty-first Streets, E. R.*

Secretary's Order No. 7591.—The removal of the dirt and sand from the premises by Cavanagh & Collins, lessees, by order of the Board, has been partly done. Begun April 16, 1888; in progress. The repairs ordered have not yet been begun.

*Bulkhead Platform at East Sixty-first Street, E. R.*

Secretary's Order No. 7591.—The removal of the dirt and sand from the premises by Cavanagh & Collins, lessees, by order of the Board, has been partly done. Begun April 16, 1888; in progress. The repairs ordered have not yet been begun.

*Bulkhead Platform between East Sixty-first and East Sixty-second Streets, E. R.*

Secretary's Order No. 6441.—An ice bridge, platform, scale and a weigh-office were put up by the Knickerbocker Ice Company, under permit of the Board. Begun April 30 and finished May 19, 1887.

*Bulkhead Platform between East Sixty-first and Sixty-second Streets, E. R.*

Secretary's Order No. 7592.—Repairing the bulkhead platform and removing of dirt from its surface by the Knickerbocker Ice Company, by order of the Board. Begun April 11, 1888; in progress.



*Pier at East Sixty-second Street, E. R.*

Secretary's Order No. 7325.—Obstructions, consisting of dirt and sand, were removed from its surface by the Knickerbocker Ice Company, lessee. Begun April 16 and finished April 20, 1888.

*Bulkhead north of East Sixty-second Street, E. R.*

Secretary's Order No. 5696.—A platform extending 75 feet north was repaired by Candee & Smith, under permit of the Board. Begun May 2 and finished May 11, 1887.

*Bulkhead between East Sixty-third and Sixty-fourth Streets, E. R.*

Secretary's Order No. 7657.—Repairing the bulkhead by Neidlinger, Schmidt & Company, under permit of the Board. Begun April 18, 1888; in progress.

*Bulkhead at East Sixty-fourth Street, E. R.*

Secretary's Order No. 6498.—A sewer outlet was carried through its northerly end, by the Department of Public Works, under permit of the Board. Begun May 16 and finished June 11, 1887.

*Bulkhead at foot of East Seventy-fifth Street, E. R.*

Secretary's Order No. 6810.—A brick sewer was carried through the crib-bulkhead at foot of East Seventy-fifth street, by the Department of Public Works, under permit of the Board. Begun August 15, 1887, and finished on or about September 1, 1887.

*Pier at East Seventy-ninth Street, E. R.*

Secretary's Order No. 6474.—A platform scale was placed on the north side of the pier by the Ridgewood Ice Company, under permit of the Board. Begun June 1 and finished June 11, 1887.

Secretary's Order No. 7015.—The deck sheathing was repaired by the Ridgewood Ice Company, lessee, under permit of the Board. Begun October 7 and finished November 9, 1887.

Secretary's Order No. 7324.—Obstructions, consisting of dirt and sand, were removed, from the surface of the pier, by the Ridgewood Ice Company, lessee. Begun and finished April 16, 1888.

*Bulkhead between East Seventy-ninth and East Eightieth Streets, E. R.*

Secretary's Order No. 7047.—The deck of the bulkhead platform was repaired by the alleged owners, by order of the Board. Begun October 17 and finished October 19, 1887.

*Foot of East Eightieth Street, E. R.*

Secretary's Order No. 6579.—A small shed within the street lines was removed by the owners, by order of the Board. Begun and finished June 22, 1887.

*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, 1888; suspended.

*Foot of East Eighty-third Street, E. R.*

Secretary's Order No. 7461.—Running of an eight-inch sewer pipe through from the premises from a stable 60 feet southerly of the foot of said street, by L. & J. Brandt, under permit of the Board. Begun April 2 and finished April 11, 1888.

*Bulkhead at East Eighty-fourth Street, E. R.*

Secretary's Order No. 7043.—An 8-inch cast-iron temporary drain-pipe from south side of Eighty-fourth street, seventy-eight feet east of Avenue B, was laid through the bulkhead by L. & J. Brandt, under permit of the Board. Begun September 26 and finished October 3, 1887.

*Ferry at East Ninety-second Street, E. R.*

Secretary's Order No. 7091.—Replacing of racks and piles of the ferry structure and the face timbers of the crib, also the erection of a new ferry-house in place of old one, by the Astoria Ferry Company, under permit of the Board. Begun November 23, 1887; in progress.

*Water-front between East Ninety-fifth and Ninety-seventh Street, E. R.*

Secretary's Order No. 7476.—12 piles driven near the south line of water-front, from the middle of the block between Ninety-fifth and Ninety-sixth streets to Ninety-seventh street, by Michael Kane, under permit of the Board. Begun and finished February 15, 1888.

*Ferry north of East Ninety-ninth Street, E. R.*

Secretary's Order No. 7111.—8 piles were driven at the outer end of ferry-rack within 100 feet of north side of Ninety-ninth street, and inside of the established bulkhead line of 1857, by the New York and College Point Ferry Company, under permit of the Board. Begun November 1 and finished November 2, 1887.

Secretary's Order No. 7663.—A cluster of 8 piles were driven on the north side to replace broken piles, by the New York and College Point Ferry Company, under permit of the Board. Begun and finished April 21, 1888.

## HARLEM RIVER.

*South of East One Hundred and Second Street, H. R.*

Secretary's Order No. 7158.—36 piles were driven for the foundation of a new dog-pound, to be erected thereat, by the Department of Public Works, under permit of the Board. Begun November 9 and finished November 12, 1887.

Secretary's Order No. 6893.—A structure for a dog-pound was built on the foundation prepared for it, and substantially in accordance with plans submitted, by the Department of Public Works, under permit of the Board. Begun November 9 and finished December 15, 1887.

*Premises between East One Hundred and Second and East One Hundred and Third Streets, H. R.*

Secretary's Order No. 6418.—A boat-house was built in accordance with diagram submitted, by Thomas S. McManus, under permit of the Board. Begun April 21 and finished June 17, 1887.

*Between East One Hundred and Ninth and East One Hundred and Tenth Streets, H. R.*

Secretary's Order No. 7278.—A rip-rap retaining wall is under construction by H. C. McGown, under permit of the Board. Begun December 21, 1887, and in progress from time to time.

*Crib-bulkhead north side of East One Hundred and Fourteenth Street, H. R.*

Secretary's Order No. 5549.—Building a crib-bulkhead between East One Hundred and Fourteenth street and the centre of the block between East One Hundred and Fourteenth and East One Hundred and Fifteenth streets, Harlem river, by John Dwight, under permit of the Board. Begun October 11, 1886; cribwork finished on or about February 19, 1887; filling in rear in progress.

Secretary's Order No. 6910.—8 oak fender piles were driven on east and south sides of the bulkhead by John Dwight, under permit of the Board. Begun August 25 and finished August 28, 1887.

*Half Block south of East One Hundred and Fifteenth Street, H. R.*

Secretary's Order No. 6513.—A brick building has been erected by the Standard Gas-light Company, under permit of the Board. Begun April 6, 1887, and finished April 1, 1888.

*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, under permit of the Board. Begun September 3, 1886; cribwork finished December 1, 1886; filling in rear in progress.

*Bulkhead north of East One Hundred and Sixteenth Street, H. R.*

Secretary's Order No. 6583.—A brick building has been erected by W. G. Tucker, under permit of the Board. Begun about June 8 and finished July 23, 1887.

*Pier between East One Hundred and Sixteenth and East One Hundred and Seventeenth Streets, H. R.*

Secretary's Order No. 6648.—The backing log was repaired, and 12 fender piles were driven by William G. Tucker, under permit of the Board. Begun October 7 and finished October 24, 1887.

*Bulkhead between East One Hundred and Seventeenth and East One Hundred and Eighteenth Streets, H. R.*

Secretary's Order No. 6833.—A bulkhead structure, 207 feet long and 9 feet wide, has been erected by R. H. Wolff & Co., under permit of the Board. Begun November 4 and finished December 21, 1887.

*Slip foot of East One Hundred and Nineteenth Street, H. R.*

Secretary's Order No. 7403.—A sunken canal-boat was raised and removed to the Jersey flats by the Baxter Wrecking Company, for the Delaware and Hudson Canal Company, who was ordered by the Board to remove it. Begun January 17 and finished January 19, 1888.

*Bulkhead between East One Hundred and Twenty-second and East One Hundred and Twenty-third Streets, H. R.*

Secretary's Order No. 6481.—A pile platform about 29 feet long by about 15 feet 4 inches wide, was built by Canda & Kane, under resolution of the Board of April 30, 1887. Begun May 26 and finished May 30, 1887.

Secretary's Order No. 6657.—A structure for conveyance of coal from boat to a point about 75 feet distant from bulkhead was built on the recently constructed platform by Tinsley Brothers, under permit of the Board. Begun June 10 and finished July 15, 1887.

Secretary's Order No. 7037.—The structure or runway for the conveyance of coal recently built on the platform was strengthened by additional bracing by Tinsley Brothers, by order of the Board. Begun October 4 and finished October 5, 1887.

*Foot of East One Hundred and Twenty-third Street, H. R.*

Secretary's Order No. 6385.—The premises were filled in with earth and stone, by Thomas Patten, under permit of the Board. Begun April 9 and finished May 3, 1887.

*Bulkhead between East One Hundred and Twenty-fifth and One Hundred and Twenty-sixth Streets, H. R.*

Secretary's Order No. 6712.—Fifteen piles in the timber boom were taken up and replaced by McDonough & Company, under permit of the Board. Begun July 14 and finished July 15, 1887.

*Pier foot of East One Hundred and Twenty-eighth Street, H. R.*

Secretary's Order No. 6377.—A portion of the backing log was cut out and removed, and 22 white oak fender piles were driven and fastened by Armour & Co., under permit of the Board. Begun April 25 and finished May 3, 1887.

*Bulkhead Extending about 100 feet East of Second Avenue, H. R.*

Secretary's Order No. 7718.—12 fender piles were driven and fastened in front of the bulkhead by the Manhattan Railway Co., under permit of the Board. Begun April 21 and finished April 23, 1888.

*East of Second Avenue at H. R.*

Secretary's Order No. 7070.—Coal bins thereat were erected at the bridge abutment by the Suburban Rapid Transit Company, under permit of the Board. Begun October 26 and finished November 9, 1887.

Secretary's Order No. 7444.—The termini of the cable crossings were changed and boxes were erected for them in accordance with plans submitted by the Western Union Telegraph Company, under permit of the Board. Begun February 2 and finished February 9, 1888.

Secretary's Order No. 6894.—A structure for hoisting coal was erected on the bulkhead substantially in accordance with plans submitted by the Manhattan Railway Company, under permit of the Board. Begun August 29, 1887, and finished March 28, 1888.

*Foot of Willis Avenue and Easterly thereof, H. R. (north side).*

Secretary's Order No. 7092.—Filling in has been done by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun July 15, 1887, and temporarily suspended January 31, 1888.

*Bulkhead at Willis Avenue, H. R. (north side).*

Secretary's Order No. 7046.—Driving of about 200 piles along the ferry racks at the bulkhead to replace those worn out by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 8, 1887; suspended.

*Pier at East One Hundred and Thirtieth Street, H. R.*

Secretary's Order No. 7474.—2 fender piles were driven in front of the pier by the Harlem and Morrisania Consolidated Transportation Line, under permit of the Board. Begun and finished February 13, 1888.

Foot of One Hundred and Thirty-third Street, west of Lincoln Avenue, H. R. (north side). Secretary's Order No. 6548.—Repairs and alterations have been made to the platforms thereat by North and East River Steamboat Company, under permit of the Board. Begun May 20, 1887, and finished June 3, 1887.

*Foot of One Hundred and Thirty-second Street, H. R. (south side).*

Secretary's Order No. 7531.—Piles have been driven to moor a boat-house by the Friendship Boat Club, under permit of the Board. Begun March 19 and finished March 26, 1888.

*North of One Hundred and Thirty-second Street, H. R. (south side).*

Secretary's Order No. 7588.—Piles have been driven to moor a boat-house, by the Nonpareil Boat Club, under permit of the Board. Begun March 21 and finished March 26, 1888.

*Bulkhead at One Hundred and Thirty-seventh Street and Mott Haven Canal, H. R. (north side).*

Secretary's Order No. 6553.—8 fender piles were driven and choked, and the bulkhead was repaired by J. F. Allen, under permit of the Board. Begun May 16 and finished May 18, 1887.

*Mott Haven Canal, near One Hundred and Fortieth Street, H. R. (north side).*

Secretary's Order No. 7124.—Construction of a pile platform on the west side of the canal by W. H. Hand, under permit of the Board. Begun November 12, 1887, and suspended April 18, 1888.

