

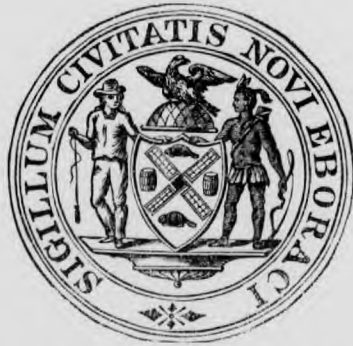
THE CITY RECORD.

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DEPARTMENT OF DOCKS.

Fourteenth Annual Report, for the Year ending April 30, 1884.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
Nos. 117 AND 119 DUANE STREET,
NEW YORK, February 27, 1885.

Hon. WM. R. GRACE, Mayor, City of New York:

SIR—By direction of the Board governing this Department, and in accordance with the provisions of section 719 of chapter 410, Laws of 1882, I transmit herewith the annual report of the operations of this Department for the fiscal year ending April 30, 1884.

Very respectfully,

JOHN T. CUMING, Secretary.

DEPARTMENT OF DOCKS,
Nos. 117 AND 119 DUANE STREET,
NEW YORK, February 25, 1885.

To the Honorable WILLIAM R. GRACE, Mayor of the City of New York:

SIR—Pursuant to the provisions of section 719 of chapter 410, Laws of 1882, the Board of Commissioners governing the Department of Docks submits this report of its transactions from the 1st day of May, 1883, to the 30th day of April, 1884, being its Fourteenth Annual Report.

The following-named Commissioners composed the Board on the 30th day of April, 1884:

Lucius J. N. Stark, William Laimbeer, John R. Voorhis.

The law provides that the annual report shall contain:

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

Second—A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged its attention.

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

FIRST.

The following is a list of all persons employed by the Board during the year ending April 30, 1884, showing the name, occupation and compensation of each, respectively:

Commissioner's Office.

John T. Cuming, Secretary.....	\$3,000 00 per annum.
Francis E. Moon, Assistant Bookkeeper.....	1,800 00 "
Edward Dickel, Clerk to Secretary.....	1,500 00 "
James Weir, Apportionment Clerk.....	1,800 00 "
Frederic Perry, Bookkeeper.....	2,000 00 "
George O. Beach, Clerk to Treasurer.....	1,800 00 "
Charles Miller, Jr., Recording Clerk.....	1,200 00 "
George H. Laughlin, Jr., Engrossing Clerk.....	1,200 00 "
Hugh J. Kelly, Temporary Clerk.....	1,200 00 "
Edward G. Ames, Clerk.....	1,000 00 "
George W. Wannmaker, Corporation Wharfinger.....	1,200 00 "
John M. Smith, Temporary Wharfinger.....	1,200 00 "
James Fitzpatrick, Corporation Wharfinger.....	1,200 00 "
John Butler, Corporation Wharfinger.....	1,200 00 "
William L. McConkey, Temporary Wharfinger.....	1,200 00 "
John McKeon, Temporary Wharfinger.....	1,200 00 "
Michael J. Gallagher, Temporary Wharfinger.....	75 00 per month.
Jeremiah Hogan, Temporary Wharfinger.....	75 00 "
George W. Wannmaker, Dock Master.....	1,500 00 per annum.
John M. Smith, Dock Master.....	1,500 00 "
Edward Gilon, Dock Master.....	1,500 00 "
Theodore S. Croft, Dock Master.....	1,500 00 "
Charles H. Thompson, Dock Master.....	1,500 00 "
Edward Abeel, Dock Master.....	1,500 00 "
Bernard Kenney, Dock Master.....	1,500 00 "
Robert Hall, Dock Master.....	1,500 00 "
John Callan, Dock Master.....	1,500 00 "
Frederick W. Beatty, Office Messenger.....	65 00 per month.
George S. Hunt, Messenger.....	6 00 per week.
Louis S. Kellogg, Messenger.....	65 00 per month.
William T. Johnston, Messenger.....	65 00 "
Amzi Cook, Doorman.....	50 00 "
James W. Marshall, Night Watchman.....	2 25 per day.
Daniel Connolly, Sunday Watchman.....	2 60 "
Bernard Garvey, Doorman and Watchman.....	20 per hour.
J. Dewitt Foshay, Doorman and Watchman.....	20 "
Michael Magee, Doorman and Watchman.....	20 "
Catharine Hart, Cleaner.....	26 00 per month.
Mary Dowling, Cleaner.....	6 00 per week.
Catharine Lyons, Cleaner.....	6 00 "

Engineer-in-Chief's Office.

George S. Greene, Jr., Engineer-in-Chief.....	\$6,000 00 per annum.
Willard A. Nichols, First Assistant Engineer.....	3,000 00 "
Winfield S. Lasher, Assistant Engineer.....	1,500 00 "
Thomas J. Long, Assistant to Engineer-in-Chief.....	1,500 00 "
Edward C. Reynolds, Assistant to Engineer-in-Chief.....	1,200 00 "
James W. Dorsett, Clerk.....	1,200 00 "
George W. Nicholson, Temporary Clerk.....	1,000 00 "
Henry Singer, Clerk.....	1,200 00 "
William Livingstone, Searcher of Water Grants.....	1,500 00 "
Robert M. Kid, Draughtsman.....	1,200 00 "
Otto Sibeth, Draughtsman.....	21 00 per week.
Alexander M. Goge, Draughtsman.....	1,000 00 per annum.
Frederick Lange, Stationery Clerk and Messenger.....	1,200 00 "

On Permanent Work, North River.

William W. Maclay, Superintendent of Section.....	\$2,500 00 per annum.
Thomas Murphy, Master Mason.....	1,800 00 "
Patrick White, Foreman of Piling and Woodwork.....	1,200 00 "
Mortimer W. Casper, Inspector of Pier Building.....	50 per hour.
John H. Rogers, Inspector of Pier Building.....	50 "
John D. Walsh, Inspector of Pier Building.....	50 "
David F. McCarthy, Assistant Inspector of Pier Building.....	35 "
John Blew, Foreman Dock Builder.....	35 "
Thomas Hanly, Foreman Dock Builder.....	35 "
Daniel Hart, Foreman Dock Builder.....	35 "
Edwin A. Gregory, Foreman of Laborers.....	35 "
John Jackson, Foreman of Laborers.....	35 "
Adoniram Fairchild, Diver.....	7 00 per day.
Frank Paul, Assistant Diver.....	5 00 "
Patrick Griffin, Divers' Tender.....	35 per hour.
Edward Kelly, Inspector of Paving.....	40 "
Joseph Potter, Inspector of Paving.....	40 "
James Salmon, Inspector of Paving.....	40 "
John Hoope, Timekeeper.....	900 00 per annum.
Effingham V. Smith, Timekeeper.....	900 00 "

On Floating Property.

Ephraim R. Dingley, Temporary Superintendent of Machinery.....	\$1,500 00 per annum.
William Shedlock, Superintendent of Machinery.....	1,500 00 "
William Rainer, Foreman Floating Property.....	1,200 00 "
* John Sloan, Captain, Tug "Manhattan".....	125 00 per month.
* Matthew Murphy, Engineer, Tug "Manhattan".....	100 00 "
* Walter Noble, Fireman, Tug "Manhattan".....	60 00 "
* Alfred W. Gee, Deckhand, Tug "Manhattan".....	50 00 "
* Martin Carroll, Deckhand, Tug "Manhattan".....	50 00 "
David H. Lane, Clerk Floating Property.....	900 00 per annum.
Samuel Fitzpatrick, Office Keeper and Messenger.....	15 00 per week.
Thomas Stuyvesant, Captain, Derrick "City of New York".....	25 50 "
Richard Munster, Rigger and Captain, Ten-ton Derrick.....	18 00 "
William H. Rose, Engineer, Ten-ton Derrick.....	21 00 "
Edward Conklin, Captain, Pile Driver.....	35 per hour.
William Love, Captain, Pile Driver.....	35 "
Peter McArdle, Captain, Pile Driver.....	35 "
Joseph W. Beebe, Engineer.....	35 "
Robert Kyles, Engineer.....	35 "
Frank D. Smith, Engineer.....	35 "
Dennis F. Egan, Fireman.....	15 00 per week.
William H. Burnham, Fireman.....	15 00 "
James Vandegrift, Fireman.....	15 00 "
Patrick H. McCullough, Roundsman.....	100 00 per month.

Surveying Force.

Frederick P. Thompson, Surveyor.....	\$1,500 00 per annum.
John W. Beane, Assistant Surveyor.....	1,200 00 "
J. Frank Johnson, Leveller.....	900 00 "
George W. Reideman, Temporary Rodman.....	900 00 "
Martin Kennedy, Temporary Rodman.....	12 00 per week.
Patrick Crowley, Rodman.....	15 00 "
John F. Williams, Rodman.....	15 00 "
Hiram C. Calkins, Hydrographer.....	75 00 per month.
Irving K. Taylor, Hydrographer.....	75 00 "
James W. Dikeman, Jr., Chainman.....	12 00 per week.
John Keating, Chainman.....	12 00 "
William McCarthy, Chainman.....	12 00 "
Thomas Sullivan, Chainman.....	12 00 "
Irving Hunter, Sounder.....	15 00 "
John Stevenson, Sounder.....	15 00 "
William S. Cowles, Boatman.....	15 00 "
John Post, Boatman.....	15 00 "
Charles Thompson, Boatman.....	15 00 "
James J. White, Boatman.....	15 00 "
Randolph Gardniere, Inspector of Dumping of Dredged Material.....	15 00 "
Thomas J. Mallon, Inspector of Dumping of Dredged Material.....	15 00 "
Charles Williams, Scowman, Acting Inspector of Dumping of Dredged Material.....	15 00 "
John Olssen, Scowman, Acting Inspector of Dumping of Dredged Material.....	15 00 "

General Repairs Force.

John Dunn, Master Dock Builder.....	\$1,800 00 per annum.
John C. Donohue, Clerk, General Repairs Force.....	900 00 "
John W. Ingalls, Clerk.....	900 00 "
William A. Leffingwell, Clerk.....	30 per hour.

At Department Yards.

Robert M. Sterritt, Foreman, Gansevoort street.....	\$100 00 per month.
Nicholas Murphy, Foreman, East Seventeenth street.....	25 per hour.
Watson Atkinson, Saw Filer.....	35 "
James Sutcliffe, Blacksmith.....	35 "
Theodore F. Ailing, Blacksmith.....	35 "
James Bagley, Jr., Blacksmith's Helper.....	20 "
William H. Cunliffe, Painter.....	30 "
Hugh Daly, Carpenter.....	35 "
John R. Grant, Carpenter.....	35 "
Michael Monohan, Carpenter.....	35 "
Frank Clark, Carpenter.....	35 "
Charles Smith, Carpenter.....	35 "
Edward Wright, Carpenter.....	35 "
William H. McEvoy, Inspector of Scows.....	20 "
William Fisher, Rigger.....	15 00 per week.
Louis J. Quistwater, Rigger.....	15 00 "

Masons and Stonecutters, 40 Cents per Hour.

John Bruton.	Patrick Langan.	John O'Brien.
Patrick Casey.	John Liddle.	Joseph Potter.
Thomas Crowell.	Thomas McCabe.	William Watson.
William Fitzgerald.	John Mulligan.	Arthur Woods.
Daniel J. Keating.		

Dock Builders, 28 Cents per Hour.

William Barr.	Michael Hughes.	Thomas Molloy.
Charles Brennan.	Patrick Horan.	Thomas Moran.
Edward Brady.	James J. Hughes.	Daniel Nolan.
Dunning Brown.	Thomas Johnston.	Peter Nolan.
Patrick Brennan.	William Jordan.	Michael O'Neill.
Charles Clark.	Frank Kavanagh.	John O'Neill.
John Brady.	Thomas Kiernan.	Ole Olsen.
James Clark.	Thomas Kenney.	Charles Raynor.

* Discharged August 8, 1883, on account of repairs being made to tug, and reappointed September 20, 1883, when the same were completed.

Thomas Connolly.
William Costello.
William Dally.
Henry Crum.
Cornelius Donovan.
John Daniels.
John Duke.
John Fitzpatrick.
James Fitzsimmons.
Edward Freil.
Luke A. Gallagher.
Patrick Geoghegan.

John Love.
Arthur McAdam.
John McAleer.
Peter McArdle.
Matthew McDonald.
John McDonald.
Ronald McDonald.
John McEntee.
John Malone.
John S. Markham.
John Manly.
Martin Miller.

John Regan.
Patrick Ryan.
Joseph Shivan.
James Smith.
James J. Smith.
John Sparrow.
John Stokely.
Ambrose C. Tanner.
Lorenzo D. Tompkins.
Patrick Ward.
Patrick Whalen.
James Woods.

Watchmen, 16 $\frac{2}{3}$ Cents per Hour.

John Allen.
Josiah Anoney.
John Atkinson.
William J. Barnum.
John Bennis.
James Brady.
Charles E. Bradley.
John Burns.
William Cringle.
John Costello.
Charles W. Crossen.
Daniel Doran.
John Driscoll.
James Fitzsimmons.
John Gannon.
Edward Gibbons.
Peter Gibbons.
George C. Glatt.
Peter Graney, Jr.
Frank Gurrins.
Nicholas Hall.
Matthew Hartnett.

Michael Hens.
Thomas Horan.
Daniel Haley.
James Keenan.
William Kidney.
Thomas Knightly.
John Lane.
Charles Lange.
Thomas J. Larkin.
William Linebeck.
Albert G. Lawson.
Patrick Leahey.
Thomas McCann.
Peter McDermott.
Martin McDonnell.
Martin McElin.
Patrick McFadden.
Edward McGlynn.
Hugh McGovern.
Terence McGough.
Dominick J. McGowan.
Bernard McGaffney.