*Fourth Avenue Railroad Bridge Abutment, N. R. (north side).*

Secretary's Order No. 7465.—Piles were driven on north side of the bridge for cable boxes to rest on by the Western Union Telegraph Company, under permit of the Board. Begun and finished February 28, 1888.

*Premises foot of Railroad Avenue, near One Hundred and Thirty-fifth Street, H. R. (north side).*

Secretary's Order No. 6928.—The planking and backing logs were removed and renewed, and 1 bearing pile and 15 fender piles were driven, within the existing lines, by J. H. Cheever, under permit of the Board. Begun August 31 and finished September 9, 1887.

*Bulkhead between One Hundred and Thirty-fifth and One Hundred and Thirty-eighth streets, H. R. (south side).*

Secretary's Orders Nos. 5534 and 5939.—Crib-bulkheads have been erected, and filling in rear of same has been done by Henry A. Cram, under permit of the Board. Begun August 24, 1886, and finished May 14, 1887.

*Premises between One Hundred and Thirty-fifth and One Hundred and Thirty-sixth streets, H. R. (south side).*

Secretary's Order No. 7006.—A fence has been erected on the new-made land, by Henry A. Cram, under permit of the Board. Begun October 12 and finished October 15, 1887.

*Bulkhead foot of One Hundred and Thirty-sixth street, H. R. (south side).*

Secretary's Order No. 6551.—A platform for landing ice with scales and weigh-house have been erected on the bulkhead by Scott & Company under permit of the Board. Begun May 17, and finished June 25, 1887.

*Bulkhead between One Hundred and Thirty-seventh and One Hundred and Thirty-eighth streets, H. R. (south side).*

Secretary's Order No. 6358.—Sheds, office, stable and fence have been erected by Peck, Martin & Company under permit of the Board. Begun April 4, and finished May 17, 1887.

*Bulkhead south of One Hundred and Thirty-eighth street, H. R. (south side).*

Secretary's Order No. 6459.—A coal office and stables have been erected by John Dobbins under permit of the Board. Begun April 15, and finished July 1, 1887.

*Bulkhead at One Hundred and Thirty-eighth Street, H. R. (south side).*

Secretary's Order No. 6365.—A hoisting mast was erected by John Dobbins, under permit of the Board. Begun and finished May 3, 1887.

*North of Madison Avenue Bridge, H. R. (north side).*

Secretary's Order No. 6672.—Piles were driven for a timber basin by MacDonough & Co., under permit of the Board. Begun June 20 and finished July 15, 1887.

Secretary's Order No. 7574.—Piles were driven to moor a boat-house by the Columbia College Boat Club, under permit of the Board. Begun March 27 and finished April 14, 1888.

*Premises between One Hundred and Thirty-eighth and One Hundred and Forty-fourth Streets, H. R. (north side).*

Secretary's Order No. 7593.—Piles were driven on which to erect a board walk by William Ruddemann, under permit of the Board. Begun April 2 and finished April 14, 1888.

Secretary's Order No. 7032.—Piles were driven to moor a boat-house by Charles Van Riper, under permit of the Board. Begun October 7, 1887, and finished April 18, 1888.

*Premises at One Hundred and Forty-ninth Street, H. R. (north side).*

Secretary's Order No. 7425.—The work of dredging, preparatory to building a crib-bulkhead, has been commenced by Messrs. Morris & Adams, under permit of the Board. Begun March 26, 1888; in progress.



*Bulkhead south of One Hundred and Fiftieth Street, H. R. (north side).*  
Secretary's Order No. 3665.—The filling in rear of crib-bulkhead and the rip-rap wall, by T. L. Sturgis, under permit of the Board, was continued from time to time, and finished February 29, 1888.

*Premises at One Hundred and Fifty-second Street, H. R. (south side).*  
Secretary's Order No. 7677.—Piles were driven to moor boat-houses and to erect a plank walk leading to same by the Atalanta Boat Club, under permit of the Board. Begun April 17 and finished April 28, 1888.

*Pier at foot of Seventh Avenue, H. R. (south side).*  
Secretary's Orders Nos. 6542 and 6587.—Repairs and extension have been made to the pier by Cavanagh and Collins, under permit of the Board. Begun May 17 and finished May 21, 1887.

*Premises at One Hundred and Sixty-first Street, west side of Cromwell's Creek, H. R.*  
Secretary's Order No. 5230.—A platform on piles about 465 feet long and varying in width from 79 to 100 feet, has been erected by James Colwell, under permit of the Board. Begun June 28 and finished December 15, 1887.

*Bulkhead, east side of Cromwell's Creek, H. R.*  
Secretary's Order No. 3649.—The filling in rear of crib-bulkhead by J. J. Astor, under permit of the Board, has been continued from time to time during the year, and was finished October 15, 1887.

*Premises between One Hundred and Fifty-fifth and One Hundred and Fifty-seventh Streets, H. R. (south side).*  
Secretary's Order No. 5452.—The erection of a crib-bulkhead by Mrs. Sarah Lynch, under permit of the Board, was recommenced November 12, 1887, and was finished April 21, 1888. The filling in rear of same is in progress.

*Premises north of One Hundred and Fifty-ninth Street, H. R. (south side).*  
Secretary's Order No. 7460.—The erection of a crib-bulkhead on a pile platform and of a coal-ing station by Manhattan Railroad Company, under permit of the Board, was commenced March 29, 1888, and is in progress.

*Premises south of New Croton Aqueduct, H. R. (south side).*  
Secretary's Order No. 7584.—A temporary platform on piles, about 30 feet long, has been erected by C. Peterson & Co., under permit of the Board. Begun March 29 and finished April 7, 1888.

*Premises at One Hundred and Eighty-first Street, H. R. (north side).*  
Secretary's Order No. 5940.—Filling in of the water-front with surplus material by the Harlem Bridge Commissioners, under permit of the Board, was commenced March 26, 1887, and was temporarily suspended.

Secretary's Order No. 5608.—The erection of a platform on piles by the Harlem Bridge Commissioners, under permit of the Board, has been continued from time to time. Begun August 5, 1886.

Secretary's Order No. 5623.—Erection of the necessary false work for the erection of the new bridge by Harlem River Bridge Commissioners, under permit of the Board, has been continued from time to time. Begun August 18, 1886.

*North of Morris Dock, H. R. (north side.)*  
Secretary's Order No. 7335.—Filling in of Commerce avenue and of Dashwood place by Gas Engine and Power Company, under permit of the Board. Begun December 1, 1887; progress from time to time.

Secretary's Order No. 7044.—Erection of bulkhead platform and sheds thereon by Gas Engine and Power Company, under permit of the Board. Begun October 15, 1887, and finished April 28, 1888.

Secretary's Order No. 7601.—Erection of platform by the Gas Engine and Power Company, under permit of the Board. Begun March 29, 1888; in progress.

Secretary's Order No. 7627.—Erection of rough stone wall and filling in rear of the same by the Gas Engine and Power Company at Powell place and Commerce avenue, under permit of the Board. Begun April 5, 1888; in progress from time to time.

Secretary's Order No. 7745.—Erection of platform by the Gas Engine and Power Company at Powell place, under permit of the Board. Begun April 14, 1888; in progress.

*Spuytten Duyvil Creek (north side), at Kingsbridge.*  
Secretary's Order No. 4686.—The filling in rear of crib-bulkhead by T. & W. Thorn & Co., under permit of the Board, has been continued from time to time.

*North Brother Island, E. R.*  
Secretary's Order No. 4609.—The filling in rear of sea wall by Health Department, under permit of the Board, was continued from time to time, and was finished November 15, 1887.

LOCATION.	FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Transfer Bridge, south of West Sixty-ninth street.....		72.00	
Total on the North river.....			72.00
<i>Harlem River.</i>			
Pile platform, between East One Hundred and Twenty-second street and East One Hundred and Twenty-third street.....		73.00	
Crib-bulkhead at One Hundred and Fiftieth street.....	142.50		
Pile platform, west side of Cromwell's Creek, near One Hundred and Sixty-first street.....		1030.00	
Crib-bulkhead, east side of Cromwell's Creek.....	1368.20		
Pile platform, north of Morris Dock.....		528.00	
Total on the Harlem river.....			3141.70
Total new wharfage room completed during the year.....			3213.70

*New Wharfage Room, in linear feet, to be made by work carried on during the Year by Private Owners, under permit of the Board, but not yet finished.*

LOCATION.	FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Crib-bulkhead on piles from centre of West One Hundred and Thirty-third street to centre of West West One Hundred and Thirty-fourth street.....	260.00		
Total on the North River.....			260.00
<i>Harlem River.</i>			
Crib-bulkhead between East One Hundred and Fourteenth street and East One Hundred and Fifteenth street.....	111.65		
Crib-bulkhead between East One Hundred and Fifteenth street and East One Hundred and Sixteenth street.....	258.65		
Pile platform, west side of Mott Haven Canal, near One Hundred and Fortieth street.....		60.00	
Crib-bulkhead on piles at One Hundred and Forty-ninth street.....	1,512.14		
Crib-bulkhead between One Hundred and Fifty-fifth street and One Hundred and Fifty-seventh street.....	650.00		
Crib-bulkhead on piles, north of One Hundred and Fifty-ninth street.....	1,304.00		
Pile platform, north of Morris Dock.....		81.00	
Pile platform at Powell place, north of Morris Dock.....		190.00	
Crib-bulkhead at Spuytten Duyvil Creek.....		100.00	
Total bulkhead and pier line on the Harlem River.....			4,267.44
Total new wharfage room in progress.....			4,527.44

DEPARTMENT OF PUBLIC WORKS.	
DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, NO. 31 CHAMBERS STREET, NEW YORK, September 7, 1888.	
In accordance with the provisions of section 51 of chapter 410 of the Laws of 1882, the Department of Public Works makes the following report of its transactions for the week ending September 1, 1888:	
<i>Public Moneys Received during the Week.</i>	
For Croton water rents.....	\$35,524 16
For penalties on water rents.....	236 45
For tapping Croton pipes.....	245 50
For sewer permits.....	384 40
For restoring and repaving—Special Fund.....	760 00
For redemption of obstructions seized.....	43 75
For vault permits.....	2,380 18
For sale at public auction.....	302 40
Total.....	\$39,876 84

Public Lamps.	
19 new lamps lighted.	
4 old lamps relighted.	
3 lamps discontinued.	
1 lamp-post removed.	
7 lamp-posts reset.	
67 lamp-posts straightened.	
1 column refitted.	
19 columns releaded.	

*Report of Photometrical Examinations of Illuminating Gas, for the week ending September 1, 1888, made at the Photometrical Rooms of the Department of Public Works.*

DATE.	TIME.	Thermometer.	Barometer.	GAS COMPANY.	BURNER.	Pressure as Delivered to Burner.	Consumption of Gas, Rate per hour.	Consumption of Candle, Grs. per hour.	ILLUMINATING POWER.	
									Observed.	Corrected.
Aug. 27	2.30 P.M.	82.	30.12	{ Consolidated, Manhattan Branch.... }	Empire 5 ft.....	.61	5.00	115.2	19.46	18.68
" 28	12.30 P.M.	80.	30.04		"	.61	5.00	117.0	20.40	19.89
" 29	1 P.M.	76.	29.96		"	.61	5.00	118.2	20.10	19.80
" 30	3.30 P.M.	80.	29.71		"	.60	5.00	116.4	20.52	19.90
" 31	1 P.M.	82.	30.01		"	.60	5.00	124.8	18.74	19.49
Sept. 1	11 A.M.	81.	29.83	"	"	.60	5.00	123.0	19.20	19.68
									Average.	19.57
Aug. 27	2 P.M.	82.	30.12	{ Consolidated, New York Branch.... }	Bray's Slit Union, 7	.84	5.00	118.2	23.70	23.34
" 28	1 P.M.	80.	30.04		"	.84	5.00	120.0	24.02	24.02
" 29	3.15 P.M.	78.	29.96		"	.83	5.00	124.8	22.46	23.36
" 30	3 P.M.	80	29.71		"	.85	5.00	117.0	25.02	24.39
" 31	1.30 P.M.	82.	30.01		"	.85	5.00	120.6	24.16	24.28
Sept. 1	10.30 A.M.	81.	29.83	"	"	.85	5.00	121.8	24.06	24.42
									Average.	23.97
Aug. 27	4 P.M.	82.	29.99	{ Consolidated, Metropolitan Branch }	Bray's Slit Union, 6	.68	5.00	121.2	22.60	22.83
" 28	11 A.M.	78.	30.06		"	.68	5.00	114.0	23.50	22.33
" 29	11.30 A.M.	77.	30.05		"	.67	5.00	123.0	21.40	21.93
" 30	11.30 A.M.	80.	30.04		"	.67	5.00	120.0	22.06	22.06
" 31	7 P.M.	82.	30.00		"	.65	5.00	123.0	21.46	22.00
Sept. 1	8 A.M.	80.	29.86	"	"	.66	5.00	120.0	21.84	21.84
									Average.	22.16
Aug. 27	3.30 P.M.	81.	29.99	{ Consolidated, Knickerbocker Br. }	Bray's Slit Union, 6	.78	5.00	117.0	25.04	24.41
" 28	11.30 A.M.	80.	30.06		"	.77	5.00	120.0	24.62	24.62
" 29	12 M.	78.	30.05		"	.77	5.00	117.0	24.96	24.34
" 30	12 M.	80.	30.04		"	.78	5.00	115.2	26.60	25.54
" 31	6.30 P.M.	81.	30.00		"	.77	5.00	120.0	23.84	23.84
Sept. 1	8.30 A.M.	81.	29.86	"	"	.77	5.00	121.8	23.76	24.11
									Average.	24.47
Aug. 27	1.30 P.M.	82.	30.12	{ Consolidated, Municipal Branch .. }	Bray's Slit Union, 7	.85	5.00	120.0	25.62	25.62
" 28	1.30 P.M.	80.	30.04		"	.85	5.00	118.2	26.08	25.69
" 29	2 P.M.	77.	29.96		"	.84	5.00	118.8	25.54	25.28
" 30	2.30 P.M.	80	29.71		"	.85	5.00	124.8	23.90	24.86
" 31	2 P.M.	82.	30.01		"	.85	5.00	117.6	25.34	24.83
Sept. 1	10 A.M.	81.	29.83	"	"	.85	5.00	126.0	23.48	24.65
									Average.	25.15
Aug. 27	1 P.M.	82.	30.12	N. Y. Mutual...	Bray's Slit Union, 7	.92	5.00	123.6	26.86	27.67
" 28	2 P.M.	80.	30.04		"	.91	5.00	120.0	28.14	28.14
" 29	2.30 P.M.	77.	29.96		"	.91	5.00	121.2	27.62	27.90
" 30	2 P.M.	80.	29.71		"	.91	5.00	121.2	26.14	26.40
" 31	2.30 P.M.	82.	30.01		"	.90	5.00	118.8	28.72	28.43
Sept. 1	9.30 A.M.	81.	29.83	"	"	.89	5.00	120.0	28.10	28.10
									Average.	27.77
Aug. 27	12.30 P.M.	82.	30.12	Equitable.....	Bray's Slit Union, 7	.91	5.00	124.8	29.82	31.01
" 28	2.30 P.M.	80.	30.04		"	.91	5.00	120.6	31.02	31.17
" 29	3 P.M.	78.	29.96		"	.90	5.00	123.6	29.94	30.84
" 30	1.30 P.M.	80.	29.71		"	.89	5.00	120.0	30.06	30.06
" 31	3 P.M.	82.	30.01		"	.90	5.00	115.2	33.32	31.98
Sept. 1	9 A.M.	81.	29.83	"	"	.91	5.00	120.6	31.40	31.56
									Average.	31.10



*Permits Issued.*

- 58 permits to tap Croton pipes.
- 55 permits to open streets.
- 27 permits to make sewer connections.
- 43 permits to repair sewer connections.
- 158 permits to place building material on streets.
- 14 permits—special.
- 4 permits to construct street vaults.

*Obstructions Removed.*

- 83 obstructions removed from the various streets and avenues.

*Pavement Repairs.*

- 14,242 square yards of pavement repaired during the week.

*Repairing and Cleaning Sewers.*

- 62 receiving-basins and culverts cleaned.
- 4,545 lineal feet of sewer cleaned.
- 8 lineal feet of sewer rebuilt.
- 4 lineal feet of culvert rebuilt.
- 19 lineal feet of sewer repaired.
- 12 lineal feet of spur-pipe laid.
- 1 manhole rebuilt.
- 43 manholes repaired.
- 39 manhole heads reset.
- 5 new manhole heads and covers put on.
- 2 new manhole covers put on.
- 1 basin repaired.
- 2 new basin covers put on.
- 141 cubic yards earth excavated and refilled.
- 38 square yards paving relaid.
- 3 cart-loads earth filling.
- 268 cart-loads dirt removed.

Statement of Laboring Force Employed in the Department of Public Works during the week ending September 1, 1888.

NATURE OF WORK.	MECHANICS.	LABORERS.	TEAMS.	CARTS
Aqueduct—Repairs and Maintenance and Strengthening.....	48	202	13	9
Supplying Water to Shipping.....	6	...	..	..
Laying Croton Pipes.....	2	18	2	..
Repairing and Renewals of Pipes, Stop-cocks, etc.....	64	139	1	15
Bronx River Works—Maintenance and Repairs.....	2	30	11	1
Repairing and Cleaning Sewers.....	5	42	..	20
Repairs and Renewals of Pavements.....	193	315	6	103
Boulevards, Roads and Avenues, Maintenance of.....	14	59	27	3
Roads, Streets and Avenues.....	2	26	5	1
Totals.....	336	831	65	153
Increase over previous week .....	27	30	6	..
Decrease from previous week .....	..	..	..	..

*Appointment.*

D. J. Ryan, Inspector of Meters.

*Requisitions on the Comptroller.*

The total amount of requisitions drawn by the Department of Public Works on the Comptroller during the week is \$105,377.10.

D. LOWBER SMITH, Deputy Commissioner of Public Works.

BOARD OF ARMORY COMMISSIONERS.

MAYOR'S OFFICE, CITY HALL,  
NEW YORK CITY, September 7, 1888.

A meeting of the Armory Board was held this day, at 2.15 P. M., at the office of his Honor Mayor Hewitt.

Present—Mayor Abram S. Hewitt, Commissioner of Taxes and Assessments Michael Coleman, Commissioner of the Public Works Department John Newton, Brigadier-General Louis Fitzgerald and Colonel Emmons Clark.

The minutes of the last meeting were read and approved.

A communication from Mr. John Schappert, of No. 1809 Second avenue, was read, offering as a site for an armory for the Seventy-first regiment, N. G. S. N. Y., twenty-six lots on the block between Second and Third avenues and Ninety-fourth and Ninety-fifth streets, for \$200,000.

It was ordered on file.

A communication was also read from Mr. Byron W. Anderson, of No. 17 West One Hundred and Twenty-fifth street, offering as a site for the same regiment thirty-six lots, or less, on the east side of Lenox avenue, between One Hundred and Thirteenth and One Hundred and Fourteenth streets, for \$275,000.

It was ordered on file.

The Chairman of the Committee on Plans reported a resolution to recommend the adoption of the plans and specifications of Mr. John P. Leo for an armory for the Twenty-second Regiment, N. G. S. N. Y., substituting best quality of hard-burned Haverstraw common brick for the Greenwich stone rubble masonry.

The report was received, and the following preamble and resolution was offered by Colonel Clark and seconded by General Fitzgerald:

Whereas, The Committee on Plans have recommended the adoption of the plans and specifications of Mr. John P. Leo for an armory for the Twenty second Regiment, as submitted by him in the competition, except that brick shall be substituted for the Greenwich stone.

Resolved, That this Board approve of the plans and specifications as presented by Mr. John P. Leo, modified by the substitution of best quality of hard burned common Haverstraw or other equally good North river brick for the Greenwich stone rubble masonry, for an armory for the Twenty-second Regiment, N. G. S. N. Y., on the site bounded by Sixty-seventh and Sixty-eighth streets, the Ninth avenue and the Boulevard, the approval of said plans and specifications being conditioned upon their approval by the Building Department of the city and upon an agreement already made with the architect that no claim for services will be made if the bids or estimates for said building, together with the architect's fees, shall exceed the sum of \$300,000, which has been appropriated therefor.

It was unanimously passed.

The Secretary was instructed to advertise for bids and estimates in the usual form for a space of twenty days, immediately after the completion of the detail drawings by the architect, who desired forty days for that purpose.

The meeting then adjourned.

M. COLEMAN, Secretary.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,  
NEW YORK, February 10, 1888.

I, Abram S. Hewitt, Mayor of the City of New York, pursuant to the provisions of chapter 10 of the Laws of 1888, do hereby designate the Sun, Herald, Times, World, Star, Tribune, Journal, Press, Evening Post, Commercial Advertiser, Graphic, Telegram, Evening Sun, Evening World, Mail and Express, Staats Zeitung, New Yorker Zeitung and Daily News as the newspapers in which the advertisements provided for in said act may be printed.

(Signed), ABRAM S. HEWITT,  
Mayor.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

CITY OF NEW YORK—CIVIL SERVICE  
SUPERVISORY AND EXAMINING BOARDS,  
SECRETARY'S OFFICE,  
ROOM 11, CITY HALL,  
NEW YORK, June 3, 1887.

THOMAS COSTIGAN, Esq.,  
Supervisor City Record:

DEAR SIR—The following amendment to Regulation 16 of the New York City Civil Service Regulations has been made:  
If the appointing officer shall notify the Secretary of more than one vacancy at any one time,

the Secretary shall certify to the appointing officer for appointment, the names of as many persons as there are vacancies to be filled, with the addition of two names for the first vacancy and one name for every two vacancies in addition to the first.

Yours respectfully,

LEE PHILLIPS,  
Secretary and Executive Officer.

CITY OF NEW YORK—CIVIL SERVICE  
SUPERVISORY AND EXAMINING BOARDS,  
SECRETARY'S OFFICE,  
ROOM 11, CITY HALL,  
NEW YORK, May 31, 1887.

THOMAS COSTIGAN, Esq.,  
Supervisor:

DEAR SIR—The following resolution was passed by the Supervisory Board at their meeting, held May 27, 1887:

"Resolved, That in view of the inadequate space in the Secretary's office and in order to enable him more readily to discharge the business of the same, the Secretary is authorized to arrange the business of the office so that the same shall be open for personal interviews with applicants and the public during a part of the day only."

Pursuant to the above action, I hereby designate the two hours between 2 and 4 o'clock in afternoon as the time for which the offices shall be open for personal interviews with applicants and the public.

Very respectfully,

LEE PHILLIPS,  
Secretary and Executive Officer.

CITY COURT—TRIAL TERM,  
PART I.

In view of the alterations going on in the old City Hall, the April term of Part I. of the City Court will be held in room known as Part III. of the Superior Court in the New Court-house.

By order of the Court.

MICHAEL T. DALY,  
Clerk.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH all the Public Offices in the City are open for business, and at which each Court regularly opens and adjourns, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts.

EXECUTIVE DEPARTMENT.

Mayor's Office.

No. 6 City Hall, 10 A. M. to 3 P. M.  
ABRAM S. HEWITT, Mayor. ARTHUR BERRY, Secretary and Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.  
THOMAS W. BYRNES, First Marshal.  
GEORGE W. BROWN, Jr., Second Marshal.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.  
WM. PITT SHEARMAN, JAMES DALY.

AQUEDUCT COMMISSIONERS.

Room 209, Stewart Building, 5th floor, 9 A. M. to 5 P. M.  
JAMES C. DUANE, President; JOHN C. SHEEHAN, Secretary; BENJAMIN S. CHURCH, 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.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.  
GEORGE H. FORSTER, President Board of Aldermen.  
FRANCIS J. TWOMEY, Clerk Common Council.

City Library.

No. 12 City Hall, 10 A. M. to 4 P. M.  
D. N. CARVALHO, City Librarian.

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
JOHN NEWTON, Commissioner; D. LOWBER SMITH, 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.  
JOHN H. CHAMBERS, Register.

Bureau of Street Improvements.

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

Engineer-in-Charge of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
HORACE LOOMIS, 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.  
ALSTON CULVER, Water Purveyor.

Bureau of Lamps and Gas.

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

Bureau of Streets.

No. 31 Chambers street, 9 A. M. to 4 P. M.  
J. E. BABCOCK, Superintendent.

Bureau of Incumbrances.

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

Keeper of Buildings in City Hall Park.

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.  
ARTEMAS S. CADY, Collector of Assessments and Clerk of Arrears.

*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 J. KELSO, Collector of the City Revenue and Superintendent of Markets.  
GRAHAM MCADAM, Chief Clerk.

*Bureau for the Collection of Taxes.*

No. 57 Chambers street and No. 35 Reade street, Stewart Building.  
GEORGE W. MCLEAN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes.

*Bureau of the City Chamberlain.*

Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
WM. M. IVINS, City Chamberlain.

*Office of the City Paymaster.*

No. 33 Reade street, Stewart Building.  
JOHN H. TIMMERMAN, City Paymaster.