James B. McManus.
Patrick McNary.
Patrick Maguire.
Frank Mitchell.
Edward P. Mulhare.
John Mullin.
James F. Murphy.
John J. Murphy, Jr.
John Murray.
John Murphy.
Daniel Nolan.
Lawrence J. O'Brien.
James O'Reilly.
Michael Rafferty.
James Sheehan.
Edward Sheridan.
Edward C. Smith.
William Strowbridge.
Daniel Sullivan.
Robert Tucker.
Garrett Wall.
Patrick L. White.

Laborers, 23 Cents per Hour.

James Bagley.
Edward Barry.
Thomas Boyle.
Michael Broderick.
Peter Burke.
William Burke.
Patrick Campbell.
Peter Canty.
William H. Carman.
George W. Carpenter.
James Carroll.
John Carroll.
Jeremiah Collins.
Daniel Connolly.
John Corcoran.
Charles W. Crossen.
William Cull.
Charles Curran.
Patrick Devin.
Patrick Dickson.
John Dillon.
James Donnelly.
Patrick Donnelly.
James Donovan.
Michael Donovan.
Timothy Duggan.
Patrick Enright.
Patrick Fagan.
James Farley.
Michael Falvey.
Michael Farrell, No. 1.
Michael Farrell, No. 2.
George Feiss.
James Fitzpatrick.

William B. Foley.
John Gallagher.
John Gillen.
John Gilmore.
Samuel Glenn.
Thomas Golden.
Cornelius Grimes.
Edward Grady.
John Hannon.
Patrick Harkins.
Peter Harrison.
Peter Hogan.
August Johnson.
James Kane.
Matthew Keefe.
Owen Keenan.
Bernard Kelly.
William Kelly.
James Kennedy.
Christopher Kerns.
William Kiernan.
James Langton.
Michael Laughlin.
John Leary.
Michael H. Leach.
Thomas Leonard.
John Lyons.
John McCabe.
Hugh McCann.
William McCarthy, No. 2.
John McGrath.
John McSorley.
Thomas Mahon.
George Meade.

Dennis Meehan.
Albert Merrick.
James Murray.
William Moore.
Patrick Navin.
Frank Nedley.
Dennis O'Donald.
Michael O'Laughlin.
James O'Neil.
John O'Toole.
John Purcell.
Thomas Quinlan.
James Quinn.
Patrick Quinn.
William J. Rainer.
John Reddy.
Richard Reilly.
Phillip Riley.
Patrick Rinn.
Henry Roche.
John Slattery.
Max Stangler.
George F. Stark.
Daniel Stone.
Alexander Stringer.
Thomas Sullivan.
Roger Waters.
John Whelan.
John Whearty.
James White.
John Wiseman.
William Woodbridge.
William Woods.

During the year the following appointments were made :

May 2, 1883.—Patrick Cash, Laborer.
June 29, 1883.—Mary Dowling, Cleaner of Offices, \$6 per week.
July 11, 1883.—Charles H. Thompson, George W. Wannaker, Edward Abeel, John M. Smith, Bernard Kenney, Edward Gilon, Theodore S. Croft, John Callan, Dock Masters, \$1,500 per annum.
July 13, 1883.—Robert Hall, Dock Master, \$1,500 per annum.
July 18, 1883.—Louis S. Kellogg, Messenger, in place of Theodore S. Croft, at a compensation of \$65 per month.
August 8, 1883.—Patrick Leahey, David F. McCarthy, George C. Glatt, Edward Sheridan, Edward Gibbons, John Gannon, James Fitzsimmons, John Atkinson, Terrence McGough, Michael Hens, Josiah Anoney, Thomas Horan, Watchmen.
August 8, 1883.—Winfield S. Lasher, Assistant Engineer.
August 8, 1883.—John Liddle, Temporary Foreman Mason.
August 8, 1883.—Patrick Langan, Mason.
August 29, 1883.—Catharine Lyons, Cleaner of Offices, at a compensation of \$6 per week.
August 29, 1883.—James Kane, Patrick Griffin, James Quinn, Laborers.
September 5, 1883.—Michael Rafferty, Watchman.
September 5, 1883.—Roger Waters, Laborer.
September 12, 1883.—J. De Witt Foshay, Michael Magee, Doormen and Watchmen, at a compensation of 20 cents per hour.
September 12, 1883.—Patrick Casey, Mason.
September 12, 1883.—Patrick Campbell, Laborer.
September 12, 1883.—John O'Brien, Stonecutter.
September 12, 1883.—Owen Keenan, Laborer.
September 20, 1883.—John Sloan, Captain Tug "Manhattan," at a compensation of \$125 per month.
September 20, 1883.—Matthew Murphy, Engineer Tug "Manhattan," at a compensation of \$100 per month.
September 20, 1883.—Walter Noble, Fireman Tug "Manhattan," at a compensation of \$60 per month.
September 20, 1883.—Alfred W. Gee, Martin Carroll, Deckhands Tug "Manhattan," at a compensation of \$50 per month.
September 20, 1883.—John Mulligan, Stonecutter.
September 20, 1883.—William H. McEvoy, Inspector of Scows, at a compensation of 20 cents per hour.
October 3, 1883.—Henry Singer, Clerk, \$1,200 per annum.
October 5, 1883.—John Allen, Watchman.
October 11, 1883.—Daniel Haley, Watchman.
October 17, 1883.—David F. McCarthy, Assistant Inspector Pier Building, compensation 35 cents per hour.
October 17, 1883.—Bernard McGaffney, John Murray, Watchmen.
October 24, 1883.—James B. McManus, Patrick L. White, Watchmen.
October 31, 1883.—Frank Mitchell, Watchman.
November 1, 1883.—William T. Johnston, Messenger, at a compensation of \$65 per month.
November 8, 1883.—Patrick Maguire, Watchman.
November 19, 1883.—Hiram C. Calkins, Hydrographer, at a compensation of \$75 per month.
November 19, 1883.—William S. Cowles, Charles Thompson, Boatmen, at a compensation of \$15 per week.
November 19, 1883.—John W. Beane, promoted to Assistant Surveyor, at a compensation of \$1,200 per annum.
November 19, 1883.—John Mullen, Martin McElin, Watchmen.
November 21, 1883.—Peter Graney, Jr., Watchman.
November 21, 1883.—Irving Hunter, Sounder.
November 28, 1883.—William Watson, Daniel J. Keating, Stonecutters.
November 28, 1883.—John Stevenson, Sounder.

November 28, 1883.—George Tyson, Watchman.
November 28, 1883.—John Dillon, Laborer.
November 28, 1883.—Luke A. Gallagher, Dock Builder.
November 28, 1883.—William Cringle, Watchman.
December 5, 1883.—John J. Murphy, Jr., Watchman.
December 6, 1883.—Arthur Woods, Stonecutter.
December 6, 1883.—Matthew McDonald, Dock Builder.
December 12, 1883.—Irving K. Taylor, Hydrographer, at a compensation of \$75 per month.
December 12, 1883.—Thomas Crowell, Thomas McCabe, Stonecutters.
December 19, 1883.—Frank Gurrins, Watchman.
December 31, 1883.—William Shedlock, Superintendent of Machinery, at a compensation at the rate of \$1,500 per annum.
December 31, 1883.—John W. Ingalls, Clerk, at a compensation at the rate of \$900 per annum.
December 31, 1883.—Bernard Garvey, Doorman and Watchman, at a compensation of 20 cents per hour.
December 31, 1883.—George H. Laughlin, Jr., Engrossing Clerk, at a compensation at the rate of \$1,200 per annum.
January 31, 1884.—James F. Murphy, Martin McDonnell and Lawrence J. O'Brien, Watchmen.
February 6, 1884.—John Costello, Watchman.
March 6, 1884.—John Driscoll, Watchman.
March 12, 1884.—Charles E. Bradley, Watchman.
March 27, 1884.—William Jordan, Thomas Molloy, Thomas Kenney, John Daniels, James Woods, Peter McArdle, William Costello, Patrick Geoghegan, John Fitzpatrick, Patrick Whalen, Patrick Brennan, Ambrose C. Tanner, Joseph Shivan, John Sparrow, John McEntee, Dock Builders.
April 3, 1884.—Jeremiah Collins, Michael H. Leach, Timothy Duggan, Charles Curran, Patrick Rinn, Thomas Quinlan, Laborers.
April 16, 1884.—Alex. M. Goge, Draughtsman, at a compensation of \$1,000 per annum.
April 16, 1884.—Edward Freil, Thomas Kiernan, William Barr, John Love, Patrick Horan, John Brady, Dock Builders.
April 16, 1884.—John Post, Boatman.
April 16, 1884.—Edward P. Mulhare, Patrick McFadden, Charles W. Crossen, Watchmen.
April 16, 1884.—James Farley, James O'Neil, John Whelan, Alexander Stringer, Patrick Harkins, Patrick Dickson, Michael Broderick, John McCabe, Thomas Leonard, Laborers.
April 16, 1884.—Thomas Sullivan, Chairman.
April 16, 1884.—William Fitzgerald, John Bruton, Masons.
April 16, 1884.—Theodore F. Alling, Blacksmith.
April 30, 1884.—John Lyons, Laborer.
April 30, 1884.—Frank Kavanagh, Dock Builder.
Resigned and discharged, etc., from May 1, 1883, to April 30, 1884:
May 9, 1883.—Wm. Linebeck, Matthew Hartnett, Watchmen, discharged.
June 6, 1883.—Hugh J. Kelly, Temporary Clerk, resigned.
June 6, 1883.—Peter McDermott, James Brady, Watchmen, discharged.
June 6, 1883.—Wm. L. McConkey, Temporary Corporation Wharfinger.
June 6, 1883.—John Butler, James Fitzpatrick, Corporation Wharfingers.
June 6, 1883.—John McKeon, Michael J. Gallagher, Jeremiah Hogan, Temporary Corporation Wharfingers.
July 13, 1883.—Theodore S. Croft, Messenger, services dispensed with.
July 31, 1883.—George W. Reideman, Temporary Rodman, resigned.
August 8, 1883.—James Purcell, Thomas Golden, Laborers, discharged.
August 8, 1883.—William J. Barnum, John Beniss, Daniel Doran, Peter Gibbons, William Kidney, Thomas Knightly, Charles Lange, Thomas McCann, John Murphy, John Murray, Daniel Nolan, Robert Tucker, James Sheehan, Daniel Sullivan, Garrett Wall, D. J. McGowan, Michael Rafferty, James Keenan, Watchmen, removed.
August 8, 1883.—John Sloan, Captain Tug "Manhattan," removed.
August 8, 1883.—Matthew Murphy, Engineer Tug "Manhattan," removed.
August 8, 1883.—Walter Noble, Fireman Tug "Manhattan," removed.
August 8, 1883.—Alfred W. Gee, Martin Carroll, Deckhands Tug "Manhattan," removed.
August 29, 1883.—Catharine Hart, Cleaner of Offices, removed.
September 5, 1883.—John Burns, Watchman, discharged.
September 19, 1883.—James W. Marshall, Night Watchman, discharged.
October 3, 1883.—George C. Glatt, Watchman, discharged.
October 6, 1883.—Ephraim R. Dingley, Temporary Superintendent of Machinery, dismissed.
October 11, 1883.—John Allan, Edward Sheridan, Watchmen, discharged.
October 17, 1883.—Edward Gibbons, Watchman, discharged.
October 24, 1883.—Josiah Anoney, Watchman, resigned.
November 1, 1883.—Frederick W. Beatty, Messenger, resigned.
November 8, 1883.—Patrick Leahy, Bernard McGaffney, Watchmen, resigned.
November 19, 1883.—Daniel Haley, Watchman, discharged.
November 19, 1883.—Patrick L. White, Watchman, resigned.
November 21, 1883.—Nicholas Hall, Watchman, discharged.
November 28, 1883.—Martin McElin, Watchman, discharged.
December 12, 1883.—John H. Rogers, Inspector Pier Building, resigned.
December 12, 1883.—Daniel J. Keating, Stonecutter, discharged.
December 12, 1883.—Patrick Enright, Laborer, discharged.
December 19, 1883.—John Mullen, Watchman, discharged.
December 31, 1883.—William A. Leffingwell, Clerk, resigned.
December 31, 1883.—Edward Dickel, Clerk, removed.
December 31, 1883.—Amzi Cook, Doorman, removed.
January 23, 1884.—William Kiernan, Edward Barry, Michael Broderick, Jeremiah Collins, Charles W. Crossen, Patrick Devin, James Donovan, Timothy Duggan, Michael Falvey, John Gilmore, Samuel Glenn, John Gallagher, Richard Reilly, Patrick Rinn, George F. Stark, Thomas Griffin, Edward Grady, John Hannon, John Leary, Thomas Leonard, John Lyons, Thomas Mahon, Patrick Nevin, John O'Neil, James Kennedy, John O'Toole, Thomas Quinlan, Daniel Stone, Christopher Kerns, George Feiss, Laborers, discharged.
January 23, 1884.—William Barr, Dunning Brown, Henry Crum, John Fitzpatrick, Patrick Geoghegan, Thomas Johnston, William Jordan, Thomas Kiernan, John Love, Arthur McAdam, John McAleer, John Manly, William Costello, Dock Builders, discharged.
January 23, 1884.—Martin Kennedy, Rodman, discharged.
January 23, 1884.—Peter McArdle, Captain Pile Driver, discharged.
January 23, 1884.—Patrick Carey, John Bruton, William Fitzgerald, Joseph Potter, Patrick Langan, John Mulligan, John Liddle, Masons, discharged.
January 23, 1884.—John O'Brien, D. J. Keating, Thomas McCabe, Thomas Crowell, Arthur Woods, William Watson, Stonecutters, discharged.
January 23, 1884.—Frank Clark, Charles Smith, Edward Wright, Carpenters, discharged.
January 30, 1884.—Charles Brennan, Patrick Brennan, John Duke, Patrick Horan, Michael Hughes, Ronald McDonald, John Malone, John Regan, Patrick Whalen, James Woods, Dock Builders, discharged.
January 30, 1884.—James Carroll, Daniel Connolly, Michael Donovan, Michael H. Leach, Michael O'Laughlin, John Reddy, John Slattery, Laborers, discharged.
February 6, 1884.—Martin McDonnell, Watchman, discharged.
March 5, 1884.—John Lane, Watchman, discharged.
March 12, 1884.—Frank Gurrins, Watchman, discharged.
April 2, 1884.—James B. McManus, John Costello, Watchmen, discharged.
April 2, 1884.—William S. Cowles, Boatman, discharged.
April 16, 1884.—Charles E. Bradley, Watchman, discharged.
April 16, 1884.—James Sutcliffe, Blacksmith, removed.
April 30, 1884.—Patrick Harkins, Laborer, discharged.
April 30, 1884.—John Sparrow, Dock Builder, discharged.