LAW DEPARTMENT.

*Office of the Counsel to the Corporation.*

Staats Zeitung Building, third floor, 9 A. M. to 5 P. M. Saturdays, 9 A. M. to 4 P. M.  
HENRY R. BREKMAN, 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.  
RICHARD J. MORRISON, Public Administrator.

*Office of the Corporation Attorney.*

No. 49 Beekman street, 9 A. M. to 4 P. M.  
WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.

*Central Office.*

No. 300 Mulberry street, 9 A. M. to 4 P. M.  
STEPHEN B. FRENCH, President; WILLIAM H. KIPP, Chief Clerk; JOHN J. O'BRIEN, Chief Bureau of Elections.

DEPARTMENT OF CHARITIES AND CORRECTION.

*Central Office.*

No. 66 Third avenue, corner Eleventh street, 9 A. M. to 4 P. M.  
THOMAS S. BRENNAN, President; GEORGE F. BRITTON, Secretary.  
Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A. M. to 4 P. M. Closed 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. Closed Saturdays, 12 M.  
RUFUS L. WILDER, General Bookkeeper and Auditor.

FIRE DEPARTMENT.

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

*Headquarters.*

Nos. 157 and 159 East Sixty-seventh street.  
HENRY D. PURROY, President; CARL JUSSEN, Secretary.

*Bureau of Chief of Department.*

CHARLES O. SHAY, Chief of Department.

*Bureau of Inspector of Combustibles.*

PETER SEERY, Inspector of Combustibles.

*Bureau of Fire Marshal.*

GEORGE H. SHELTON, Fire Marshal.

*Bureau of Inspection of Buildings.*

ALBERT F. D'OENCH, 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.  
JAMES C. BAYLES, 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.  
J. HAMFORD ROBB, President; CHARLES DE F. BURNS, Secretary.

*Civil and Topographical Office.*

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 avenue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Battery, Pier A, North River, 9 A. M. to 4 P. M.  
L. J. N. STARK, President; G. KEMBLE, Secretary.  
Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from October 1 to June 1, from 9 A. M. to 3 P. M.; from June 1 to September 30, from 9 A. M. to 12 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.

*Office Bureau Collection of Arrears of Personal Taxes.*

Brown-stone Building, City Hall Park, 9 A. M. to 4 P. M.  
CHARLES S. BEARDSLEY, Attorney; WILLIAM COMERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

49 and 51 Chambers street. Office hours, 9 A. M. to 4 P. M.  
JAMES S. COLEMAN, Commissioner; JACOB SEABOLD, Deputy Commissioner; R. W. HORNER, Chief Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Cooper Union.  
EVERETT P. WHEELER, Chairman of the Supervisory Board; LEE PHILLIPS, 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 City Hall, Room No. 11½, 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.  
CHARLES H. WOODMAN, President; DAVID S. WHITE,  
Secretary and Chief Clerk.

## SHERIFF'S OFFICE.

Nos. 3 and 4 New County Court-house, 9 A. M. to 4 P. M.  
HUGH J. GRANT, Sheriff; JOHN B. SEXTON, Under  
Sheriff; BERNARD F. MARTIN, Order Arrest Clerk.

## REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M.  
JAMES J. SLEVIN, Register; JAMES J. MARTIN, 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.  
JAMES A. FLACK, County Clerk; THOMAS F. GILROY,  
Deputy County Clerk.

## DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hall Park,  
A. M. to 4 P. M.  
JOHN R. FELLOWS, District Attorney; JAMES McCABE,  
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 3 P. M.  
THOMAS COSTIGAN, Supervisor; R. P. H. ABELL, Book-  
keeper.

## CORONERS' OFFICE.

Nos. 13 and 15 Chatnam street, 8 A. M. to 5 P. M. Sun-  
days and holidays, 8 A. M. to 12.30 P. M.  
MICHAEL J. B. MESSMER, FERDINAND LEVY, FERDI-  
NAND EIDMAN, JOHN R. NUGENT, Coroners; JOHN T.  
TOAL, 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; JAMES A.  
FLACK, Clerk; THOMAS F. GILROY, 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. 13, WILLIAM J.  
HILL, Clerk.  
Chambers, Room No. 11, WALTER BRADY, Clerk.  
Circuit, Part I., Room No. 12, ———, 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,  
EDWARD J. KNIGHT, Librarian.

## SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.  
General Term, Room No. 35.  
Special Term, Room No. 33.  
Chambers, Room No. 33, 10 A. M.  
Part I., Room No. 34.  
Part II., Room No. 35.  
Part III., Room No. 36.  
Judges' Private Chambers, Room No. 30  
Naturalization Bureau, Room No. 32.  
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, 11 A. M.  
Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.  
Clerk's Office, Room No. 22, 9 A. M. to 4 P. M.  
General Term, Room No. 24, 11 o'clock A. M. to ad-  
journment.  
Special Term, Room No. 21, 11 o'clock A. M. to adjourn-  
ment.  
Chambers, Room No. 21, 10.30 o'clock A. M. to adjourn-  
ment.  
Part I., Room No. 25, 11 o'clock A. M. to adjournment.  
Part II., Room No. 26, 11 o'clock A. M. to adjournment.  
Part III., Room No. 27, 11 o'clock A. M. to adjournment.  
Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.  
RICHARD L. LARREMORE, Chief Justice; NATHANIEL  
JARVIS, Jr., Chief Clerk.

## COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Parts I. and II. Court opens  
at 11 o'clock A. M.  
FREDERICK SMYTH, Recorder; HENRY A. GILDER-  
SLEEVE and RUFUS B. COWING, Judges of the said Court.  
Terms, first Monday each month.  
JOHN SPARKS, Clerk. Office, Room No. 11 10 A. M. till  
4 P. M.

## DISTRICT CIVIL COURTS.

First District—First, Second, Third and Fifth Wards  
southwest corner of Centre and Chambers streets.  
MICHAEL NORTON, Justice.  
Clerk's office open from 9 A. M. to 4 P. M.

Second District—Fourth, Sixth and Fourteenth Wards,  
corner of Pearl and Centre streets, 9 A. M. to 4 P. M.  
CHARLES M. CLANCY, Justice.

Third District—Ninth and Fifteenth Wards, 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, No.  
30 First street, corner Second avenue. Court opens 9 A. M.  
daily; continues to close of business.  
ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh and Thirteenth  
Wards, No. 154 Clinton street.  
HENRY M. GOLDFOGLE, Justice.

Sixth District—Eighteenth and Twenty-first Wards,  
No. 61 Union place, Fourth avenue, southwest corner of  
Eighteenth street. Court opens 9 A. M. daily; continues  
to close of business.  
SAMSON LACHMAN, Justice.

Seventh District—Nineteenth and Twenty-second  
Wards, No. 151 East Fifty-seventh street. Court opens  
every morning at 9 o'clock (except Sundays and legal  
holidays) and continues to the close of business.  
AMBROSE MONELL, Justice.

Eighth District—Sixteenth and Twentieth Wards,  
southwest corner of Twenty-second street and Seventh  
avenue. Court opens at 9 A. M. and continues to close of  
business. Clerk's office open from 9 A. M. to 4 P. M. each  
court day.

During the months of July, August and September the  
trial days of this Court will be Tuesday and Friday of  
each week.

Ninth District—Twelfth Ward, No. 225 East One Hun-  
dred 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, 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.  
ANDREW J. ROGERS, Justice.

Eleventh District—No. 519 Eighth avenue; Twenty-  
second Ward, and all that part of the Twelfth Ward  
lying south of One Hundred and Tenth street and west  
of Sixth avenue. Court open daily (Sundays and legal  
holidays excepted) from 9 A. M. to 4 P. M.  
THOMAS E. MURRAY, Justice.

## JURORS.

## NOTICE

## IN RELATION TO JURORS FOR STATE COURTS.

OFFICE OF THE COMMISSIONER OF JURORS,  
ROOM 127, STEWART BUILDING,  
CHAMBERS STREET AND BROADWAY  
NEW YORK, June 1, 1888.

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

Those who have not answered as to their liability, or  
proved permanent exemption, will receive a "jury en-  
rollment 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 mis-  
demeanor to give any jury paper to another to answer.  
It is also punishable by fine or imprisonment to give or  
receive any present or bribe, directly or indirectly, in  
relation to a jury service, or to withhold any paper or  
make any false statement, and every case will be fully  
prosecuted.

CHARLES REILLY,  
Commissioner of Jurors.

## HEALTH DEPARTMENT.

HEALTH DEPARTMENT OF THE CITY OF NEW YORK,  
No. 301 MOTT STREET,  
NEW YORK, August 2, 1888.

AT A MEETING OF THE BOARD OF HEALTH  
of the Health Department of the City of New  
York, held at its office, No. 301 Mott street, August 2,  
1888, the following resolution was adopted:

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

Section 219. In every public hospital and dispensary  
in the City of New York there shall be provided and  
maintained a suitable room or rooms and place for the  
temporary isolation of persons infected with contagious  
disease, who shall immediately be separated from the  
other persons and other patients at such dispensary or  
hospital. It shall be the duty of the physician or phy-  
sicians, of the officers, managers and of every one in  
charge of a hospital or dispensary, and of every one who  
has any duty or office in respect to patients in the course  
of treatment, or persons who apply for treatment or care  
at a dispensary or hospital, to see that a report is im-  
mediately made to the Health Department of the City  
of New York of every person infected with a contagious  
disease who comes to their knowledge, and that such  
person or persons so infected are properly isolated and  
kept separate from other persons and other patients.

[L. S.] JAMES C. BAYLES,  
President.

EMMONS CLARK,  
Secretary.

HEALTH DEPARTMENT, No. 301 MOTT STREET,  
NEW YORK, January 31, 1888.

AT A MEETING OF THE BOARD OF HEALTH  
of the Health Department of the City of New York,  
held at its office, No. 301 Mott street, January 27, 1888,  
the following resolution was adopted:

Resolved, That section 18 of the Sanitary Code be  
and is hereby amended so as to read as follows:

SEC. 18. That no owner or lessee of any building,  
or any part thereof, shall lease or let, or hire out the  
same or any portion thereof, to be occupied by any per-  
son, or allow the same to be occupied, as a place in which,  
or for any one, to dwell or lodge, except when said build-  
ings or such parts thereof are sufficiently lighted, ven-  
tilated, provided and accommodated, and are in all  
respects in that condition of cleanliness and wholesome-  
ness, for which this Code or any law of this State pro-  
vides, or in which they or either of them require any  
such premises to be kept. Nor shall any such person  
rent, let, hire out, or allow, having power to prevent the  
same to be used as or for a place of sleeping or residence,  
any portion or apartment of any building, which apart-  
ment or portion has not at least one foot of its height  
and space above the level of every part of the sidewalk  
and curbstone of any adjacent street, nor of which the  
floor is damp by reason of water from the ground, or  
which is impregnated or penetrated by any offensive  
gas, smell, or exhalation prejudicial to health. But this  
section shall not prevent the leasing, renting, or occu-  
pancy of cellars or rooms less elevated than aforesaid,  
and as a part of any building rented or let, when they  
are not let or intended to be occupied or used by any  
person as a sleeping apartment, or as a principal or sole  
dwelling apartment.

[L. S.] JAMES C. BAYLES,  
President.

EMMONS CLARK,  
Secretary.

## CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

NEW YORK CITY CIVIL SERVICE BOARDS,  
COOPER UNION,  
NEW YORK, September 8, 1888.

## NOTICE.

COMPETITIVE EXAMINATIONS FOR THE  
positions specified below will be held as follows:  
On Thursday, September 13, at 10 o'clock A. M., Inspec-  
tor of Pipe for the Aqueduct Commission.

On Friday, the 14th, at 10 o'clock A. M., Nurse and  
Orderly (male and female) in hospitals under charge of  
the Department of Charities and Correction.

Application blanks may be obtained at this office  
between the hours of 2 and 4 o'clock P. M.

LEE PHILLIPS,  
Secretary and Executive Officer.

## THE COLLEGE OF THE CITY OF NEW YORK.

A STATED MEETING OF THE BOARD OF  
Trustees of the College of the City of New York  
will be held at the Hall of the Board of Education, No. 146  
Grand street, on Tuesday, September 18, 1888, at 4 o'clock  
P. M.

ARTHUR McMULLIN,  
Secretary.

Dated New York, September 11, 1888.

## NORMAL COLLEGE.

A SPECIAL MEETING OF THE BOARD OF  
Trustees of the Normal College will be held at the  
Hall of the Board of Education, No. 146 Grand street, on  
Tuesday, September 18, 1888, at 4.30 o'clock P. M., for  
the transaction of such business as may be brought before  
it.

By order  
J. EDWARD SIMMONS,  
Chairman.

Dated New York, September 11, 1888.

## DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,  
Nos. 49 and 51 CHAMBERS STREET,  
NEW YORK, August 30, 1888.

## TO CONTRACTORS.

SEALED BIDS OR ESTIMATES FOR EACH OF  
the following-mentioned works, with the title of the  
work and the name of the bidder endorsed thereon, also  
the number of the work as in the advertisement, will be  
received by the Department of Public Parks at its  
offices, Nos. 49 and 51 Chambers street, until eleven  
o'clock A. M. on Wednesday, September 19, 1888:

No. 1. For Constructing a Sewer and Appurtenances in  
Vanderbilt Avenue, East, between One Hundred  
and Sixty-fifth and One Hundred and Seventy-  
seventh Streets, with branches in One  
Hundred and Sixty-sixth, One Hundred and  
Sixty-seventh and One Hundred and Sixty-  
eighth Streets, between Vanderbilt Avenue,  
East, and Washington Avenue; and a Sewer  
and Appurtenances in One Hundred and  
Sixty-fifth Street, between Washington Ave-  
nue and Brook Avenue.

No. 2. For Regulating and Paving with Trap-block  
Pavement the Carriageway of Morris Avenue,  
or the Public Place at the intersection of Third  
and Morris Avenues, from the Northernly  
Crosswalk of One Hundred and Thirty-eighth  
Street to the Northernly Crosswalk of One  
Hundred and Thirty-ninth street.

No. 3. For the Excavation and Removal of all Earth and  
Rock; furnishing the Materials and Erecting  
all the Mason work, Granite and other work  
required for the South Approach of the En-  
largement, the East and West Facades and  
the South Wall of the Old Building of the  
Metropolitan Museum of Art in the Central  
Park; the whole in accordance with the Plans,  
Specifications, Details and Directions therefor.

No. 4. For Constructing Approaches to and the Recon-  
struction of the Grounds around the Metro-  
politan Museum of Art, in the Central Park.

No. 5. For Furnishing and Setting Granite Coping and  
Piers and the Erection of an Iron Railing on the  
Sea-wall, East River Park, between  
Eighty-fourth and Eighty-sixth Streets, includ-  
ing building the Return Wall on the Northernly  
Line of Eighty-fourth Street.

No. 7. For the Erection of Greenhouses, near One  
Hundred and Fourth Street and Fifth Avenue  
in the Central Park.

No. 8. For the Erection of a Cottage for Gentlemen in  
Mount Morris Park.

Special notice is given that the works must be bid for  
separately, that is, more than one work must not be  
included in the same estimate or envelope.  
The nature and extent of each of the works, as near as  
it is possible to state them, in advance, is as follows:

### NUMBER 1, ABOVE MENTIONED.

500 linear feet of brick sewer, egg-shaped, of 20 inches  
by 30 inches, including rubble masonry cradle,  
and exclusive of spurs for house connections.  
640 linear feet of 18-inch pipe sewer, including con-  
crete foundation and cradle, and exclusive of  
spurs for house connections.

1,250 linear feet of 15-inch pipe sewer, including con-  
crete foundation and cradle, and exclusive of  
spurs for house connections.  
2,500 linear feet of 12-inch pipe sewer, including con-  
crete cradle, and exclusive of spurs for house  
connections.

420 spurs for house connections, over and above the  
cost per foot of sewer.

51 manholes complete.

5 receiving-basins complete.

400 cubic yards of rock to be excavated and removed.

5 cubic yards of concrete in place, exclusive of con-  
crete cradle for pipe sewers.

2,000 feet (B. M.) of lumber furnished and laid.

In addition to the above quantities of work to be done,  
if sheet piling is required and ordered by the Engineer  
to be left in the trench, it will be measured and paid for  
at ONE-HALF of the price bid for lumber.

Also, the time required for the completion of the whole  
work, which will be tested at the rate of FOUR DOL-  
LARS per day.

### NUMBER 2, ABOVE MENTIONED.

1,690 square yards of New Trap-block Pavement;  
also the time required for the completion of  
the whole work, which will be tested at the  
rate of THREE AND ONE-HALF DOL-  
LARS per day.

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

Each bid or estimate shall contain and state the name  
and place of residence of each of the persons making the  
same; the names of all persons interested with him or  
them therein; and if no other person be so interested,  
it shall distinctly state that fact; 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 with-  
out collusion or fraud; and that no member of the Com-  
mon 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 con-  
sent, 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 con-  
tract may be awarded at any subsequent letting; the  
amount in each case to be calculated upon the estimated  
amount of the work by which the bids are tested. The

consent above mentioned shall be accompanied by the  
oath or affirmation, in writing, of each of the persons  
signing the same, that he is a householder or freeholder  
in the City of New York, and is worth the amount of the  
security required for the completion of this contract,  
over and above all his debts of every nature, and over  
and above his liabilities as bail, surety or otherwise;  
and that he has offered himself as a surety in good faith  
and with the intention to execute the bond required by  
section 27 of chapter 8 of the Revised Ordinances of the  
City of New York, if the contract shall be awarded  
to the person or persons for whom he consents to become  
surety. The adequacy and sufficiency of the security  
offered to be approved by the Comptroller of the City  
of New York.

### NUMBER 3, ABOVE MENTIONED.

(a) All excavation, trenching, preparation and leveling  
of ground, and trimming, whether of earth and rock, and  
all refilling which may be found necessary in the con-  
struction and entire completion of the whole of the work  
herein contemplated.

(b) All concrete required in foundations, under flooring  
or pavement and elsewhere.

(c) All rubble stone work required in foundation walls,  
piers, backing, facing and elsewhere.

(d) All brick work required in walls, piers, arches,  
lining, backing, facing, and elsewhere, both of common  
and front brick.

(e) All cut and other granite work required for South  
Approach of the Enlargement, and for the East and  
West Facades of the Old Building.

(f) All cutting, fitting, cutting out and cutting down  
existing walls, whether of rubble stone, brick or granite  
work, which may be required in the erection, construc-  
tion and completion of new work in connection with old,  
and perfectly adjusting, adapting and fitting the same.

(g) The furnishing and erecting the wrought-iron gates  
with their appurtenances for the Basement Entrances of  
East and West Facades of Old Building, and all wrought-  
iron anchors, clamps, dowels or other fastenings which  
may be required in executing the masonry and stone  
work throughout.

(h) All blue-stone required for coping and elsewhere.

(i) All pointing and cleaning down the entire East and  
West Facades of Old Building and the new work herein  
contemplated.

(j) The removal of all surplus material and rubbish,  
and the taking down and removal of the present wooden  
structures on the East and West Facades of the Old  
Building.

Bidders will be required to state in their proposals  
ONE PRICE OR SUM for which they will execute the  
ENTIRE WORK, including the furnishing of all materi-  
als, labor and transportation; all implements, tools,  
apparatus and appliances of every description necessary  
to complete in every particular the whole of the work  
as set forth in the plans and in the specification, schedule,  
and form of agreement.

The time allowed to complete the whole work will be  
ONE HUNDRED DAYS, and the damages to be  
paid by the contractor for each day that the contract, or  
any part thereof, may be unfulfilled after the time fixed  
for the completion thereof has expired, are, by a clause  
in the contract, fixed and liquidated at TWENTY  
DOLLARS per day.

### NUMBER 4, ABOVE MENTIONED.

16,500 cubic yards of earth excavation.

1,400 cubic yards of rock excavation.

3,500 cubic yards of filling to be furnished.

6,400 square yards gravel roadway pavement with  
rubble-stone foundation, including gutters.

27,000 square feet seamed rock asphalt walks with rub-  
ble-stone foundation.

8 road basins 3 feet interior diameter, with cast-  
iron curb and grating.

10 walk basins 2 feet 6 inches interior diameter,  
with cast-iron curb and grating.

1,000 linear feet 6-inch vitrified stoneware pipe fur-  
nished and laid.

380 linear feet blue stone curb, including circular  
corners to be furnished and laid.

The time allowed to complete the whole work will be  
EIGHT CALENDAR MONTHS, and the damages to be  
paid by the contractor for each day that the con-  
tract, or any part thereof, may be unfulfilled after the  
time fixed for the completion thereof has expired, are,  
by a clause in the contract, fixed and liquidated at  
TWENTY DOLLARS per day.

### NUMBER 5, ABOVE MENTIONED.

15 cubic yards wall masonry.

472 linear feet granite coping furnished and set.

Granite piers at ends of railing above coping, fur-  
nished and set.

457 linear feet galvanized-iron railing erected complete.

The time allowed to complete the whole work will be  
SIXTY DAYS, and the damages to be paid by the con-  
tractor for each day that the contract, or any part there-  
of, may be unfulfilled after the time fixed for the com-  
pletion thereof has expired, are, by a clause in the contract,  
fixed and liquidated at TEN DOLLARS per day.

### NUMBER 7, ABOVE MENTIONED.

Bidders will be required to state in their proposals  
ONE PRICE OR SUM for which they will execute the  
ENTIRE WORK, including the furnishing of all materi-  
als, labor and transportation; all implements, tools,  
apparatus and appliances of every description necessary  
to complete in every particular the whole of the work  
as set forth in the plans and in the specification,  
schedule, and form of agreement.

The time allowed to complete the whole work will be  
SEVENTY-FIVE DAYS, and the damages to be paid by  
the contractor for each day that the contract, or any part  
thereof, may be unfulfilled after the time fixed for the  
completion thereof has expired



—will be received at the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A.M. of Friday, September 14, 1888. The person or persons making any bid or estimate shall furnish the



same in a sealed envelope, indorsed "Bid or Estimate for Dry Goods," with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the 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 shall pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety and 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 SECURITY REQUIRED FOR THE FAITHFUL PERFORMANCE OF THE CONTRACT. Such check or money must not be enclosed 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 provide such proper security as has been heretofore stated to be requisite, 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.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instruction of the Commissioners of Public Charities and Correction.

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

Dated New York, September 1, 1888.

THOMAS S. BRENNAN, President,  
HENRY H. PORTER, Commissioner,  
CHARLES E. SIMMONS, Commissioner,  
Public Charities and Correction.

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

## TO CONTRACTORS.

### PROPOSALS FOR MATERIALS AND WORK REQUIRED FOR STEAM-HEATING OF THE EAST END OF THE RETREAT, BLACKWELL'S ISLAND, NEW YORK.

SEAI.D BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No. 66 Third avenue, in the City of New York, until 9.30 o'clock A. M. of Friday, September 14, 1888. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Materials and Work required for Steam-heating of the East End of the Retreat, Blackwell's Island, New York," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the 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.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect, and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of FIFTEEN HUNDRED (\$1,500) dollars.

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 or persons making the estimate, they will, upon 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 upon 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 shall, in addition to the justification and acknowledgment, be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the State or National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of FIVE PER CENTUM OF THE AMOUNT OF SECURITY REQUIRED FOR THE FAITHFUL PERFORMANCE OF THE CONTRACT. Such check or money must not be enclosed 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 provide such proper security as has been heretofore stated to be requisite, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

Bidders 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.

BIDDERS ARE INFORMED THAT NO DEVIATION FROM THE SPECIFICATIONS WILL BE ALLOWED, UNLESS UNDER THE WRITTEN INSTRUCTIONS OF THE COMMISSIONERS OF PUBLIC CHARITIES AND CORRECTION.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department, where the plans will be on exhibition for the information of bidders.

Dated New York, September 1, 1888.

THOMAS S. BRENNAN, President,  
HENRY H. PORTER, Commissioner,  
CHARLES E. SIMMONS, Commissioner,  
Public Charities and Correction.

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

## TO CONTRACTORS.

### PROPOSALS FOR MATERIALS AND WORK REQUIRED IN THE CONSTRUCTION OF INCREASED FACILITIES TO THE WASH-HOUSE, ETC., NEW YORK CITY ASYLUM FOR THE INSANE, WARD'S ISLAND, NEW YORK.

SEAI.D BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No. 66 Third avenue, in the City of New York, until 9.30 o'clock A. M. of Friday, September 14, 1888. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Increased Facilities to Wash-house, etc., Ward's Island," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the 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.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of ONE THOUSAND (\$1,000) dollars.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the 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 this security shall, in addition to the justification and acknowledgment, be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the State or National Banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of FIVE PER CENTUM OF THE AMOUNT OF SECURITY REQUIRED FOR THE FAITHFUL PERFORMANCE OF THE CONTRACT. Such check or money must not be enclosed 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 provide such proper security as has been heretofore stated to be requisite, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

Bidders 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.