Dropped from the roll during the year ending April 30, 1884, their services being no longer required :

Thomas Boyle, John Carroll, John Corcoran, Patrick Fagan, Michael Farrell (2), James Fitzpatrick, James Langton, Michael McLaughlin, George Meade, Albert Merrick, Wm. Moore, Frank Nedley, Phillip Riley, Wm. Woods, Wm. Woodbridge, Laborers.
Charles Clark, Dock Builder.
Edward Kelly, James Salmon, Inspectors of Paving.

The following changes in rates of compensation and official designation of employees occurred between May 1, 1883, and April 30, 1884 :

July 11, 1883.—Resolved, For the proper supervision of the water-front of the city, the care of the wharf property located thereon placed in the charge of this Department, the rendering of necessary facilities for the prompt berthing of vessels thereat, and the collection of the wharfage accruing therefrom, that the water-front of the City of New York be and hereby is arranged and divided into nine districts, as follows, viz. :

Resolved, For each of the above-created districts there shall be appointed, designated or assigned, from time to time, at the pleasure of the Board, a suitable and competent person to be known and entitled as "Dock Master," whose compensation shall be and is hereby fixed at the rate of \$1,500 per annum, payable monthly, and who shall perform such duties and render such

services in relation to the supervision, regulation and occupation of the wharf property and water-front in their respective districts, as the laws of the United States and of the State of New York, the ordinances of the City of New York, and the by-laws of this Board and its rules or orders shall or may require, prescribe or direct.

Resolved, That all the foregoing resolutions shall take effect on the 16th instant.

Resolved, That the office of Corporation Wharfinger be and hereby is abolished on and after the 15th instant.

August 8, 1883.—Compensation of Charles Miller, Jr., Clerk, increased to \$1,200 per annum.

October 31, 1883.—Compensation of Winfield S. Lasher, Assistant Engineer, increased to \$1,500 per annum.

November 8, 1883.—Compensation of James W. Dorsett, Clerk to Engineer-in-Chief, increased to \$1,200 per annum.

December 31, 1883.—Resolved, That George H. Laughlin, Jr., be and hereby is appointed Engrossing Clerk, from and after January 1, 1884, at a compensation at the rate of \$1,200 per annum.

Resolved, That Clerk James Weir be and hereby is designated as Apportionment Clerk on and after January 1, 1884, and that his compensation shall be and is fixed at the rate of \$1,800 per annum.

Resolved, That the compensation of Effingham V. Smith and John Hoope, Timekeepers, be and hereby is fixed, from and after January 1, 1884, at the rate of \$900 per annum.

Resolved, That Temporary Clerk Frederic Perry be and hereby is appointed Bookkeeper, on and after January 1, 1884, at a compensation at the rate of \$2,000 per annum.

Resolved, That Clerk Charles Miller, Jr., be and hereby is designated as Recording Clerk, compensation to be as at present established.

Resolved, That the compensation of John C. Donohue, Clerk to General Repairs Force, be and hereby is fixed, from and after January 1, 1884, at the rate of \$900 per annum.

Resolved, That the compensation of Edward G. Ames, Clerk, be and hereby is fixed, from and after January 1, 1884, at the rate of \$1,000 per annum.

Resolved, That the compensation of David H. Lane, Clerk, be and hereby is fixed, from and after January 1, 1884, at the rate of \$900 per annum, and designated as Clerk of Floating Property.

Resolved, That Temporary Clerk Geo. O. Beach be and hereby is designated as Clerk to the Treasurer, at the compensation now established.

Resolved, That J. Frank Johnson be and hereby is appointed Leveler, at a compensation at the rate of \$900 per annum.

January 2, 1884.—Resolved, That Wm. Livingstone, Temporary Searcher of Water Grants, be and is hereby designated as Searcher of Water Grants, at the same compensation as at present established.

January 30, 1884.—Resolved, That the designation of the following-named employees of this Department be and is hereby made, as follows, to take effect from date, viz.: John F. Williams, Rodman; Samuel Fitzpatrick, Office-keeper and Messenger; John Blew, Foreman of Dock Builders; John D. Walsh, Inspector of Pier Building; Richard Munster, Rigger and Captain, Ten-ton Derrick; James W. Dorsett, Clerk; Otto Sibeth, Draughtsman; John Olszen and Charles Williams, Scowmen and Acting Inspectors of Dumping of Dredged Material.

Resolved, That the rate of compensation to be paid to the following-named employees of this Department be and is hereby made, as follows, to take effect from January 15th instant, viz.: John Olszen and Charles Williams, as Scowmen and Acting Inspectors of Dumping of Dredged Material, at \$15 per week.

John F. Williams, Rodman, at \$15 per week.

January 31, 1884.—Edward McGlynn assigned to duty as Day Watchman at the Chambers Street Office, and that he be designated as Watchman and Messenger.

The following-named Laborers assigned to perform duty as Sunday Watchmen at the places named respectively:

John Dillon, at West Fifty-seventh street, North river.

William H. Carman, at Gansevoort Street Yard, North river.

Dennis Meehan, at East Seventeenth Street Yard, East river.

SECOND.

The Board submits the following statement of the subjects and duties which have engaged its attention during the year ending April 30, 1884:

I.—ORGANIZATION.

May 16, 1883.—Commissioner Lucius J. N. Stark, who was appointed on May 10 in place of Jacob Vanderpoel, whose term of office expired, took his seat in the Board, and was elected President for the year ending April 30, 1884.

May 16, 1883.—Commissioner Voorhis elected Treasurer of the Board.

II.—GENERAL DUTIES.

The duties devolved upon this Department by law comprise, among others, the following, many of which are purely legislative, and were exercised by the State Legislature prior to the creation of this Board:

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

The making of rules and regulations as to the use of all the water-front and the setting aside of parts of it for such special kinds of commerce as may be best calculated to promote the general business interests of our city.

The duty of passing upon all erections, structures and superstructures, and upon every proposed modification or increase of terminal facility on the water-front.

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

And, generally, the obligation to watch over and promote the commercial growth of the city by introducing, from time to time, every practicable improvement into its wharf and dock system.

III.—OPERATIONS ON THE WATER-FRONT.

The Commissioners governing this Department have, during the year, made strenuous efforts to have the work of the permanent improvement of the water-front, in accordance with the established plan, noticeably advanced, but they regret to state that their operations on the water-front have been seriously obstructed and impeded by reason of the action taken by various private parties, claiming wharfage rights and privileges, and in whose interest suits have been commenced, and injunction orders obtained restraining this Department from proceeding with the work at several locations along the line of the proposed improvement, and also by reason of the failure of negotiations for the acquisition by the Corporation of the City of New York of the private rights of various parties claiming the title to and ownership of certain portions of the water-fronts on the North and East rivers, in consequence of the titles thereto not being satisfactory to the Counsel to the Corporation, and long delays were occasioned by giving time and opportunity to the parties to correct and make good the defects in such titles. By reason of these delays, and from the fact that both on the North and East river water-fronts, the city is in the possession of less than one-half of the bulkhead and wharf property, lying south of Canal street, on the North river, and south of Grand street, on the East river, and that the portions of the same belonging to, and which are in the possession of the city, are not, with but few exceptions, of sufficient length consecutively to warrant the Department in commencing the work of the permanent improvement thereof with due regard to the material interests of the city, until the adjoining private property can be legally acquired by the corporation (as in the judgment of the Commissioners the work should be commenced at a given point, and proceeded with continuously when practicable, without interruption, and should not be carried on in a desultory manner by doing a piece here and there, as the opportunity might offer), the work of the permanent improvement under the approved plan—for that portion of the city south of Sixty-first street, on the North river, and south of Grand street, on the East river—has not, therefore, progressed as rapidly as the Commissioners had hoped at the beginning of the year.

The Commissioners fully expected that the decision in the Langdon case by the Court of Appeals would practically settle and determine the question as to the respective rights of the corporation and the private owners claiming the right to the possession of wharf property on the water front, and that the vexatious and troublesome litigations at issue in respect thereto would have ceased and ended, and the Department been permitted to proceed with its work of the improvement of the water-front without hindrance, but as the Board have been advised that in the opinion of the Counsel to the Corporation the question decided in the Langdon case does not affect to any great extent, nor neither does it settle the question at issue in the other actions pending against the city affecting the control and possession of property on the water-front, the matter remains in such a situation that the work of and the policy to be pursued by the Department is continued in a state of uncertainty.

Another of the subjects that have engaged the attention of the Board the past year, and one of the most important which claimed its earliest consideration, was that of providing the necessary facilities and the adoption of suitable rules and regulations for the proper and prompt berthing of vessels at the various wharves of this city, duties which, from their close association with those discharged by this Department, as also from their recognized natural connection therewith, should be solely entrusted to and by statute specifically devolved upon the Department of Docks. These duties had for a time past been assumed and claimed to have been performed by a number of individuals styling themselves Harbor Masters, but the Legislature of 1883 had rescinded and revoked

whatever claim to authority the said parties may have been possessed of, by the enactment of a statute abolishing the office of Harbor Masters as it had theretofore existed, and providing for the appointment of a limited number of officials to be expressly authorized and directed to perform the duties necessary and pertaining to the berthing and locating of vessels at the wharves of this city, and in the waters adjacent thereto.

Owing to the failure of the Senate of this State to confirm the appointment of the persons selected by his Excellency the Governor, as required by law, the said statute, with its provisions for a corps of Harbor Masters, became, and is, at least for the time being, practically inoperative, and of no effect, while it was, also, unquestionably true that such authority as had been conferred under previous existing statutes upon the late acting Harbor Masters had been fully and completely revoked and annulled. Under such circumstances it seemed to this Board to be plainly its duty to make such provision for the berthing and locating of vessels at the wharves of this city as the requirements of commerce and the interests of shipping might call for.

With this object in view, and for the purpose of ascertaining to what extent those views were concurred in by parties interested therein, a conference was held by request of this Board at its rooms, May, 1883, with representatives of the Chamber of Commerce, Produce Exchange, Maritime Exchange, Mechanics and Traders' Exchange, Board of Trade and Transportation, and the Building Material Exchange, which conference, after a full consideration of the circumstances, expressed substantially its unanimous opinion that it was the duty of the Board to adopt such measures as would fully meet the exigencies of the situation and avert any injury to the commercial or business interests of the city consequential upon the non-existence of Harbor Masters as contemplated by the statute.

Acting upon the foregoing conclusions, the Board, in July last, reorganized the system of service as rendered by the Wharfingers or other employees of the Department detailed to duty along the water-fronts, by the adoption of a series of resolutions providing for the division of the water-front of the city into nine districts, and the appointment and assignment of an official to be known as a Dock Master to each of the districts, with instructions to render all necessary service in the berthing of vessels in their respective districts, in addition to the duties heretofore assumed by the Department, of the collection of the wharfage dues, and the enforcement of the rules and regulations as established by the Board for the government of the water-front of the city, and notwithstanding the opposition manifested thereat by the late acting Harbor Masters, or of persons directly in the interest of that defunct body, it affords the Board much pleasure to state that its experience proves, that since it has assumed the service of berthing vessels arriving at this port, general satisfaction to the shipping and commercial interests has been given, in that such service has been promptly and impartially rendered, free of the burdensome and unnecessary costs and charges heretofore imposed upon the commerce of the city, and with but a very slight increase to the expenses of this Department, thus clearly demonstrating the wisdom of the opinion entertained by all familiar with subject, that in the Department of Docks alone should be vested full power and authority over the berthing of vessels along the water-front of this city, thereby ensuring a service prompt, efficient and comparatively free of cost to the city, and also avoiding all questions of authority and jurisdiction so likely to arise between differently constituted bodies that are conflicting in their nature, causing much annoyance and embarrassment, and frequently entailing a serious loss to an interested but innocent party to the matter at issue.

Much time and attention has also been given during the year to negotiating with the private owners of wharf property on both the North and East rivers, for the purchase by the corporation of the city of such portions as were deemed necessary for the further immediate prosecution of the work, and numerous conferences have been held with the parties in interest and their representatives, in order to arrive at and conclude upon a price for such rights, which would in the judgment of this Board, be a reasonable and fair price therefor; the private owners in many instances demanding compensation for their interests largely in excess of what might reasonably be considered as proper consideration therefor. But the Board hopes, that as the result of such negotiations, that it will be enabled to substantially agree upon a price for the purchase of several pieces of wharf property on the water-front, on such just and equitable terms, and at valuations which will be considered by the Board fair and reasonable to all parties concerned, and deemed to be for the best interests of the city to offer therefor.