BIDDERS ARE INFORMED THAT NO DEVIATION FROM THE SPECIFICATIONS WILL BE ALLOWED, UNLESS UNDER THE WRITTEN INSTRUCTIONS OF THE COMMISSIONERS OF PUBLIC CHARITIES AND CORRECTION.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department, where the plans will be on exhibition for the information of bidders.

Dated New York, September 1, 1888.

THOMAS S. BRENNAN, President,  
HENRY H. PORTER, Commissioner,  
CHARLES E. SIMMONS, Commissioner,  
Public Charities and Correction.

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

## TO CONTRACTORS.

### PROPOSALS FOR MATERIALS AND WORK REQUIRED FOR RESET-TING OF FOUR BOILERS, REPAIRING FRONTS, STEAM-PIPES, ETC., AT LUNATIC ASYLUM, BLACKWELL'S ISLAND, NEW YORK.

SEAI.D BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No. 66 Third avenue, in the City of New York, until 9.30 o'clock A. M. of Friday, September 14, 1888. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Resetting Four Boilers, etc., New York," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the 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.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect, and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of ONE THOUSAND (\$1,000) dollars.

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

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they shall pay to the Corporation any difference between the sum to which he would be entitled on its completion, and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the 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 and 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 this security shall, in addition to the justification and acknowledgment, be approved by the Comptroller of the City of New York.

No bid or estimate will be received or considered unless accompanied by either a certified check upon one of the State or National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of FIVE PER CENTUM OF THE AMOUNT OF SECURITY REQUIRED FOR THE FAITHFUL PERFORMANCE OF THE CONTRACT. Such check or money must not be enclosed 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 provide such proper security as has been heretofore stated to be requisite, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet as provided by law.

Bidders 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.

BIDDERS ARE INFORMED THAT NO DEVIATION FROM THE SPECIFICATIONS WILL BE ALLOWED, UNLESS UNDER THE WRITTEN INSTRUCTIONS OF THE COMMISSIONERS OF PUBLIC CHARITIES AND CORRECTION.

The form of the agreement, including specifications, and showing the manner of payment, can be obtained at the office of the Department, where the plans will be on exhibition for the information of bidders.

Dated New York, September 1, 1888.

THOMAS S. BRENNAN, President,  
HENRY H. PORTER, Commissioner,  
CHARLES E. SIMMONS, Commissioner,  
Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,  
No. 66 THIRD AVENUE,  
NEW YORK, August 31, 1888.

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 East river, off Blackwell's Island—Unknown man, aged about 30 years; 5 feet 10½ inches high; light brown hair. No clothing.

Unknown man from Williamsbridge, killed by railroad train, aged about 50 years; 5 feet 7 inches high; gray hair, sandy moustache. Had on pepper and salt coat, vest and pants, brown overalls, blue striped huckery shirt.

At Homoeopathic Hospital, Ward's Island—James McAuley, aged 30 years; 5 feet 7 inches high; blue eyes, brown hair. Had on when admitted dark mixed coat, pants and vest, laced shoes, black cloth cap.

William Stutie, aged 46 years; 5 feet 2 inches high; blue eyes, brown hair. Had on when admitted black coat, pants and vest, gaiters, black derby hat.

Mary Hughes, aged 27 years; 5 feet 2 inches high; blue eyes, brown hair. Had on when admitted brown woolen suit, gaiters, gray hood.

Patrick O'Neill, aged 32 years; 5 feet 6 inches high; blue eyes, auburn hair. Had on when admitted blue coat, black vest and pants, laced shoes, black cap.

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, August 28, 1888.

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, East river—Unknown man, aged about 35 years; 5 feet 8 inches high; dark brown hair, sandy moustache. Had on blue check jumper, red striped shirt, gray cotton socks, dark pants, gaiters.

At Workhouse, Blackwell's Island—Charles Townley. Committed August 6, 1888, for 3 months, aged 65 years.

Eliza Walsh, aged 55 years. Committed March 11, 1888, for 6 months.

At Lunatic Asylum, Blackwell's Island—Sallie Salomawitch, aged about 30 years; 4 feet 9½ inches high; black hair, brown eyes. Had on when admitted spotted dress, plaid petticoat, plaid shawl.

At Homoeopathic Hospital, Ward's Island—Sarah Watson, aged 50 years; 5 feet 2 inches high; blue eyes, gray hair. Had on when admitted gray cloth cloak, black woolen skirt, black woolen jacket, laced shoes, white woolen hood.

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 2627, No. 1. Paving Madison avenue, from One Hundred and Thirty-third to One Hundred and Thirty-seventh street, with granite blocks.
- List 2770, No. 2. Receiving-basin on the northeast corner of Sixty-fourth street and First avenue.
- List 2771, No. 3. Receiving-basin on the southwest corner of One Hundred and Fifteenth street and Fifth avenue.
- List 2772, No. 4. Receiving-basin on the southeast corner of One Hundred and Fifth street and Fourth avenue.
- List 2773, No. 5. Receiving-basin on the northwest corner of One Hundred and Thirteenth street and Pleasant avenue.
- List 2774, No. 6. Sewer in One Hundred and Fifteenth street, between Madison and Fifth avenues.
- List 2777, No. 7. Sewer in Eighth avenue, west side, between Eighty-fourth and Eighty-fifth streets.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

- No. 1. Both sides of Madison avenue, from One Hundred and Thirtieth to One Hundred and Thirty-seventh street, and to the extent of half the block at the intersecting streets.
- No. 2. East side of First avenue, from Sixty-fourth to Sixty-fifth street, and extending easterly on the north side of Sixty-fourth street about 250 feet, and south side of Sixty-fifth street about 200 feet.
- No. 3. Beginning at the southwest corner of One Hundred and Fifteenth street and First avenue, and extending westerly on south side of One Hundred and Fifteenth street about 370 feet, and southerly on the west side of Fifth avenue about 75 feet.
- No. 4. East side of Fourth avenue, from One Hundred and Fourth to One Hundred and Fifth street, and south side of One Hundred and Fifth street, extending about 157 feet easterly from Fourth avenue.
- No. 5. North side of One Hundred and Thirteenth street, extending about 343 feet westerly from Pleasant avenue.
- No. 6. Both sides of One Hundred and Fifteenth street, from Madison to Fifth avenue.
- No. 7. Beginning at the southwest corner of Eighty-fifth street and Eighth avenue, and extending southerly on the west side of Eighth avenue about 45 feet.

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. 11½ City Hall, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 9th day of October, 1888.

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

OFFICE OF THE BOARD OF ASSESSORS,  
No. 11½ CITY HALL,  
NEW YORK, September 8, 1888.

**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 2720, No. 1. Flagging on the northwest corner of Fifty-seventh street and First avenue.
- List 2727, No. 2. Flagging west side of Madison avenue, between One Hundred and Twenty-seventh and One Hundred and Twenty-eighth streets, and the north side of One Hundred and Twenty-seventh street and the south side of One Hundred and Twenty-eighth street for about 40 feet.
- List 2751, No. 3. Sewers in Eighty-second street, between Boulevard and Riverside avenue.

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. North side of Fifty-seventh street, extending westerly from First avenue about 200 feet and northerly on the west side of First avenue about 100 feet.
- No. 2. West side of Madison avenue, from One Hundred and Twenty-seventh to One Hundred and Twenty-eighth street, and the north side of One Hundred and Twenty-seventh street and south side of One Hundred and Twenty-eighth street, extending westerly about 40 feet.
- No. 3. Both sides of Eighty-second street, from the Boulevard to Riverside avenue.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 11½ City Hall, 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 1st day of October, 1888.

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

OFFICE OF THE BOARD OF ASSESSORS,  
No. 11½ CITY HALL,  
NEW YORK, August 30, 1888.

**FINANCE DEPARTMENT.**

CITY OF NEW YORK—FINANCE DEPARTMENT,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS AND  
ARREARS OF TAXES AND ASSESSMENTS  
AND OF WATER RENTS,  
OFFICE OF THE COLLECTOR OF ASSESSMENTS  
AND CLERK OF ARREARS,  
STEWART BUILDING, ROOM 35, August 7, 1888.

**NOTICE OF THE SALE OF LANDS AND** tenements for unpaid taxes of 1869 to 1882, and Croton water rents of 1868 to 1881, under the direction of Theodore W. Myers, Comptroller of the City of New York.

The undersigned hereby gives public notice, pursuant to the provisions of section 926 of the New York City Consolidation Act of 1882—

That the respective owners of all the lands and tenements situated in the Wards Nos. 1 to 24, inclusive, in the City of New York, on which taxes have been laid and confirmed for the years 1869 to 1882, both inclusive, and are now remaining due and unpaid; and also the respective owners of all lands and tenements in the City of New York, situated in the Wards aforesaid, on which the regular Croton water rents have been laid for the years 1868 to 1881, both inclusive, and are now remaining due and unpaid, are required to pay the said taxes and Croton water rents so remaining due and unpaid, with the interest thereon at the rate of seven per cent. per annum, from the time when the same became due to the time of payment, together with the charges of this notice and advertisement, to the Collector of Assessments and Clerk of Arrears at his office in the Finance Department, in the Stewart Building, corner of Broadway and Chambers street, in said city.

And that if default shall be made in such payment such lands and tenements will be sold at public auction at the Court-house, in the City Hall Park, in the City of New York, on Monday, November 12, 1888, at 12 o'clock noon, for the lowest term of years at which any person shall offer to take the same in consideration of

advancing the amount of tax or Croton water rent, as the case may be, so due and unpaid, and the interest thereon as aforesaid to the time of sale, together with the charges of this notice and advertisement, and all other costs and charges accruing thereon, and that such sale will be continued, from time to time, until all the lands and tenements so advertised for sale shall be sold.

Notice is hereby further given that a detailed statement of the taxes and the Croton water rents, the ownership of the property on which taxes and Croton water rents remain unpaid, is published in a pamphlet, and that copies of the said pamphlet are deposited in the office of the Collector of Assessments and Clerk of Arrears, and will be delivered to any person applying for the same.

A. S. CADY,  
Collector of Assessments and Clerk of Arrears.

**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.

Grants, grantees, suits in equity, insolvents' and Sheriff's sales in 61 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 Angel"  
Room 23, Stewart Building.

THEODORE W. MYERS,  
Comptroller

**NEW AQUEDUCT.**

**WESTCHESTER COUNTY SECTION.**

**SUPREME COURT—SECOND JUDICIAL DISTRICT.**

In the matter of the petition of Hubert O. Thompson, 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 Commonalty of the City of New York, for the appointment of Commissioners of Appraisal, under chapter 490 of the Laws of 1883.

TO ALL PERSONS INTERESTED IN THIS PROCEEDING.

**NOTICE IS HEREBY GIVEN THAT THE** Third Separate Report of the Commissioners of Appraisal appointed herein on October 11, 1884, which report was filed on August 18, 1888, in the office of the Clerk of Westchester County, at the Court-house, in the village of White Plains, in said county, will be presented for confirmation to the Supreme Court, at a Special Term thereof, to be held in the Second Judicial District, at the Court-house, in Newburgh, Orange County, on October 6, 1888, at 10.30 o'clock in the forenoon, or as soon thereafter as counsel can be heard.

Dated NEW YORK, August 30, 1888.

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

**WESTCHESTER COUNTY SECTION.**

**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 Commonalty of the City of New York, for the appointment of Commissioners of Appraisal, under chapter 490 of the Laws of 1883.

ADDITIONAL LANDS, SHAFTS 8 AND 15½.

TO ALL PERSONS INTERESTED IN THIS PROCEEDING.

**NOTICE IS HEREBY GIVEN THAT THE SEC-**ond Separate Report of the Commissioners of Appraisal appointed herein on February 26, 1887, which report was filed on August 18, 1888, in the office of the Clerk of Westchester County, at the Court-house, in the village of White Plains, in said county, will be presented for confirmation to the Supreme Court, at a Special Term thereof, to be held in the Second Judicial District, at the Court-house, in Newburgh, Orange County, on October 6, 1888, at 10.30 o'clock in the forenoon, or as soon thereafter as counsel can be heard.

Dated NEW YORK, August 30, 1888.

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

**BOARD OF STREET OPENING**

**AND IMPROVEMENT.**

**NOTICE IS HEREBY GIVEN IN ACCORD-**ance with the provisions of section 105 of chapter 335 of the Laws of 1873, entitled "An act to reorganize the local government of the City of New York," passed April 30, 1873; chapter 410 of the Laws of 1882; chapter 360 of the Laws of 1883, and chapter 185 of the Laws of 1885, and of all other provisions of law relating thereto:

That the Board of Street Opening and Improvement of the City of New York deem it for the public interest to alter the map or plan of New York City, so as to widen Railroad avenue, East, by laying out and opening a strip of land, being a portion of what was formerly known as "Terrace Place," lying along the westerly side of said Railroad avenue, East, from a point about one hundred feet northerly from the northerly side of East One Hundred and Fifty-sixth street to the southerly side of East One Hundred and Sixty-first street, in the Twenty-third Ward of said city, as shown by red lines and color on a map or plan entitled "Map or plan showing widening of Railroad avenue, East, from a line known as the south line of Melrose, or about one hundred feet north of East One Hundred and Fifty-sixth street, to the south side of East One Hundred and Sixty-first street, in the Twenty-third Ward of the City of New York," dated New York, July 10, 1888, and signed S. F. Chalfin, Topographical Engineer, D. P. P.; said strip of land being more particularly bounded and described as follows: Beginning at the intersection of the southerly line of East One Hundred and Sixty-first street and the western line of Railroad avenue, East; thence, 1st. Running southerly along the western line of Railroad avenue, East, for 1,393.29 feet; 2d. Thence northwesterly deflecting fifty-nine degrees, sixteen minutes, forty-seven seconds to the right for 30.43 feet; 3d. Thence northeasterly deflecting one hundred and twenty degrees, thirty-eight minutes, forty-two seconds to the right for 1,394.48 feet to the southern line of East One Hundred and Sixty-first street; 4th. Thence southeasterly for 31.48 feet along the southern line of East One Hundred and Sixty-first street to the point of beginning.

And that this Board propose to alter the map or plan of New York City by widening said avenue and laying out and opening said strip of land as aforesaid.

And that such proposed action of this Board has been duly laid before the Board of Aldermen of the City of New York.

Dated August 24, 1888.  
WILLIAM V. I. MERCER,  
Secretary.

**NOTICE IS HEREBY GIVEN IN ACCORDANCE** with the provisions of chapter 335 of the Laws of 1873, entitled "An act to reorganize the local government of the City of New York," passed April 30, 1873; chapter 410 of the Laws of 1882; chapter 360 of the Laws of 1883, and chapter 185 of the Laws of 1885, and of all other provisions of law relating thereto.

That the Board of Street Opening and Improvement of the City of New York deem it for the public interest to alter the map or plan of the City of New York by closing and discontinuing One Hundred and Eleventh street, from Tenth avenue to Morningside avenue west, and One Hundred and Twelfth street, from Tenth avenue to Morningside avenue west, in the Twelfth Ward of the City of New York. Said One Hundred and Eleventh street, from Tenth avenue to Morningside avenue west, is more particularly bounded and described as follows: Beginning at a point in the easterly line of Tenth avenue distant 101 feet 10 inches northerly from the northerly line of One Hundred and Twelfth street; thence easterly and parallel with said street 733 feet and three-fourths of an inch to the westerly line of the avenue west of Morningside Park; thence northerly along said line 61 feet 11½ inches; thence westerly 717 feet 8¾ inches to the easterly line of Tenth avenue; thence southerly along said line 60 feet to the point or place of beginning.

Said One Hundred and Twelfth street, from Tenth avenue to Morningside avenue west, is more particularly bounded and described as follows: Beginning at a point in the easterly line of Tenth avenue, distant 201 feet 10 inches southerly from the southerly line of One Hundred and Thirteenth street; thence easterly and parallel with said line 650 feet 5½ inches to the westerly line of the avenue west of Morningside Park; thence southerly along said line 61 feet 11½ inches; thence westerly 666 feet 1½ inches to the easterly line of Tenth avenue; thence northerly along said line 60 feet to the point or place of beginning.

And that they propose to alter the map or plan of said City of New York by closing and discontinuing said streets as aforesaid.

And that such proposed action of this Board has been duly laid before the Board of Aldermen of the City of New York.

Dated NEW YORK, August 23, 1888.

WM. V. I. MERCER,  
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 Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND THIRTY-NINTH STREET, from Eighth avenue to Edgecombe avenue, in the Twelfth Ward of the City of New York.

**PURSUANT TO THE STATUTES IN SUCH** cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Thursday, the 4th day of October, 1888, at the opening of the court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as One Hundred and Thirty-ninth street, from Eighth avenue to Edgecombe avenue, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of Eighth avenue, distant 193 feet 10 inches southerly from the southerly line of One Hundred and Fortieth street; thence westerly and parallel with said street 350 feet; to the easterly line of Edgecombe avenue; thence southerly along said line 60 feet; thence easterly 350 feet to the westerly line of Eighth avenue; thence northerly along said line 60 feet, to the point or place of beginning.

Said street to be 60 feet wide between the lines of Eighth avenue and Edgecombe avenue.

Dated, NEW YORK, September 5, 1888.

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

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND THIRTY-EIGHTH STREET, from Eighth avenue to Edgecombe avenue, in the Twelfth Ward of the City of New York.

**PURSUANT TO THE STATUTES IN SUCH** cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held at Chambers thereof, in the County Court-house, in the City of New York, on Thursday, the 4th day of October, 1888, at the opening of the court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title, in the name and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of a certain street or avenue known as One Hundred and Thirty-eighth street, from Eighth avenue to Edgecombe avenue, in the Twelfth Ward of the City of New York, being the following-described lots, pieces or parcels of land, viz.:

Beginning at a point in the westerly line of Eighth avenue, distant 450 feet 3 inches southerly from the southerly line of One Hundred and Fortieth street; thence westerly and parallel with said street 350 feet; to the easterly line of Edgecombe avenue; thence southerly along said line 60 feet; thence easterly 350 feet to the westerly line of Eighth avenue; thence northerly along said line 60 feet, to the point or place of beginning.

Said street to be 60 feet wide between the lines of Eighth avenue and Edgecombe avenue.

Dated, NEW YORK, September 5, 1888.

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

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of CLAREMONT AVENUE, from One Hundred and Twenty-second street to One Hundred and Twenty-seventh street, in the Twelfth Ward of the City of New York.

**NOTICE IS HEREBY GIVEN THAT THE BILL** of the costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court, at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the eighteenth day of September, 1888, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Department of Public Works, there to remain for and during the space of ten days.

Dated NEW YORK, September 4, 1888.  
J. B. ECCLESINE,  
J. ROMAINE BROWN,  
DAVID KEANE,  
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Commissioners of the Department of Public Parks for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to that part of JULIET STREET (although not yet named by proper authority), from Mott avenue to Walton 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 said Department.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in the said city, on or before the 10th day of October, 1888, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 10th day of October, 1888, and for that purpose will be in attendance at our said office on each of said ten days at two o'clock P. M.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 10th day of October, 1888.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being 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 Juliet street and East One Hundred and Sixty-first street; easterly by the westerly side of Mott avenue; southerly by a straight line drawn from a point in the westerly side of Mott avenue, distant 272.37 feet southerly from the southwest corner of Juliet street and Mott avenue, and extending westerly to a point in the easterly side of Walton avenue distant 258.65 feet southerly from the southeast corner of Juliet street and Walton avenue, and westerly by the easterly side of Walton 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 or 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 ben fit 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, at the City Hall, in the City of New York, on the second day of November, 1888, 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, August 27, 1888.

JOSEPH E. NEWBURGER,  
WILLIAM V. I. MERCER,  
B. CASSERLY,  
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 Commonalty of the City of New York, relative to the opening of CLAREMONT AVENUE, from One Hundred and Twenty-second street to One Hundred and Twenty-seventh street, 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 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 these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor) in the said city, on or before the 27th day of August, 1888, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 27th day of August, 1888, and for that purpose will be in attendance at our said office on each of said ten days at two o'clock P. M.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the 27th day of August, 1888.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the southerly side of One Hundred and Twenty-seventh street; easterly by the centre line of the blocks between Claremont avenue and Boulevard; southerly by the northerly side of One Hundred and Twenty-second street; and westerly by the centre line of the blocks between Claremont avenue and Riverside Drive; excepting from said area all the streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, at the City Hall, in the City of New York, on the 14th day of September, 1888, 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, July 13, 1888.

JOSEPH B. ECCLESINE,  
J. ROMAINE BROWN,  
DAVID KEANE,  
Commissioners.

CARROLL BERRY, Clerk.

In the matter of the application of the Department of Public Works, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND EIGHTY-FIRST STREET, between Tenth and Eleventh avenues.

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

First—That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in the said city, on or before the eleventh day of September, 1888, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said eleventh day of September, 1888, and for that purpose



pose will be in attendance at our said office on each of said ten days, at two o'clock P. M.

Second—That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works, in the City of New York, there to remain until the eleventh day of September, 1888.

Third—That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by a straight line parallel with, and distant 100 feet northerly from, the northerly side of One Hundred and Eighty-first street and extending from the westerly side of Eleventh avenue to the easterly side of New (Audubon) avenue and a straight line parallel with, and distant 100 feet northerly from, the northerly side of One Hundred and Eighty-first street and extending from the easterly side of New (Audubon) avenue to the westerly side of Tenth avenue; easterly by the westerly side of Tenth avenue; southerly by a straight line parallel with, and distant 100 feet southerly from, the southerly side of One Hundred and Eighty-first street and extending from the westerly side of Tenth avenue to the easterly side of New (Audubon) avenue and a straight line parallel with, and distant 100 feet southerly from, the southerly side of One Hundred and Eighty-first street and extending from the westerly side of New (Audubon) avenue to the easterly side of Eleventh avenue; westerly by the easterly side of Eleventh 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 or 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, at the City Hall, in the City of New York, on the twenty-eighth day of September, 1888, 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, July 28, 1888.

EDWARD HOGAN,  
JOHN WHALEN,  
HAROLD M. SMITH,  
Commissioners.

CARROLL BERRY, Clerk.

## POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,  
OFFICE OF THE PROPERTY CLERK (Room No. 9),  
No. 300 MULBERRY STREET,  
NEW YORK, 1887.

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

JOHN F. HARRIOT,  
Property Clerk.

## DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
Room 6, No. 31 CHAMBERS STREET,  
NEW YORK, September 7, 1888.

### 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., Thursday, September 20, 1888, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR FLAGGING SIDEWALKS ON NORTH SIDE OF SIXTY-FIFTH STREET, between Eighth and Ninth avenues.

No. 2. FOR FLAGGING AND RE-FLAGGING, CURBING AND RE-CURBING THE SIDEWALKS ON BOTH SIDES OF SEVENTY-SIXTH STREET, from Eighth to Ninth avenue.

No. 3. FOR REGULATING AND GRADING ONE HUNDRED AND SIXTH STREET, from the Boulevard to the Riverside Drive, and SETTING CURB-STONES AND FLAGGING SIDEWALKS A SPACE FIVE FEET WIDE THEREIN.

No. 4. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE UNPAVED SPACE ON THE EAST SIDE OF ST. NICHOLAS AVENUE, from the north side of One Hundred and Thirty-fifth street to a line about fifty feet north of One Hundred and Thirty-sixth street.

No. 5. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF EIGHTY-THIRD STREET, from First avenue to Avenue A.

No. 6. FOR REGULATING AND PAVING WITH TRAP-BLOCK PAVEMENT THE ROADWAY OF EIGHTY-THIRD STREET, from Avenue A to Avenue B.

No. 7. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND FOURTEENTH STREET, from Park avenue to Madison avenue.

No. 8. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF NINETY-THIRD STREET, from Fourth to Fifth avenue.

No. 9. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT THE ROADWAY OF ONE HUNDRED AND THIRTEENTH STREET, between Seventh and Eighth avenues.

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 con-

tract 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-book, 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 Rooms 5 and 1, No. 31 Chambers street.

D. LOWBER SMITH,  
Deputy and Acting Commissioner of Public Works.

### GRANTS OF LANDS UNDER WATER.

THE OWNERS OF LANDS IN THE CITY OF New York, which were formerly under water, and which were granted by the City of New York, are notified that nearly all of the grants of such lands contain covenants, on the part of the grantees, and their successors and assigns, to maintain and keep in repair the adjacent streets. The condition of many of these streets is such as to make it necessary that they should be repaired and repaved, and that the obligation resting upon the present owners of adjacent lots to do this work should now be enforced. Many of such owners have requested that such covenants be commuted, and wholly released, upon the payment by them of a certain sum per lot.

The matter will shortly be presented to the Commissioners of the Sinking Fund for their consideration, and the adjustment of the basis of commutation, and application for releases should therefore be made at once.

They may be sent to the undersigned.

Dated NEW YORK CITY, August 7, 1888.

JOHN NEWTON,  
Commissioner of Public Works.

REGULATIONS ESTABLISHING A SCALE OF WATER RENTS AND RULES GOVERNING THE USE OF WATER, FOR THE CITY OF NEW YORK, BY ORDER OF JOHN NEWTON, COMMISSIONER OF PUBLIC WORKS.