In regard to the improvement of a portion of the East river water-front heretofore recommended by this Board in 1883, the plans for which, together with full detailed estimates of the cost and particular description of the advantages to be derived from the adoption of the plan proposed, over that of the plan as prepared and submitted in 1871, and which remains unacted upon, was submitted for the consideration of the Commissioners of the Sinking Fund, in a letter from Commissioner Laimbeer, then President of the Board, to the Comptroller, dated January 12, 1883, no formal action has been taken by that Board, and the matter of this much-needed improvement of the water-front from Grand street to Thirty-fourth street, East river, remains in abeyance until such legislative or other action as may be proper to be taken in the premises may be had. The Board regrets very much the delay in this matter, believing as it does that the best interests of the city require that the work of improving the water-front in that section of the city should be proceeded with as speedily as possible to afford and provide better wharfage facilities for the accommodation of the public, as well as the business community on the East river water-front.

The Board, in pursuance of its duty and for the better carrying on of the work devolving upon it, has during the present year organized additional surveying parties for the purpose of taking soundings and properly recording the nature of the river bottom, and the depth of water at mean low water in all the slips, piers and bulkheads on the entire water-front of the city.

For a statement of all the work of construction and general repairs, done by direction of the Board during the year, reference is made to the report of the Engineer-in-Chief hereto appended, where the same will be found fully stated in detail.

REVENUES, EXPENSES, ETC.

The total revenues of the Department which have accrued within the year amount to \$1,246,858.19, being an increase over the previous year of \$83,964.23.

The Department deposited during the year with the City Chamberlain, for the redemption of the city debt, \$1,228,370.21.

The audited expenses during the year amount to \$760,106.80, being for new work; construction, \$621,821.72; for repairs to piers, etc., not built on the new plan, \$94,725.06; for office rent, clerk hire, and general expenses of principal office, \$43,439.12; and for addition to floating plant, \$120.

THIRD.

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

I.—ORDERS AND RULES MADE BY THE BOARD.

June 29, 1883.—Resolution adopted: That the offices of this Board shall be open daily for business from 9 A. M. to 4 P. M. (Saturdays, Sundays and legal holidays excepted), and the same shall be open on Saturdays, from June 15 to September 15, from 9 A. M. to 12 M., and from September 15 to June 15, from 9 A. M. to 3 P. M.

July 11, 1883.—Resolution adopted, abolishing the office of Corporation Wharfinger from July 15, 1883.

July 11, 1883.—Resolution adopted, dividing the water-front of the city into nine districts, as follows:

District No. 1.—Extending from Castle Garden to and including Pier 21, East river.
District No. 2.—Extending from Castle Garden to and including Pier, old 42, North river.
District No. 3.—Extending from east side Pier 21, East river, to and including Pier 55, East river.

District No. 4.—Extending from north side of Pier, old 42, North river, to and including Pier at foot of West Twenty-third street, North river.

District No. 5.—Extending from north side of Pier 55, East river, to the north side of East Thirty-fourth street, East river.

District No. 6.—Extending from north side of Pier at West Twenty-third street, North river, to and including Pier at foot of West Fifty-ninth street, North river.

District No. 7.—Extending from north side of Thirty-fourth street, East river, to the south side of Ninety-second street, East river.

District No. 8.—Extending from north side of Pier at West Fifty-ninth street, North river, to Yonkers; also Spuyten Duyvil creek, from North river to Kingsbridge.

District No. 9.—Extending from south side of Ninety-second street, East river, to and including Bronx river, and also Harlem river, from East river to Kingsbridge.

July 11, 1883.—Resolution adopted: That for each of the foregoing created districts there shall be appointed, designated or assigned, from time to time, at the pleasure of the Board, a suitable and competent person, to be known and entitled as "Dock Master," whose compensation shall be and is hereby fixed at the rate of \$1,500 per annum, payable monthly, and who shall perform such duties and render such services in relation to the supervision, regulation and occupation of the wharf property and water-front in their respective districts, as the laws of the United States and of the State of New York, the ordinances of the City of New York, and the by-laws of this Board and its rules or orders shall or may require, prescribe or direct.

July 14, 1883.—Resolution adopted: 1st. That, until otherwise ordered, each Dock Master shall exercise a constant inspection and supervision of the condition of all piers, bulkheads, slips and wharf property in his district, promptly reporting in writing to the Board, from time to time, as may be required, such repairs and improvements thereto as he may deem necessary and proper for the safety and preservation thereof.

2d. Each Dock Master shall promptly designate and assign, in the order in which application is made, suitable and convenient berths, so far as practicable, within the limits of his district, for the use of such vessels and water-craft as may require the same for the reception or discharge of

passengers, merchandise, etc., therefrom, or for the necessary repair or the safety of any vessel or water-craft.

3d. It shall be the duty of each Dock Master to require and enforce the due observance of and compliance with such of the National and State laws, City ordinances, and the rules, regulations and orders of the Department of Docks as appertain to the use, care and custody of the wharf property of and about the City of New York, promptly reporting to the Board all violations and evasions of such laws, ordinances, rules, regulations and orders.

4th. Each Dock Master shall make and transmit to the Board a daily report in writing of all vessels and water-craft that may be moored within the limits of his district from which wharfage is accruing or may be due to the corporation of the city, giving a description of each vessel or water-craft, with its name and tonnage, the name of the captain, owner, agent or consignee thereof, and the wharf, pier, or bulkhead where such vessel or water-craft is located.

5th. Each Dock Master shall collect from time to time, and make return thereof at 12 o'clock noon on Monday of each week, or as much oftener as may be required by the Board or its Treasurer, all wharfage or crange charges that have accrued during the previous week within the limits of his district, reporting in writing the description, name, tonnage and location of each vessel, with the name of the captain, owner, agent or consignee thereof, and the amount of wharfage that has accrued against each vessel, as also the amount received by him on account thereof.

6th. Each Dock Master is expressly prohibited, under penalty of immediate dismissal from his position, from receiving or demanding, directly or indirectly, any fee, gratuity, compensation or article of value of any nature or kind for the assignment of a berth to a vessel at any pier, slip or wharf property whatsoever, or for the performance of, or the omission to perform, any of the duties required of or pertaining to the position of Dock Master of this Department.

July 18, 1883.—Resolution adopted: That whenever the words "Corporation Wharfing" appear in the Rules and Regulations of the Department as established for the government and proper care of piers, bulkheads and slips, and other wharf property, under the provisions of chapter 574 of the Laws of 1871, and published as of May 1, 1882, said words be and hereby are directed to be eliminated from said Rules and Regulations, and the words "Dock Master" inserted and substituted in lieu thereof.

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

May 28, 1883.—Awarded to Geo. Ryan, of No. 729 East Ninth street, and Edward Cody, of No. 217 Sixteenth street, Brooklyn, for repairing Pier, new 43, North river; No. 188 A, dated May 29, 1883; expiration, July 16, 1883. Contract price, \$3,161.

May 28, 1883.—Awarded to Charles Dever and David Coddington, of No. 44 Rose street, for repairing the shed on Pier, new 43, North river; No. 188 B, dated June 2, 1883; expiration, July 16, 1883. Contract price, \$6,600.

May 28, 1883.—Awarded to Joseph D. Bliss, of No. 602 Grand street, for painting the shed on Pier, new 43, North river; No. 188 C, dated May 31, 1883; expiration, August 1, 1883. Contract price, \$2,237.

June 29, 1883.—Awarded to Theodore and Henry Smith, foot Essex street, Jersey City, for furnishing a new boiler, tank, smoke-pipe, etc., for tug "Manhattan," No. 189, dated July 2, 1883; expiration, September 10, 1883. Contract price, \$8,245.

July 14, 1883.—Awarded to William P. Kelly, of No. 187 West street, for repairing the under-structure of Pier, new 36, North river; No. 190, dated July 16, 1883; expiration, September 5, 1883. Contract price, \$10,134.

September 5, 1883.—Awarded to John Gillies, of No. 137 Kent street, Brooklyn, E. D., for building a new wooden pier near the foot of West Twenty-ninth street, North river, to be known as Pier, new 59; No. 191, dated September 5, 1883; expiration, February 10, 1884. Contract price, \$28,779.

September 5, 1883.—Awarded to John Gillies, of No. 137 Kent street, Brooklyn, E. D., for repairing Pier at Eighty-sixth street, East river, and building a new wooden pier southerly side of Eighty-sixth street; No. 192, dated September 5, 1883; expiration, November 25, 1883. Contract price, \$9,685.

September 24, 1883.—Awarded to Joseph Walsh, of No. 114 Wall street, for removing part of Pier, old 38, and building a new wooden pier, to be known as Pier, new 27, North river; No. 193, dated September 27, 1883; expiration, February 28, 1884. Contract price, \$43,000.

September 24, 1883.—Awarded to Joseph Walsh, of No. 114 Wall street, for repairing Pier 6, East river; No. 194, dated September 27, 1883; expiration, November 12, 1883. Contract price, \$3,400.

October 5, 1883.—Awarded to John Gillies, of No. 137 Kent street, Brooklyn, E. D., for building a new wooden pier at the foot of West Thirtieth street, North river, to be known as Pier, new 60, North river; No. 195, dated October 6, 1883; expiration, February 28, 1884. Contract price, \$31,073.

October 10, 1883.—Awarded George Ryan, of No. 729 East Ninth street, and Edward Cody, of No. 217 Sixteenth street, Brooklyn, for repairing Pier, old 29, North river; No. 196 A, dated October 12, 1883; expiration, November 24, 1883. Contract price, \$4,937.

October 17, 1883.—Awarded Charles W. Jessup, of No. 247 Division street, for repairing shed on Pier, old 29, North river; No. 196 B, dated October 19, 1883; expiration, November 24, 1883. Contract price, \$1,087.

October 11, 1883.—Awarded John H. Hughes, of No. 264 Division street, for painting shed on Pier, old 29, North river; No. 196 C, dated October 16, 1883; expiration, December 8, 1883. Contract price, \$200.

November 14, 1883.—Awarded Charles M. Pratt, of No. 46 Broadway, for dredging at the foot of West Forty-sixth and West Forty-seventh streets, North river; No. 197, dated November 15, 1883; expiration, February 18, 1884. Contract price, \$9,860.

December 6, 1883.—Awarded to Henry Dubois' Sons, of No. 119 South street, for dredging at the foot of West Thirty-sixth street, North river; No. 198, dated December 11, 1883; expiration, February 10, 1884. Contract price, \$3,725.

December 10, 1883.—Awarded to Warren Roosevelt, of No. 257 South street, for repairing the under-structure of Pier, new 45, North river; No. 199, dated December 21, 1883; expiration, March 10, 1884. Contract price, \$20,309.

January 21, 1884.—Awarded John Gillies, of No. 71 Astor House, for building a new wooden pier, with a temporary approach thereto, at the foot of West Forty-fourth street, North river; No. 200, dated January 23, 1884; expiration, July 21, 1884. Contract price, \$32,832.

February 6, 1884.—Awarded Joseph Walsh, of No. 114 Wall street, for building a crib-bulkhead with appurtenances from Seventy-ninth to Eightieth street, North river, and repairing Pier at Seventy-ninth street, North river; No. 201, dated February 11, 1884; expiration July 21, 1884. Contract price, \$26,650.

February 20, 1884.—Awarded P. Sandford Ross, of No. 104 Hudson street, Jersey City, for building a crib-work bulkhead at foot of Seventy-third street, East river; No. 202, dated February 21, 1884; expiration, May 1, 1884. Contract price, \$2,548.

April 2, 1884.—Awarded John Gillies, of No. 71 Astor House, for building a new wooden pier, with a temporary approach thereto, at the foot of West Thirty-sixth street, North river; No. 203, dated April 3, 1884; expiration, September 4, 1884. Contract price, \$28,000.

April 2, 1884.—Awarded Flaherty & O'Connell, of No. 41 Peck Slip, for repairing Pier foot of East Twenty-fifth street, East river; No. 204, dated April 5, 1884; expiration, June 20, 1884. Contract price, \$5,345.

III.—PAYMENTS MADE BY THE BOARD.

The Commissioners of Docks have made requisitions upon the Finance Department for payments, in satisfaction of liabilities incurred, from May 1, 1883, to April 30, 1884, amounting in all to the sum of \$760,106.80, and herewith submit, annexed to the statement of the revenues and disbursements, a full showing of said payments, and for what purposes.

IV.—LEASES MADE BY THE BOARD.

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

The rent-roll herewith submitted shows fully, as required by law, all leases made during the year. It also gives the termination of all leases during said period, and all leases and permits in force on the first day of May, 1884.

II.—Consents of the Board have been given to the following assignments of leases of wharf property, to wit:

January 23, 1884.—To Iron Steamboat Company, to sub-let a part of Pier, new 1, North river, to West Shore and Ontario Terminal Company, but without impairment of any obligation of lessee under its lease.

III.—Leases or permits for the following-named premises have been terminated by the Board: July 11, 1883.—Permit for float at One Hundred and Eighth street, Harlem river, Henry Velje, not occupied, revoked August 1, 1883.

July 12, 1883.—Lease for pier or bulkhead at Eighty-sixth street, East river, John H. Baxter, relinquished.

February 1, 1883.—Permit for bulkhead between Piers, new 37 and new 38, North river, Booth & Edgar, revoked.

All of which is very respectfully submitted.

L. J. N. STARK,
JOHN R. VOORHIS,
WM. LAIMBEER, } Commissioners
of
Docks.

JOHN T. CUMING, Secretary.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1884.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1884.

DOCK AND SLIP RENT.

I.—REVENUE:
1. Amount of accrued rents and wharfage uncollected April 30, 1883, as per report for the year ending that date—
Rents..... \$38,262 50
Wharfage..... 3,391 73
\$41,654 23

Amount of rents and wharfage accrued during the year ending April 30, 1884, to wit:

2. To lessees of corporation wharf property..... \$1,094,170 83
3. To occupants of land under water, the property of the corporation, covered by wharf improvements erected by permission of the Department..... 75,736 67
4. Amount of wharfages accrued within the year from unleased corporation wharf property..... 76,950 69
\$1,246,858 19

II.—DISTRIBUTION:

Cash—

Amount of moneys deposited with the Chamberlain prior to May 1, 1883, being in payment, in advance, of rents accruing therefor..... \$28,943 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..... 1,208,931 92
\$1,237,875 67

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

Interest on claims settled..... \$226 51
Sums received at public sales of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or, in default, to become forfeited to the city..... 5,552 50
Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1883..... 3,726 45
9,505 46

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..... \$1,228,370 21
Claims for unpaid rents during the year placed in the hands of the Counsel to the Corporation for collection..... 25,368 75
\$1,253,738 96

III.—BALANCE:

Amount of accrued wharfage remaining uncollected April 30, 1884, in process of collection..... \$8,643 46
Amount of accrued rents remaining uncollected April 30, 1884 (since paid)..... 26,130 00
\$34,773 46

DOCK BONDS.

Amount of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund prior to May 1, 1883..... \$9,853,500 00
Amount of requisitions for Dock Bonds made in and during the year ending April 30, 1884..... 750,000 00

Making the total amount of "Dock Bonds of the City of New York," directed by the Commissioners of the Sinking Fund to be issued for the uses and purposes of the Department of Docks from the date of its organization in May, 1870, to April 30, 1884, to be..... \$10,603,500 00

(The amount of revenue accruing through the Department of Docks from corporation wharf property during the same period, from May, 1870, to April 30, 1884, and pledged for the redemption of the city debt, has been..... \$10,365,215 99)

DOCK FUND.

I.—RECEIPTS:

1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1883, for the uses and purposes of this Department, as per annual report for the year ending April 30, 1883..... \$98,704 72
Amount of proceeds of Dock Bonds directed by the Commissioners of the Sinking Fund to be issued by the Comptroller in and during the year ending April 30, 1884..... 750,000 00
Premium on \$250,000 Bonds sold..... 7,770 00
\$856,474 72

2. Amount of moneys received in and during the year and deposited with the Chamberlain for the uses and purposes of the Department, being reimbursements for the cost of repairs to wharf properties not owned by the corporation, and for the use of Department appliances and dumping-grounds, furnishing maps and tracings, etc..... 11,684 77
\$868,159 49

Less this amount, being difference between Comptroller's account and that of this Department, arising from erroneous entry, May 1, 1877..... 8,267 34
\$859,892 15

II.—EXPENDITURES:

Amount of bills and claims audited in and during the year ending April 30, 1884, 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—

As per annexed Schedule B:

Advertising for estimates, etc..... \$152 60
Cement..... 8,516 50
Coal for tug, pile-drivers, etc..... 3,796 49
Contracts for building new piers and bulkheads..... 268,354 22
Drawing materials and surveying instruments..... 388 92
Dredging..... 113,259 00
General expenses, including plumbing and gas-fitting on new piers, insurance on sheds, workmen's tools, etc., and maintenance of Floating Plant and Department Yards..... 12,469 60
Granite, rip-rap, broken stone, cobble-stone, sand and brick..... 28,216 03
Iron, steel, spikes, nails and mooring-posts..... 1,492 16
Lumber, piles and creosoting..... 33,451 63
Stationery, printing and maps..... 2,160 25
Towing..... 922 50
\$473,179 90

As per annexed Schedule C:

Salaries of the Commissioners of Docks..... \$9,000 00
Salaries of the Office of the Engineer-in-Chief..... 20,515 45
Salaries of the Construction force..... 17,345 40
46,860 85

As per annexed Schedule D:

Pay-roll—
Surveying force..... \$7,632 72
Captains, engineers, crews and watchmen on floating property..... 24,824 43
Blacksmiths, laborers and watchmen in Department Yards..... 16,030 19
Masons, dock-builders, laborers and watchmen on works of construction..... 53,293 63
101,780 97

2. For General Repairs—

As per annexed Schedule E:

Advertising for estimates..... \$134 35
Contracts for repairing piers, etc..... 51,365 82
Dredging..... 14,431 32
Lumber..... 5,423 83
Miscellaneous expenses, including painting, cleaning piers, etc..... 4,114 24
Printing..... 494 50
\$75,964 06

As per annexed Schedule F:

Pay-rolls of dock-builders, laborers and watchmen on repairs..... 18,761 90
94,725 96

3. For Annual Expense—

As per annexed Schedule G:

Advertising public sales, etc..... \$1,308 05
Office rent and contingent expenses..... 8,404 54
Stationery and printing for Commissioners' offices..... 3,501 22
\$13,213 81

As per annexed Schedule H:

Salaries of officers and appointees..... 30,225 31
43,439 12

4. For Floating Plant—

Three row-boats..... 120 00
760,106 80

III.—BALANCE:

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1884, for use of this Department..... \$99,785 35

NEW YORK, November 10, 1884.

Approved and adopted.

LUCIUS J. N. STARK,
WILLIAM LAIMBEER,
JOHN R. VOORHIS, } Commissioners
of
Docks.

The Mayor, Aldermen and Commonalty of the City of New York in account with the Board of the Department of Docks, for and during the Year ending April 30, 1884.

DR.		CR.	
<hr/>			
To deposits of moneys made prior to May 1, 1883, being for payments in advance of rents accruing after that date and credited in this account.....	\$28,943 75		
To deposits of money with the Chamberlain.....	1,220,516 69		
To bills and claims audited for materials and supplies furnished and for services rendered, to wit:			
On Construction account..	\$621,821 72		
On General Repairs account	94,725 96		
On Annual Expense account	43,439 12		
	759,986 80		
To difference in Dock Fund between Comptroller's account and that of this Department arising from erroneous entry in 1877.....	8,267 34		
To estimated depreciation in value of floating plant, say 10 per cent. for the year....	18,420 00		
To balance carried forward.....	725,146 48		
	\$2,761,381 06		
<hr/>			
		By balance, April 30, 1883, as per report for the year ending that date, to wit:	
		Unpaid balances.....	\$739,163 19
		Dock funds.....	98,704 72
		Judgments.....	124,978 91
		Property.....	369,310 00
		Contingent fund.....	1,000 00
			<hr/>
			\$733,156 82
		By dock and slip rent	1,246,858 19
		By interest on claims paid.....	226 51
		By requisitions for Dock Bonds.....	750,000 00
		By premiums on \$250,000 Dock Bonds	7,770 00
		By reimbursement for repairs to private wharves, and for use of pile-drivers, scows, dumping-grounds, etc.....	5,251 27
		By sales of maps, etc.....	39 50
		By moneys credited to the Dock Fund.....	11,684 77
		By fines and penalties.....	240 00
		By dump tickets.....	6,154 00
			<hr/>
			\$725,146 48
			<hr/>
			\$2,761,381 06

NEW YORK, November 10, 1884.

By balance, April 30, 1884..... \$725,146 48
LUCIUS J. N. STARK, } Commissioners, composing
WM. LAIMBEER, } the Board of the
JOHN R. VOORHIS, } Department of Docks.

DR.	Balance Sheet, April 30, 1884.	CR.	
Contingent Fund.....	\$1,000 00	The Mayor, Aldermen and Commonalty of the City of New York.....	\$725,146 48
Accrued wharfage uncollected (as per Schedule I).....	8,643 46	Rents paid in advance of May 1, 1884.....	5,552 50
Judgments (as per Schedule K).....	123,252 46		
Sundry debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule J).....	120,877 71		
Dock Fund.....	99,785 35		
Accrued rents due April 30, 1884, uncol- lected.....	26,130 00		
Floating Plant (as per Schedule L).....	147,480 00		
Acquired real property.....	203,530 00		
	<u>\$730,698 98</u>		<u>\$730,698 98</u>

SCHEDULE A.

LEDGER BALANCES, APRIL 30, 1884.
(Trial Balance.)

DR.	FOLIO.		CR.
	48	Fines and penalties.....	\$240 00
	66	Interest.....	226 51
	90	Sales of maps.....	39 50
\$94,725 96	60	General repairs.....	
43,439 12	2	Annual expense.....	
		Rents in advance of May 1, 1884.....	5,552 50
1,000 00	18	Contingent Fund.....	
120,877 71	440	Unpaid rents in hands of Counsel to the Corporation.....	
88,100 58	34	Dock Fund.....	
	30	Dock and slip rent.....	1,246,858 19
	84	The Mayor, Aldermen and Commonalty of the City of New York.....	1,453,715 73
203,530 00	76	Repairs for private owners, etc.....	5,251 27
	38	Acquired property.....	
	70	Dump tickets.....	6,154 00
123,252 46	50	Judgments recovered.....	
165,900 00	50	Floating plant.....	
1,220,516 69	80	J. Nelson Tappan, Chamberlain.....	
621,821 72	14	Construction account.....	
8,643 46	94	Uncollected wharfages.....	
26,130 00		Unpaid rents due April 30, 1884.....	
			\$2,718,037 70
\$2,718,037 70			

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Advertising.	
New York Tribune.....	\$42 90
The Evening Post.....	39 60
Journal of Commerce.....	6 60
New York Staats Zeitung.....	16 50
The New York World.....	56 00
	\$152 60
Cement.	
A. C. Babson, agent.....	\$2,380 00
E. Thiele.....	6,136 50
	8,516 50
Coal for Tug, Pile-drivers, etc.	
Edgar W. Youmans.....	\$405 50
Communipaw Coal Co.....	807 60
Sixth Street Coal Dock, S. W. Morris, proprietor.....	2,170 15
Winant & Terhune.....	413 24
	3,796 49
Contracts for Building New Piers and Bulkheads, and Boiler for Tug "Manhattan."	
John Gillies.....	\$106,087 07
Joseph Walsh.....	20,861 25
P. Sanford Ross.....	2,548 00
H. A. Walsh.....	1,600 00
James O'Neil.....	444 15
Charles Guidet.....	59,839 50
John B. Devlin.....	54,740 00
James D. Leary.....	9,773 56
Richard Cronin.....	1,700 00
William Kelly.....	1,450 00
George F. Doak.....	1,065 69
Theodore Smith & Henry Smith.....	8,245 00
	268,354 22
Drawing Materials and Surveying Instruments.	
Keuffel & Esser.....	\$208 50
George S. Woolman.....	93 42
Albert Levy.....	30 00
Stackpole & Bro.....	57 00
	388 92
Dredging.	
Union Dredging Co.....	\$111,509 00
Henry Dubois' Sons.....	1,750 00
	113,259 00
General Expenses, including Insurance, Plumbing, Gas-fitting, Workmen's Tools, and Maintenance of Floating Plant and Department Yards.	
William McDonagh & Co.....	\$18 75
Thomas C. Townsend.....	624 67
Metropolitan Telephone and Telegraph Co.....	492 00
Stevens Institute of Technology.....	33 20
Theron S. Atwater.....	169 45
John Bryant.....	92 40

A. Edward Barthel.....	\$23 95
John Robinson.....	2 80
Hedgman & Co.....	534 25
C. & R. Poillon.....	2,025 36
W. B. Ferguson & Son.....	240 10
Theodore Smith & Bro.....	702 24
De Grauw, Aymar & Co.....	53 82
G. Goodwin & Son.....	975 00
N. Hathaway.....	300 00
Arthur H. Elliott.....	180 00
Fairbanks & Co.....	14 00
Commercial Fire Insurance Co.....	105 50
Greenwich Fire Insurance Co.....	168 25
Westchester Fire Insurance Co.....	46 50
Williamsburgh City Fire Insurance Co.....	75 00
Long Island Fire Insurance Co.....	83 00
Kings County Fire Insurance Co.....	50 00
Stuyvesant Fire Insurance Co.....	50 00
Knickerbocker Fire Insurance Co.....	47 50
Brooklyn Fire Insurance Co.....	27 50
Broadway Fire Insurance Co.....	25 00
John F. Walsh.....	946 25
F. W. Devoe & Co.....	358 10
Heroy & Marrenner.....	6 75
D. Shields & Son.....	32 50
Franklin and Emporium Fire Insurance Co.....	23 75
Hamilton Fire Insurance Co.....	23 75
Fireman's Insurance Co.....	47 50
Binghamton Oil Refining Co.....	13 50
Samuel A. Suydam.....	107 90
William Wall's Sons.....	1,410 85
L. L. Goodrich.....	61 02
Garret E. Green.....	98 01
Cobanks & Theall.....	634 27
G. A. Gerdy.....	5 00
Hamilton Biggam.....	106 00
Smith & Lockwood.....	62 00
T. G. Sellow.....	29 00
Havilah M. Smith & Son.....	439 00
Richard Dudgeon.....	16 10
Whitman Bros.....	78 02
John Morris.....	55 00
J. & H. Berge.....	15 00
Hunter, Keller & Co.....	53 49
Annin & Co.....	80 00
W. & J. Sloane.....	65 56
T. New.....	65 15
R. Hoe & Co.....	152 58
McLaughlin & Lloyd.....	36 00
E. Imhauser.....	4 75
People's Fire Insurance Co.....	15 50
Davis & Sibley.....	25 00
J. S. Barron & Co.....	127 80
William Collins.....	15 61
American Supply Co.....	28 20
McNab & Harlin Manufacturing Co.....	12 50
Incidentals.....	57 95
	\$12,469 60

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

John A. Bouker.....	\$28,184 00
Peck, Martin & Co.....	32 03
	28,216 03

Iron, Steel, Spikes, Nails and Mooring-posts.

Patterson Bros.....	\$1,264 16
Peter Timmes' Son.....	228 00
	1,492 16

Lumber, Piles and Creosoting.

Charles B. Carman.....	\$4,653 00
Decker & Rapp.....	1,333 88
Bell Bros.....	4,585 13
Bacon, Pike & Co.....	5,908 96
Paul C. Coffin.....	990 07
Norton & Christman.....	93 11
Eppinger & Russell.....	670 80
A. Duryee.....	60 39
Crane & Clark.....	21 24
Alfred J. Murray.....	15,135 05
	33,451 63

Stationery, Printing and Maps.