UNDER CHAPTER 410, LAWS 1882, SECTIONS 350, 351, 352 and 353, and as amended by chapter 559, Laws 1887, as follows:

"The commissioner of public works shall, from time to time, establish scales of rents for the supplying of water, which rents shall be collected in the manner now provided by law, and which shall be apportioned to different classes of buildings in said city in reference to their dimensions, values, exposure to fires, ordinary uses for dwellings, stores, shops, private stables and other common purposes, number of families or occupants, or consumption of water, as near as may be practicable, and modify, alter, amend and increase such scale from time to time, and extend it to other descriptions of buildings and establishments. All extra charges for water shall be deemed to be included in the regular rents, and shall become a charge and lien upon the buildings upon which they are respectively imposed, and, if not paid, shall be returned as arrears to the clerk of arrears. Such regular rents, including the extra charges above mentioned, shall be collected from the owners or occupants of all such buildings respectively, which shall be situated upon lots adjoining any street or avenue in said city in which the distributing water-pipes are or may be laid, and from which they can be supplied with water. Said rents, including the extra charges aforesaid, shall become a charge and lien upon such houses and lots, respectively, as herein provided, but no charge whatever shall be made against any building in which a water-meter may have been, or shall be placed as provided in this act. In all such cases the charge for water shall be determined only by the quantity of water actually used as shown by said meters."

The said commissioner of public works is hereby authorized to prescribe a penalty not exceeding the sum of five dollars for each offense, for permitting water to be wasted, and for any violation of such reasonable rules as he may, from time to time, prescribe for the prevention of the waste of water; such fines shall be added to the regular water rents."

The regular annual rents to be collected by the Department of Public Works shall be as follows, to wit:

Croton Water Rates for Buildings from 16 to 50 feet, all others not specified subject to Special Rates.

FRONT WIDTH.	1 Story.	2 Stories.	3 Stories.	4 Stories.	5 Stories.
16 feet and under.	\$4 00	\$5 00	\$6 00	\$7 00	\$8 00
16 to 18 feet....	5 00	6 00	7 00	8 00	9 00
18 to 20 feet....	6 00	7 00	8 00	9 00	10 00
20 to 22½ feet...	7 00	8 00	9 00	10 00	11 00
22½ to 25 feet...	8 00	9 00	10 00	11 00	12 00
25 to 30 feet....	10 00	11 00	12 00	13 00	14 00
30 to 37½ feet...	12 00	13 00	14 00	15 00	16 00
37½ to 50 feet...	14 00	15 00	16 00	17 00	18 00

The rent of all tenements which shall exceed in width fifty feet shall be the subject of special contract with the Commissioner of Public Works.

The apportionment of the regular rents upon dwelling-houses are on the basis that but one family is to occupy the same, and for each additional family, one dollar per year shall be charged.

METERS will be placed on all houses where waste of water is found, and they will be charged at rates fixed by the Department for all the water passing through them.

The extra and miscellaneous rates shall be as follows to wit:

BAKERYES.—For the average daily use of flour, for each barrel, three dollars per annum.

BARBER SHOPS shall be charged from five to twenty dollars per annum each in the discretion of the Commissioner of Public Works; an additional charge

five dollars per annum shall be made for each bathtub therein.

BATHING TUBS in private houses, beyond one, shall be charged at three dollars per annum each, and five dollars per annum each in public houses, boarding-houses, and bathing establishments. Combination stationary wash-tubs, having a movable division in the centre and capable of use for bathing, shall be charged the same as bathing tubs.

BUILDING PURPOSES.—For each one thousand bricks laid, or for stone-work—to be measured as brick—ten cents per thousand. For plastering, forty cents per hundred yards.

COWS.—For each and every cow, one dollar per annum. DINING SALOONS shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

FISH STANDS (retail) shall be charged five dollars per annum each.

For all stables not metered, the rates shall be as follows: HORSES, PRIVATE.—For two horses there shall be charged six dollars per annum; and for each additional horse, two dollars.

HORSES, LIVERY.—For each horse up to and not exceeding thirty in number, one dollar and fifty cents each per annum; and for each additional horse, one dollar.

HORSES, OMNIBUS AND CART.—For each horse, one dollar per annum.

HORSE TROUGHS.—For each trough, and for each half barrel or tub on sidewalk or street, twenty dollars per annum; each trough is to be fitted with a proper ball-cock to prevent waste.

HOTELS AND BOARDING HOUSES shall, in addition to the regular rate for private families, be charged for each lodging room, at the discretion of the Commissioner of Public Works.

LAUNDRIES shall be charged from eight to twenty dollars per annum, in the discretion of the Commissioner of Public Works.

LIQUOR AND LAGER BEER SALOONS shall be charged an annual rate of ten dollars each. An additional charge of five dollars per annum shall be made for each tap or wash-box.

PHOTOGRAPH GALLERIES shall be charged an annual rate of from five to twenty dollars, in the discretion of the Commissioner of Public Works.

PRINTING OFFICES, when not metered, shall be charged at such rates as may be determined by the Commissioner of Public Works.

SODA, MINERAL WATER AND ROOT BEER FOUNTAINS shall be charged five dollars per annum each.

STEAM ENGINES, where not metered, shall be charged by the horse-power, as follows: For each horse-power up to and not exceeding ten, the sum of ten dollars per annum; for each exceeding ten, and not over fifteen, the sum of seven dollars and fifty cents each; and for each horse-power over fifteen, the sum of five dollars.

WATER-CLOSETS AND URINALS.—To each building on a lot one water-closet having sewer connection is allowed without charge; each additional water-closet or urinal will be charged as hereinafter stated. All closets connected in any manner with sewer shall be charged two dollars for each seat per annum, whether in a building or on any other portion of the premises. Urinals shall be charged two dollars per annum each.

WATER-CLOSET RATES.—For hoppers of any form, when water is supplied direct from the Croton supply, through any form of the so-called single or double valves, hopper-cocks, stop-cocks, self-closing cocks, or any valve or cock of any description attached to the closet, each, per year, twenty dollars.

For any pan closet, or any of the forms of valve, plunger, or other water-closet not before mentioned, supplied with water as above described, per year, ten dollars.

For any form of hopper or water-closet, supplied from the ordinary style of cistern filled with ball-cock, and overflow pipe that communicates with the pipe to the water-closet, so that overflow will run into the hopper or water-closet, when ball-cock is defective, or from which an unlimited amount of water can be drawn by holding up the handle, per year, each, five dollars.

For any form of hopper or water-closet, supplied from any of the forms of waste-preventing cisterns, that are approved by the Engineer of the Croton Aqueduct, which are so constructed that not more than three gallons of water can be drawn at each lift of the handle, or depression of the seat, if such cisterns are provided with an overflow pipe, such overflow pipe must not connect with the water-closet, but be carried like a safe-waste, as provided by the Board of Health regulations, per year, two dollars.

Cistern answering this description can be seen at this Department.

### METERS.

Under the provisions of section 352, Consolidated Act 1882, water-meters, of approved pattern, shall be hereafter placed on the pipes supplying all stores, workshops, hotels, manufactories, public edifices, at wharves, ferry-houses, stables, and in all places where water is furnished for business consumption, except private dwellings.

It is provided by section 352, Laws of 1882, that "all expenses of meters, their connections and setting, water rates, and other lawful charges for the supply of Croton water, shall be a lien upon the premises where such water is supplied, as now provided by law."

All manufacturing and other business requiring a large supply of water will be fitted with a meter.

Water measured by meter, ten cents per one hundred cubic feet.

### Rate Without Meters.

PER DAY, GALLONS.	PER 100 GALLONS, RATE.	PER ANNUM, AMOUNT.
25	05	\$3 75
50	05	7 50
60	05	9 00
70	05	10 50
80	05	12 00
90	05	13 50
100	05	15 00
150	05	22 50
200	05	30 00
250	04½	33 75
300	04	36 00
350	03½	36 75
400	03½	42 00
500	03½	52 50
600	03½	63 00
700	03½	73 50
800	03½	82 00
900	03½	94 50
1,000	03½	105 00
1,500	03	135 00
2,000	02½	150 00
2,500	02½	180 00
3,000	02½	225 00
4,000	02½	280 00
4,500	02½	303 75
5,000	02½	333 50
6,000	02	360 00
7,000	02	420 00
8,000	02	480 00
9,000	02	540 00
10,000	02	600 00

The rate charged for steam-vessels taking water daily or belonging to daily lines, is one-half cent per ton (Custom House measurement) for each time they take water.

Steamers taking water other than daily, one cent per ton (Custom House measurement).

Water supplied to sailing vessels and put on board, twenty-five cents per hundred gallons.

All matters not hereinbefore embraced are reserved for special contract by and with the Commissioner of Public Works.

HYDRANTS, HOSE, TROUGHS, FOUNTAINS, ETC., ETC.

No owner or tenant will be allowed to supply water to another person or persons.

All persons taking water from the City must keep their own service-pipes, street tap, and all fixtures connected therewith, in good repair, protected from frost, at their own risk and expense, and shall prevent all waste of water.

The use of hose to wash coaches, omnibuses, wagons, railway cars or other vehicles or horses, cannot be permitted.

No horse-troughs or horse-watering fixtures will be permitted in the street or on the sidewalk, except upon a license or permit taken out for that purpose. All licenses or permits must be annually renewed on the first of May. Such fixtures must be kept in good order and the water not allowed to drip or waste by overrunning the sidewalk or street, or to become dangerous in winter by freezing in and about such troughs or fixtures.

No hydrant will be permitted on the sidewalk or in the front area, and any hydrant standing in a yard or alley, attached to any dwelling or building, must not be left running when not in actual use, and if the drip or waste from such hydrant freezes and becomes dangerous in winter, the supply will be shut off in addition to the penalty of five dollars imposed.

Taps at wash-basins, water-closets, baths and urinals must not be left running, under the penalty of five dollars for each offense, which will be strictly enforced.

Fountains or jets in hotels, porter-houses, eating-saloons, confectioneries or other buildings are strictly prohibited.

The use of hose for washing sidewalks, stoops, areas, house-fronts, yards, court-yards, gardens, and about stables, is prohibited. Where premises are provided with wells, special permits will be issued for the use of hose, in order that the police or inspectors of this department may understand that the permission is not for the use of Croton water.

Opening fire-hydrants to fill hand sprinklers or other vessels will not be allowed.

The penalty for a violation of any of the preceding rules and regulations will be five dollars for each offense, and if not paid when imposed will become a lien on the premises in like manner as all other charges for unpaid water rates.

By order,  
JOHN NEWTON,  
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
No. 31 CHAMBERS STREET,  
NEW YORK, June 21, 1887.

### 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 351 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.

D. LOWBER SMITH,  
Deputy and Acting Commissioner of Public Works

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
No. 31 CHAMBERS STREET,  
NEW YORK, September 29, 1886.

### PUBLIC NOTICE.

PERSONS HAVING ANY BUSINESS IN THIS Department which is not assigned to or transacted by the several Bureaux in the Department, and which should come under the immediate notice of the Commissioner of Public Works, are requested to communicate directly in person, or by letter, with the Commissioner.

JOHN NEWTON,  
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,  
COMMISSIONER'S OFFICE,  
No. 31 CHAMBERS STREET,  
NEW YORK, November 10, 1886.

### NOTICE TO CROTON WATER CONSUMERS.

NUMEROUS APPLICATIONS HAVE BEEN made to this Department by citizens claiming reductions or rebates on bills for water supplied through meters, on the alleged ground of leakage caused by defective plumbing and worn-out service pipes, or by willful waste of water by tenants allowing the faucets to be turned on in full force in water-closets, sinks, etc., without the knowledge or consent of the owners of the premises.

The main object of the use of water-meters is to enable this Department to detect and check the useless and unwarrantable waste of an element so valuable and essential to the health and comfort of all the citizens, and this object can only be accomplished by enforcing payment for the water wasted.

Under the law all charges for water supplied through meters are a lien against the respective premises, and the law therefore holds the owner of the premises responsible for the amount of water used or wasted.

Notice is therefore given to all householders that in all further applications for reduction of water rents, no allowance will be made on account of waste of water occurring through leaks, from defective service pipes or plumbing, or wasteful use of water by tenants or occupants of buildings, though such leakage or waste may have occurred without the knowledge or consent of the owners of the buildings.

House-owners are further notified that whenever their premises become vacant, and are likely to remain vacant, they must notify this Department in writing, and that unless this requirement is complied with no deductions in extra water rents will be allowed for any portion of one year.

JOHN NEWTON,  
Commissioner of Public Works.

### THE CITY RECORD.

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THOMAS COSTIGAN,  
Supervisor.