McDonald & Rushmore.....	\$16 50
A. S. Barnes & Co.....	68 72
Evening Post Job Printing Office.....	553 15
John J. Bloomfield.....	375 76
Edward A. Kingsland.....	251 65
Martin B. Brown.....	144 17
Isaac J. Oliver.....	661 50
Fletcher McDonald.....	88 80
	2,160 25

Towing.

Victor Vierow.....	922 50
	\$473,179 90

Additional Floating Plant.

E. Daly.....	\$120 00
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SCHEDULE C.

SALARIES AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners of Docks.

Lucius J. N. Stark.....	\$2,927 42
Wm. Laimbeer.....	3,000 00
John R. Voorhis.....	3,000 00
Jacob Vanderpoel.....	72 58
	\$9,000 00

Office of Engineer-in-Chief.

George S. Greene, Jr.....	\$6,000 00
Willard A. Nichols.....	3,000 00
Thomas J. Long.....	1,451 48
Edward C. Reynolds.....	1,200 00
Winfield S. Lasher.....	1,024 19
Robert M. Kid.....	1,200 00
James W. Dorsett.....	1,100 00
George W. Nicholson.....	1,000 00
William Livingstone.....	1,500 00
Otto Sibeth.....	1,057 00
Frederick Lange.....	1,200 00
Henry Singer.....	746 67
Alexander M. Goge.....	36 11
	20,515 45

Construction Force.

William W. Maclay, Superintendent of Section.....	\$2,500 00
Hiram C. Calkins, Hydrographer.....	397 50
Irving K. Taylor, Hydrographer.....	345 97
Thomas Murphy, Master Mason.....	1,800 00
William Shedlock, Superintendent Machinery.....	500 00
J. Frank Johnson, Leveler.....	292 74

David H. Lane, Clerk, Floating Property.....	\$300 00
John W. Ingalls, Clerk.....	300 00
John Hoope, Timekeeper.....	300 00
Ettingham V. Smith, Timekeeper.....	300 00
John C. Donohue, Clerk General Repairs Force.....	300 00
Ephraim R. Dingley, Temporary Superintendent of Machinery.....	649 19
John Dunn, Master Dock Builder.....	1,800 00
Patrick White, Foreman of Piling and Woodwork.....	1,200 00
Frederick P. Thompson, Surveyor.....	1,500 00
John W. Beane, Assistant Surveyor.....	1,035 00
George Riedemann, Temporary Kodman.....	225 00
William Rainer, Foreman of Floating Property.....	1,200 00
Robert M. Sterritt, Foreman of Gansevoort Street Yard.....	1,200 00
Patrick H. McCullough, Roundsman.....	1,200 00
	\$17,345 40
	\$46,860 85

SCHEDULE D.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Surveying Force.

24 half-monthly rolls, May 1, 1883, to May 1, 1884.....	\$7,632 72
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Captains, Engineers, Crews and Watchmen, on Floating Property.

24 half-monthly rolls, May 1, 1883, to May 1, 1884.....	\$20,902 30
12 monthly rolls (tag "Manhattan").....	3,922 13
	24,824 43

Blacksmiths, Laborers and Watchmen, in Department Yards.

24 half-monthly rolls, May 1, 1883, to May 1, 1884.....	16,030 19
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Masons, Dock Builders, Laborers and Watchmen on Works.

24 half-monthly rolls, May 1, 1883, to May 1, 1884.....	53,293 63
	\$101,780 97

SCHEDULE E.

BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS ACCOUNT.

Advertising.

The Evening Post.....	\$32 00
New York Tribune.....	38 10
New York Staats Zeitung.....	13 15
Journal of Commerce.....	17 50
The New York World.....	33 60
	\$134 35

Contracts for Repairing Piers.

Wm. P. Kelly.....	\$11,953 00
John Gillies.....	5,739 60
Charles Dever and David Coddington.....	6,600 00
Joseph Walsh.....	3,400 00
George Ryan and Edward Cody.....	8,098 00
Warren Rosevelt.....	13,050 72
Richard Cronin.....	1,437 50
Charles W. Jesup.....	1,087 00
	51,365 82

Dredging.

Union Dredging Co.....	\$3,415 80
Charles M. Pratt.....	8,493 69
P. Sanford Ross.....	300 00
Henry Du Bois' Sons.....	2,221 83
	14,431 32

Lumber.

L. Bucki & Son.....	\$228 93
R. H. Crombie.....	716 01
Garret E. Green.....	19 26
Decker & Rapp.....	1,242 10
Bell Bros.....	3,217 53
	5,423 83

Miscellaneous Expenses, including Painting, Cleaning Piers, Towing, etc.

Joseph D. Bliss.....	\$2,237 00
L. L. Goodrich.....	143 00
Patterson Bros.....	107 68
George L. Neville.....	50 00
Hodgman & Co.....	7 50
Stevens Institute of Technology.....	115 50
John H. Hughes.....	200 00
T. New.....	13 85
Fairbanks & Co.....	82 90
Hamilton Biggam.....	57 56
Victor Vierow.....	467 50
Havilah M. Smith & Son.....	631 75
	4,114 24

Printing.

The Evening Post Job Printing Office.....	\$211 50
Isaac J. Oliver.....	283 00
	494 50
	\$75,964 06

SCHEDULE F.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

Twenty-four half-monthly rolls, May 1, 1883, to May 1, 1884.....	\$18,761 90
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SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Advertising.

The New York Times.....	\$247 50
The New York Star.....	226 00
The New York World.....	186 80
The New York Herald.....	361 55
New York Tribune.....	18 00
The Evening Post.....	16 00
New York Daily Bulletin Association.....	53 10
New York Staats Zeitung.....	6 30
Journal of Commerce.....	192 80
	\$1,308 05

Office Rent and Contingent Expenses.

Everson & Reed.....	\$8 50
J. H. Caulfield.....	58 40
F. C. Bush.....	18 00
Stuyvesant Fire Insurance Co.....	30 00
W. & J. Sloane.....	71 93
Garret E. Green.....	13 73
Popham & Co.....	96 00
C. E. Zimdars.....	25 75
The Metropolitan Telephone and Telegraph Co.....	171 82
John S. Barazzi.....	92 00
Manhattan Real Estate Association.....	6,750 00
S. A. Suydam.....	13 25
New York Gas-light Co.....	553 74
Incidentals.....	335 77
Tiffany & Co.....	45 00
C. E. Sanford.....	100 00
L. L. Goodrich.....	20 65
	\$8,404 54

Stationery and Printing.

A. S. Barnes & Co.....	\$276 18
Evening Post Job Printing Office.....	905 46
E. A. Kingsland.....	376 12
John J. Bloomfield.....	360 41
Martin B. Brown.....	1,399 75
Fletcher McDonald.....	116 05
Isaac J. Oliver.....	67 25
	3,501 22
	\$13,213 81

SCHEDULE H.

SALARIES AUDITED ON ANNUAL EXPENSE ACCOUNT.

Officers and Appointees.

John T. Cuming, Secretary.....	\$3,000 00
Francis E. Moon, Assistant Bookkeeper.....	1,800 00
Edward Dickel, Clerk to Secretary.....	1,000 00
James Weir, Apportionment Clerk.....	1,600 00
Charles Miller, Jr., Recording Clerk.....	1,150 00
Edward G. Ames, Clerk.....	851 23
Frederic Perry, Bookkeeper.....	1,866 67
George O. Beach, Clerk to Treasurer.....	1,800 00
Hugh J. Kelly, Temporary Clerk.....	100 00
John M. Smith, Dock Master.....	1,437 90
George W. Wanmaker, Dock Master.....	1,437 90
James Fitzpatrick, Corporation Wharfinger.....	248 39
John Butler, Corporation Wharfinger.....	248 39
William L. McConkey, Corporation Wharfinger.....	248 39
John McKeon, Temporary Wharfinger.....	248 39
Michael J. Gallagher, Temporary Wharfinger.....	190 00
Jeremiah Hogan, Temporary Wharfinger.....	190 00
Frederick W. Beatty, Office Messenger.....	392 17
Theodore S. Croft, Dock Master.....	1,317 42
George S. Hunt, Messenger.....	314 00
Amzi Cook, Doorman.....	400 00
Thomas McCann, Acting Doorman.....	8 20
James W. Marshall, Night Watchman.....	308 25
Daniel Connolly, Sunday Watchman.....	54 60
Catharine Hart, Cleaner.....	104 00
Mary Dowling, Cleaner.....	261 00
Max Stangler, Watchman.....	4 80
Charles H. Thompson, Dock Master.....	1,189 52
Edward Abeel, Dock Master.....	1,189 52
Bernard Kenney, Dock Master.....	1,189 52
Edward Gilon, Dock Master.....	1,189 52
Robert Hall, Dock Master.....	1,189 52
John Callan, Dock Master.....	1,189 52
Geo. H. Laughlin, Jr., Engrossing Clerk.....	400 00
Louis S. Kellogg, Messenger.....	612 26
William T. Johnston, Messenger.....	387 83
J. DeWitt Foshay, Doorman and Watchman.....	366 40
Michael Magee, Watchman.....	336 00
Bernard Garvey, Watchman.....	193 60
Catharine Lyons, Cleaner.....	208 00
William Kiernan, Watchman.....	1 20
John Hannon, Watchman.....	1 20
	\$30,225 31

SCHEDULE I.

WHARFAGE FROM UNLEASED WHARVES FOR THE YEAR ENDING APRIL 30, 1884.

On North River.

	Accrued this Year.
Bulkhead north of Pier, new 1.....	\$156 50
" " " 21.....	68 52
South half Pier, old 33.....	4,312 10
North half Pier, old 34.....	4,261 03
Bulkhead between Piers, old 41 and old 42.....	19 86
Pier, old 42.....	3,305 11
Bulkhead between Piers, new 35 and new 36.....	254 95
" " " 36 " 37.....	432 71
Pier, new 37.....	27 81
Bulkhead between Piers, new 37 and new 38.....	69 30
" " " 38 " 39.....	308 65
" " " 39 " 40.....	264 95
" " " 40 " 41.....	103 69
" " " 41 " 42.....	334 03
" " " 42 " 43.....	285 67
Pier, new 43.....	3,308 25
Pier, old 54.....	1,930 84
Pier at West Eleventh street.....	1,071 40
Dumping-board at West Twelfth street.....	1,043 00
Bulkhead at Bank street.....	364 00
" " Bogart street.....	6 76
Pier at West Thirteenth street.....	1,946 72
" " West Nineteenth street.....	1,758 45
" " West Twenty-first street.....	2,846 61
Bulkhead at West Twenty-fourth street.....	36
Bulkhead between Piers, new 54 and new 55.....	315 91
" " " 56 " 57.....	1 00
Pier, new 57.....	3,713 85
Pier, new 59.....	76 35
Pier at West Twenty-eighth street.....	426 53
" " West Thirtieth street.....	903 07
Bulkhead at West Thirty-sixth street.....	56 50
Pier at West Thirty-seventh street.....	1,267 49
Bulkhead at West Forty-fifth street.....	9 00
Pier at West Forty-sixth street.....	3,015 03
" " West Forty-seventh street.....	1,072 30
" " West Fifty-fifth street.....	2,342 60
" " West Fifty-sixth street.....	7 20
" " West Fifty-seventh street.....	1,440 82
Bulkhead between West Seventy-eighth and West Seventy-ninth streets.....	460 11
Pier at West Seventy-ninth street.....	984 76
" " West Ninety-sixth street.....	272 78
	\$44,846 57

On East River.

Bulkhead at Battery	\$1,755 00
West half Pier 12	1,405 70
West half Pier 19	6,310 92
Bulkhead between Piers 20 and 21	24 38
Pier 37	1,809 35
Pier 48	1,244 80
East half Pier 53 and west half Pier 54, and bulkhead between	79 16
Pier 55	1,574 25
Bulkhead at Corlears street	93 54
North half Pier 58	599 60
Bulkhead at Cherry street	186 57
Pier 59	53 65
Pier 62	3,439 00
Pier at Third street	1,813 76
" Fifth street	1,096 27
Bulkhead at Fourteenth street	41 93
" at Sixteenth street	27 78
" north of Seventeenth street	7 56
Bulkhead at East Eighteenth street	281 25
Pier or bulkhead at East Twenty-fourth street	56
Pier at Twenty-fifth street	1,697 32
" Twenty-sixth street	59 81
Bulkhead at East Twenty-ninth street	42 25
" Thirtieth street	51 63
Pier at East Thirty-second street	972 47
Bulkhead at East Thirty-sixth street	41 80
" between East Thirty-eighth and East Thirty-ninth streets	197 66
Bulkhead at East Forty-first street	3 00
" East Forty-second street	636 25
" East Forty-third street	163 50
" East Forty-eighth street	8 65
" East Fiftieth street	50
" East Fifty-first street	1 50
Pier at East Fifty-third street	772 10
Bulkhead at East Fifty-fourth street	259 54
" East Sixty-first street and adjacent thereto	2,144 45
" East Seventieth street	130 62
" East Seventy-third street	25 75
" East Seventy-fifth street	69 92
Bulkhead between East Seventy-eighth and East Seventy-ninth streets	965 57
Pier at East Seventy-ninth street	213 09
" East Eighty-sixth street	73 75
Bulkhead at East Ninety-ninth street	1 50

On Harlem River.

Bulkhead at East One Hundred and Second street	\$278 78
" East One Hundred and Fourth street	222 33
Pier at East One Hundred and Sixth street	295 30
Bulkhead at East One Hundred and Seventh street	2 00
Pier at East One Hundred and Ninth street	281 10
" East One Hundred and Seventeenth street	208 62
" East One Hundred and Twenty-fifth street	181 97
" East One Hundred and Twenty-ninth street	196 36

Total wharfage for the year. \$76,950 69

Total uncollected April 30, 1884. \$8,643 46

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1884.

Against John Darrow	Nov. 1, 1870	\$1,200 00
Joseph Kechem and others	Nov. 1, 1873	375 00
John G. Haviland	Nov. 1, 1873	\$14,085 00
Less paid	Aug. 1, 1883	2,000 00
William Bradley	July 1, 1874	12,085 00
Oyster Bay and Huntington Steamboat Co.	Dec. 17, 1874	8,750 00
Jonas Sonnenborn	Feb. 1, 1875	125 00
Henry Smith	Feb. 1, 1875	1,500 00
Benjamin Terwilliger	May 1, 1875	9,750 00
Daniel Darrow	May 1, 1875	900 00
David Tracy	May 1, 1875	2,500 00
Alexander Mason and Robert Foster	May 1, 1878	2,017 50
James W. Boyle	May 1, 1879	4,227 50
Morrisania Steamboat Co.	May 1, 1879	3,946 25
John G. Dale	Sept. 23, 1879	250 00
Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department		322 78
Thomas C. Burke	July 12, 1880	28,038 45
		852 99

Against Thomas Fitzpatrick	Sept. 15, 1880	\$1,237 50
Erie Railway Co.	May 1, 1881	9,375 00
James McClellan	Aug. 12, 1881	2,119 50
Steam yacht "Yosemite"	Aug. 1, 1882	562 50
Owner or owners dry dock, Pier 62, East river.	June 1, 1882	935 93
Joseph Cooper	Sept. 1, 1882	\$59 60
John H. Baxter	Apr. 30, 1883	2,299 00
Joseph Cooper	Feb. 1, 1883	1,375 00
John H. Baxter	Feb. 1, 1883	175 00
Joseph Cooper	May 1, 1883	2,750 00
William H. Wood	May 1, 1884	1,500 00
Peter H. Walsh	May 1, 1884	1,593 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
Murphy & Nesbit	Mar. 5, 1884	25 00
		\$120,877 71

SCHEDULE K.

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

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy	April 14, 1880	\$504 75	\$3,479 75
David Tracy	Dec. 14, 1880	1,319 80	5,919 80
"	Dec. 29, 1880	3,133 56	14,213 96
"	Mar. 9, 1881	4,063 67	\$17,687 42
Less received	April 25, 1883	780 00	
David Tracy	Mar. 10, 1881	2,436 34	16,907 42
"	Mar. 15, 1881	377 18	10,430 46
"	April 26, 1881	637 85	1 839 68
James H. Graham	July 29, 1881	1,366 67	3,105 56
H. A. Tiedeman	June 4, 1880	99 00	6,240 53
"	Mar. 30, 1881	871 51	540 35
Thomas Gaynor	Oct. 6, 1881	611 10	4,721 53
Thomas C. Burke	April 9, 1881	439 22	2,604 43
"	Jan. 15, 1881	2,389 60	2,531 72
James Savage	Oct. 20, 1881	739 05	13,139 60
Herman Hastorf	Mar. 16, 1881	16 70	6,114 05
"	May 17, 1880	439 64	141 79
John E. Hoagland	April 30, 1881	1,806 36	2,214 63
Jesse Ryder	Nov. 26, 1881	292 13	7,426 36
Empire City Ice Co.	Nov. 25, 1881	193 86	942 13
Wm. H. Brown	Jan. 27, 1882	43 15	658 86
John Burns	Feb. 16, 1882	636 31	193 15
John Brennan and others, composing West India Fruit Dealers' Association	April 29, 1882	7 35	2,011 31
Daniel Dailey	July 6, 1882	2,495 55	57 35
Frederick Schecker	Sept. 14, 1882	3 05	11,780 55
Collateral judgment against estate of Thomas Tone, surety for David Tracy	Oct. 13, 1882	1 45	140 55
John D. Tracy	Oct. 12, 1882	46 47	138 95
Dillon Ransom	Oct. 23, 1882	231 67	883 97
Patrick Grace			231 67
Adolph L. Kerker			991 19
			1,300 00
			251 25
			2,100 00
			\$123,252 46

SCHEDULE L.

STATEMENT OF VALUATION OF FLOATING PLANT, APRIL 30, 1884.

The 100-ton derrick "City of New York"	\$80,000 00
" 10 ton derrick	3,200 00
" derrick-scow "Joe" and engine	640 00
" tug "Manhattan"	20,000 00
" two dredges, Nos. "3" and "4"	12,800 00
" twelve pocket-scows	7,680 00
" seven pile-drivers, Nos. "1," "2," "3," "5," "7," "8" and "9," at \$800 each.	5,600 00
" pile driver No. "6"	960 00
" two pile-drivers, Nos. "10" and "11"	9,600 00
" deck-scows "B," "C," "D" and "E," at \$1,200 each.	4,800 00
" deck-scows "May" and "Wille," at \$240 each.	480 00
" deck-scows "Jim," at \$400, and "P," at \$80.	480 00
" boring machine "Woodcock"	800 00
" two diver's scows.	80 00
" eleven yawl boats, two skiffs, two bateaux and three row-boats.	360 00
	\$147,480 00

RENT-ROLL, Showing the Occupancy, on May 1, 1884, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, inclusive of all Leases sold within the Year by Public Sale, and of all Leases and Permits terminated during the Year then ended.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED DURING YEAR.	RECEIVED IN ADVANCE PRIOR TO MAY 1, 1883.
North River.						
Pier, new 1	Iron Steamboat Co.	May 1, 1881, to May 1, 1891	\$30,100 per ann.	By public sale, March 22, 1881.	\$30,100 00	
Reclaimed land south of old Pier 1	Pennsylvania R. R. Co.	At pleasure of the Board	1,000 "	By resolution, August 16, 1882.	1,000 00	
Extension to bulkhead between Piers 3 and 6, and widening Piers 4 and 5	Pennsylvania R. R. Co.	May 1, 1883, to May 1, 1893	18,000 "	By resolution, August 8, 1883.	21,125 00	
Platforms at bulkheads between Piers 6 and 8	New York & Baltimore Transportation Line.	At pleasure of the Board	300 "	By resolution, January 2, 1878.	300 00	
Platform south side Pier 8	Central R. R. Co. of New Jersey.	At pleasure of the Board	1,500 "	By resolution, January 5, 1881.	1,500 00	
Platform between Piers 8 and 9	Clark & Seaman.	At pleasure of the Board	1,250 "	By resolution, October 9, 1879.	1,250 00	
Extension to Pier 9	William Cruikshank, agent.	At pleasure of the Board	700 "	By resolution, October 9, 1879.	700 00	
Platform at bulkhead north side Pier 10, and widening north side of pier.	Metropolitan Steamship Co.	At pleasure of the Board	750 "	By resolution, July 26, 1882.	750 00	
North half Pier 12 and half bulkhead	Francis S. Lathrop.	Aug. 1, 1879, to Aug. 1, 1884	3,000 "	By public sale, March 13, 1879.	3,000 00	
Pier 13 and half bulkhead southerly	Francis S. Lathrop.	Aug. 1, 1879, to Aug. 1, 1884	15,000 "	By public sale, March 13, 1879.	15,000 00	
Platforms between Piers 12 and 13, and 13 and 14	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	
Platform south of Pier 16 and extension west.	Pennsylvania R. R. Co.	At pleasure of the Board	800 "	By resolution, July 9, 1879.	800 00	
South half Pier 18 and 1 part bulkhead adjoining	Associate of the Jersey Co.	May 1, 1876, to May 1, 1886	7,510 "	By public sale, March 7, 1876.	7,510 00	
Platform between Piers 18 and 19, etc.	Delaware, Lackawanna & Western R. R. Co.	May 1, 1878, to 3 mos. notice	400 "	By resolution, March 6, 1878.	400 00	
Platforms between Piers 18 and old 20	John H. Starin.	At pleasure of the Board	1,200 "	By resolutions, May 15, 1873, and December 15, 1875	1,500 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.	9,000 00	
Extension to Pier, old 20	Francis MacDonald.	May 15, 1874, to 3 mos. notice	2,500 "	By resolution, March 11, 1874.	2,500 00	
Pier, old 21, and bulkhead adjoining, south side	William Coverly.	May 1, 1880, to May 1, 1883 (holding over)	12,000 "	By public sale, April 13, 1880.	12,000 00	
South half Pier, old 22 (sometimes named 23), and bulkhead adjoining	Stephens & Condit Transportation Co.	June 1, 1881, to June 1, 1884	3,500 "	By public sale, March 22, 1881.	3,500 00	
Platform at bulkhead north of Pier, old 28	Old Colony Steamboat Co.	At pleasure of the Board	300 "	By resolutions, July 9 and 23, 1879.	300 00	
South half Pier 29 (including whole surface of pier)	Providence & Stonington Steamship Co.	May 1, 1883, to May 1, 1886	33,100 "	By public sale, April 27, 1883.	24,825 00	\$8,275 00
Piers, new 20 and new 21, and 560 feet bulkhead north-ly from north side of Pier, old 29	N. Y., Lake Erie & Western R. R. Co.	Aug. 13, 1881, to Aug. 1, 1891	95,000 "	By resolutions, July 14, 1875, and August 12, 1881.	95,000 00	
South half Pier 33 and half bulkhead adjoining	Providence & Stonington Steamship Co.	Terminated May 1, 1883	10,000 "	By resolution, April 6, 1876.	2,500 00	
Platform north side Pier 33	Providence & Stonington Steamship Co.	At pleasure of the Board	350 "	By resolution, July 5, 1872.	437 50	
Pier, old 35	Homer Ramsdell.	May 1, 1879, to removal for new pier.	15,000 "	By resolution, November 27, 1878.	15,000 00	
Platform south side Pier, old 36	Bogert & Morgan, agents.	At pleasure of the Board	250 "	By resolution, August 8, 1877.	250 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.	15,000 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	
Pier, old 38, and North Battery	Pennsylvania R. R. Co. (assignee).	At pleasure of the Board	18,000 "	(Holding over under lease by Commissioners of the Sinking Fund, May 31, 1869)	22,500 00	
Pier, new 28	Pennsylvania R. R. Co.	Included in above, pending the completion of Pier, new 27, North river, now building, when the rental for the two piers is to be \$55,000 per annum.				

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED DURING YEAR.	RECEIVED IN ADVANCE PRIOR TO MAY 1, 1883.
Pier, old 39.....	Associates of the Jersey Co., and A. Van Sant-voord and H. P. Farrington.....	May 1, 1879, to removal for new pier.....	\$15,000 per ann.	By resolution, November 27, 1878.....	\$15,000 00	.....
Platform north side of Debosses street.....	New Jersey Railroad & Transportation Co.....	At pleasure of the Board.....	1,000 "	By resolution, November 2, 1871.....	1,250 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 one-half bulkhead each side.....	Pacific Mail Steamship Co.....	Sept. 1, 1874, to Sept. 1, 1884	45,000 "	By resolutions, July 23 and 31, and August 3, 1874.....	45,000 00	.....
Pier, new 35 (formerly old 43).....	H. Yonge, Jr., agent.....	May 1, 1883, to May 1, 1893	35,000 "	By resolutions, June 6, 1883.....	35,000 00	.....
Pier, new 36.....	John G. Dale, agent.....	June 1, 1881, to June 1, 1891	30,000 "	By resolutions, November 20, 1879, and April 27 and June 22, 1881.....	30,000 00	.....
Pier, new 37.....	C. P. Huntington.....	May 1, 1883, to May 1, 1893	70,000 "	By public sale, April 27, 1883.....	35,000 00	\$17,500 00
Bulkhead between Piers, new 37 and new 38.....	Booth & Edgar.....	Terminated Feb. 1, 1884.....	1,000 "	By resolution, June 28, 1876.....	500 00	.....
Pier, new 38.....	Williams & Guion.....	May 1, 1878, to May 1, 1888	30,000 "	By resolutions, April 26, 1876, and January 30, 1878.....	30,000 00	.....
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.....	30,000 00	.....
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 2, 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, 1881, September 1, 1881, and December 21, 1881.....	30,000 00	.....
Reclaimed land southerly of Pier, new 42.....	Hudson Tunnel Railway Co.....	Jan. 1, 1881, to Jan. 1, 1885	3,000 "	By resolution, March 23, 1881.....	2,250 00	.....
Land under water southerly of Pier, new 41.....	Hudson Tunnel Railway Co.....	Jan. 1, 1881, to Jan. 1, 1885	1,000 per ann (from July 1, 1881)	By resolution, February 18, 1875.....	750 00	.....
Pier, new 42.....	Compagnie Générale Transatlantique.....	Nov. 1, 1876, to Nov. 1, 1886	30,000 per ann	By resolution, August 8, 1883.....	4,200 00	.....
Pier, new 43.....	Inman Steamship Co.....	Aug. 12, 1883; pleasure of the Board; terminated Nov. 3, 1883.....	50 per day	By resolution, February 2, 1874.....	15,000 00	.....
Bulkhead and slip between Piers, new 43 and new 44	Hoboken Land and Improvement Co.....	May 1, 1874, to May 1, 1884	15,000 per ann.	By resolution, December 4, 1873.....	45,000 00	.....
Piers, new 44 and new 45, bulkhead between and one-half bulkhead north of new 45.....	Oceanic Steam Navigation Co.....	July 1, 1874, to July 1, 1884	45,000 "	By public sale, March 22, 1881.....	30,500 00	.....
Pier, new 46.....	William Coverly.....	May 1, 1881, to May 1, 1884	30,500 "	By public sale, March 22, 1881.....	14,000 00	.....
Pier, new 47, and bulkhead southerly.....	Quebec Steamship Co.....	May 1, 1881, to May 1, 1886	14,000 "	By public sale, March 27, 1881.....	3,200 00	.....
Bulkhead along easterly side of approach to Piers, new 46 and new 47.....	Quebec Steamship Co.....	May 1, 1881, to May 1, 1886	3,200 "	By public sale, April 8, 1881.....	6,500 00	.....
Bulkhead south of Pier, old 54.....	Eugene G. Blackford.....	May 1, 1881, to May 1, 1884	6,500 "	By public sale, April 21, 1884.....	.....	.....
Bulkhead south of Pier, old 54.....	Tim Shea.....	May 1, 1884, to May 1, 1887	6,500 "	By public sale, April 27, 1883.....	3,750 00	1,250 00
Pier at Eleventh street and bulkhead extension to west line of West street.....	Citizens' Steamboat Co. of Troy.....	May 1, 1883, to May 1, 1886	5,000 "	By public sale, March 22, 1881.....	605 00	.....
Pier at Bethune street (except reservation for public bath).....	Decker & Rapp.....	May 1, 1881, to May 1, 1884	605 "	By public sale, March 29, 1881.....	1,250 00	.....
Pier at Jane street.....	Decker & Rapp.....	May 1, 1881, to May 1, 1884	1,250 "	By public sale, April 21, 1884.....	1,050 00	.....
Pier at Horatio street.....	Decker & Rapp.....	May 1, 1881, to May 1, 1884	1,050 "	By public sale, March 29, 1881.....	1,050 00	.....
Pier at Horatio street.....	Consumers' Ice Co.....	May 1, 1881, to May 1, 1884	1,050 "	By public sale, April 21, 1884.....	.....	.....
Pier at Gansevoort street (with reservation to cancel, if required, for new public market).....	Consumers' Ice Co.....	May 1, 1881, to May 1, 1884	1,230 "	By public sale, April 25, 1882.....	2,500 00	.....
Bulkhead north of Pier at Gansevoort street.....	Daniel Shea.....	May 1, 1882, to May 1, 1885	2,500 "	By public sale, March 22, 1881.....	2,000 00	.....
Pier north of Bloomfield street.....	New York City Ice Co.....	May 1, 1881, to May 1, 1884	2,000 "	By public sale, April 8, 1881.....	1,000 00	.....
Bulkhead south of Pier at Little Twelfth street (except reservation for use of hydrant).....	Felix Dougherty.....	May 1, 1881, to May 1, 1884	1,000 "	By public sale, March 22, 1881.....	800 00	.....
Pier at Little Twelfth street.....	Drew & Bucki.....	May 1, 1881, to May 1, 1884	800 "	By public sale, March 22, 1881.....	1,400 00	.....
Platform at bulkhead south of Thirteenth street.....	Drew & Bucki.....	May 1, 1881, to May 1, 1884	1,400 "	By resolution, November 1, 1876.....	500 00	.....
Bulkhead at Fourteenth street (except reservation to cancel lease, if required for ferry).....	Drew & Bucki.....	At pleasure of the Board.....	500 "	By public sale, March 22, 1881.....	1,350 00	450 00
Pier at Fifteenth street.....	John J. McCook.....	May 1, 1881, to May 1, 1884	1,800 "	By public sale, March 22, 1881.....	1,500 00	.....
Pier at Sixteenth street.....	Mutual Benefit Ice Co.....	May 1, 1881, to May 1, 1884	1,500 "	By public sale, March 22, 1881.....	1,400 00	.....
Pier at Seventeenth street.....	Mutual Benefit Ice Co.....	May 1, 1881, to May 1, 1884	1,400 "	By public sale, March 29, 1881.....	3,500 00	.....
Pier at Eighteenth street.....	Manhattan Gas-light Co.....	May 1, 1881, to May 1, 1884	3,500 "	By public sale, March 29, 1881.....	3,500 00	.....
Pier at Twentieth street.....	Manhattan Gas-light Co.....	May 1, 1881, to May 1, 1884	3,500 "	By public sale, April 21, 1876.....	1,505 00	.....
Extension to Pier at Twentieth street.....	Knickerbocker Ice Co.....	May 1, 1876, to May 1, 1886	1,505 "	By resolution, November 26, 1879.....	250 00	.....
Pier at Twenty-second street.....	Knickerbocker Ice Co.....	At pleasure of the Board.....	250 "	By public sale, April 21, 1876.....	1,410 00	.....
Extension to Pier at Twenty-second street.....	A. Van Santvoord.....	May 1, 1876, to May 1, 1886	1,410 "	By resolutions, May 10, 1876, and March 2, 1881.....	250 00	.....
Bulkhead at Twenty-third street, with land under water covered by ferry platform.....	A. Van Santvoord.....	June 20, 1876, to May 1, 1886	250 "	By public sale, April 28, 1879.....	500 00	.....
Platform north of ferry at Twenty-third street.....	N. Y. Lake Erie & Western R. R. Co.....	(May 1, 1879, to May 1, 1881) (holding over).....	500 "	By resolutions, June 5, 1882.....	1,200 00	.....
Pier, new 54.....	Twenty-third Street Railway Co.....	At pleasure of the Board.....	100 per mo.	By resolutions, June 30, 1880, and November 16, 1881	20,000 00	.....
Pier, new 55.....	Funch, Edye & Co., agents.....	Jan. 1, 1882, to Jan. 1, 1892	20,000 per ann.	By resolutions, July 7, 1880, December 14 and December 28, 1881, and April 12, 1882.....	20,000 00	.....
Pier, new 56.....	Pm, Forwood & Co., agents.....	May 1, 1882, to Feb. 1, 1892	20,000 "	By resolutions, December 8, 1880, and July 18, 1882.....	25,000 00	.....
Site for Pier at Thirty-third street.....	Simpson & Spence, agents.....	July 1, 1882, to July 1, 1892	25,000 "	By resolution, September 13, 1873.....	5,000 00	.....
Pier at Thirty-fourth street.....	N. Y. Central & Hudson R. R. Co.....	Nov. 1, 1873, to Nov. 1, 1883	5,000 "	By public sale, March 22, 1881.....	5,000 00	.....
Pier at Thirty-fifth street (except reservation for public bath).....	Scott & Co.....	May 1, 1881, to May 1, 1884	5,000 "	By public sale, March 29, 1881.....	4,500 00	.....
Pier at Fortieth street.....	Scott & Co.....	May 1, 1881, to May 1, 1884	4,500 "	By public sale, March 22, 1881.....	4,500 00	.....
Extension to Pier at Forty-third street.....	James McClenahan.....	May 1, 1881, to May 1, 1884	4,500 "	By resolutions, September 25 and November 21, 1873.....	75 00	.....
Land under water, south side Fiftyth street.....	Knickerbocker Ice Co.....	At pleasure of the Board.....	100 "	By resolution, February 13, 1884.....	41 67	.....
Pier at Fifty-first street.....	James Gill es.....	At pleasure of the Board.....	250 "	By public sale, October 31, 1881.....	3,200 00	.....
Pier at Fifty-eighth street.....	Andrew Dettinger.....	Nov. 1, 1881, to May 1, 1885	3,200 "	By resolution, March 9, 1881.....	5,000 00	.....
Dumping-board at Fifty-eighth street and Twelfth avenue.....	Union Stock Yard and Market Co.....	July 20, 1881, to May 1, 1886	5,000 "	By resolution, March 14, 1883.....	365 00	.....
Site for Pier at Fifty-ninth street.....	John Chester.....	At pleasure of the Board.....	365 "	By resolutions, August 16, 1876, and November 7, 1877	1,000 00	.....
Land under water between Sixtieth and 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 resolution, June 22, 1874.....	5,000 00	.....
Land under water between Sixty-sixth and Sixty-fifth streets (for erection of two piers).....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1874, to Aug. 1, 1884	5,000 "	By resolution, April 23, 1884.....	.....	.....
Land under water between south line of Sixty-fifth and south line of Seventy-second street, westerly, to establish pier-line of 1868.....	N. Y. Central & Hudson R. R. Co.....	Aug. 1, 1884, to Aug. 1, 1894	6,000 "	By resolution, April 28, 1880.....	17,500 00	.....
Berth for bath at Eighty-first street.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1880, to May 1, 1890	17,500 "	By resolution, April 11, 1883.....	120 00	.....
Pier at One Hundred and Twenty-ninth street.....	Jo n Dorshill.....	At pleasure of the Board.....	120 for s'n.	By public sale, March 22, 1881.....	560 00	.....
Bulkhead extension at One Hundred and Thirtieth street (except reservation of water for ferry).....	Mutual Benefit Ice Co.....	May 1, 1881, to May 1, 1884	560 per ann.	By public sale, March 29, 1881.....	300 00	.....
Pier at One Hundred and Thirty-first street, bulkhead northerly to retaining-wall, and bulkhead platform southerly (except reservation for public bath).....	Theodore F. Tone.....	May 1, 1881, to May 1, 1884	300 "	By public sale, March 29, 1881.....	900 00	.....
Pier at One Hundred and Fifty-second street.....	Theodore F. Tone.....	June 1, 1881, to June 1, 1884	900 "	By public sale, March 22, 1881.....	100 00	.....
Total.....					\$939,129 17	\$27,475 00
<i>East River.</i>						
Pier 1 and 8 1/4 feet bulkhead easterly.....	John H. Starin (assignee).....	May 1, 1874, to May 1, 1884	10,000 per ann.	By resolution, January 19, 1874.....	\$12,500 00	.....
East half Pier 4, west half Pier 5, and bulkhead between.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1876, to May 1, 1886	6,010 "	By public sale, March 7, 1876.....	6,010 00	.....
Platform at bulkhead between Piers 4 and 5, etc.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1876, to May 1, 1886	800 "	By resolutions, May 10 and 16, and June 28, 1876.....	800 00	.....
East half Pier 5, west half Pier 6, and bulkhead between.....	N. Y. Central & Hudson R. R. Co.....	May 1, 1876, to May 1, 1886	9,000 "	By public sale, March 7, 1876.....	9,000 00	.....
East half Pier 6 and bulkheads adjoining.....	N. Y. Central & Hudson R. R. Co., assignee.....	May 1, 1878, to May 1, 1886	5,600 "	By public sale, April 15, 1878, and resolutions, February 12 and June 15, 1879.....	5,600 00	.....
Pier 7 (except reservation of right to fill in).....	N. Y., Lake Erie & Western R. R. Co.....	May 1, 1881, to May 1, 1884	9,000 "	By public sale, March 22, 1881.....	9,000 00	.....
West half Pier 8 and bulkheads adjoining (except reservation of right to fill in).....	N. Y., Lake Erie & Western R. R. Co.....	May 1, 1881, to May 1, 1884	9,000 "	By public sale, April 21, 1881.....	4,000 00	.....
West half Pier 8.....	N. Y., Lake Erie & Western R. R. Co.....	May 1, 1881, to May 1, 1884	8,000 "	By public sale, March 13, 1879.....	4,000 00	.....
East half Pier 18, except outer end.....	William D. Morgan.....	May 1, 1879, to May 1, 1884	4,000 "	By public sale, March 22, 1881.....	500 00	.....
Bulkhead and platform between Piers 18 and 19.....	John E. Stow.....	May 1, 1881, to May 1, 1884	500 "	By resolution, March 27, 1878.....	200 00	.....
Platform south of Pier 20.....	C. H. Mallory & Co.....	At pleasure of the Board.....	200 "	By public sale, March 14, 1878.....	1,250 00	.....
East half Pier 20.....	C. H. Mallory & Co.....	Aug. 15, 1878, to Aug. 15, 1883	5,000 "	By public sale, April 27, 1883.....	3,895 83	.....
East half Pier 20.....	C. H. Mallory & Co.....	Aug. 15, 1883, to May 1, 1888	5,000 "	By public sale, March 22, 1881.....	5,200 00	.....
West half Pier 21.....	C. H. Mallory & Co.....	May 1, 1881, to May 1, 1886	5,200 "	By resolutions, June 8, 1881, and October 19, 1881.....	800 00	.....
Widening Pier 21.....	C. H. Mallory & Co.....	Oct. 19, 1881, to May 1, 1886	800 "	By public sale, March 18, 1879.....	6,500 00	.....
Inner half east side Pier 22, inner half west side Pier 23, bulkhead between, and appurtenances.....	Fulton Market Fishmongers' Association.....	May 1, 1879, to May 1, 1889	6,500 "	By public sale, April 25, 1882.....	2,125 00	.....
Outer half east side Pier 22.....	Samuel L. Storer.....	May 1, 1882, to May 1, 1885	5,100 "	By public sale, March 29, 1881.....	6,500 00	.....
Outer 21 feet of west side Pier 23.....	Samuel L. Storer.....	June 1, 1882, to June 1, 1885	2,125 "	By public sale, March 29, 1881.....	6,500 00	.....
East half Pier 24 and half bulkhead adjoining.....	Hartford and New York Transportation Co.....	May 1, 1881, to May 1, 1886	6,500 "	By public sale, March 29, 1881.....	6,500 00	.....
West half Pier 25 and half bulkhead adjoining.....	New Haven Steamboat Co.....	May 1, 1881, to May 1, 1886	6,500 "	By public sale, March 13, 1879.....	4,500 00	.....
East half Pier 25, west half Pier 26, and bulkhead between.....	New Haven Steamboat Co.....	May 1, 1879, to May 1, 1884	4,500 "	By public sale, March 29, 1881.....	13,000 00	.....
East half Pier 33, west half Pier 34, and bulkhead between.....	Thomas Clyde.....	May 1, 1881, to May 1, 1886	13,000 "	By resolution, May 2, 1877.....	50 00	.....
Platform between Piers 35 and 36.....	S. F. Shordand & Brother.....	At pleasure of the Board.....	50 "	By public sale, December 16, 1878.....	700 00	.....
Widening east side and extension Pier 36.....	Geo. H. Pe niman.....	Nov. 1, 1878, to May 1, 1889	700 "	By public sale, October 31, 1881.....	12,000 00	.....
Pier 38 and half bulkhead westerly.....	Maine Steamship Co.....	Nov. 1, 1881, to May 1, 1887	12,000 "	By resolution, June 16, 1875.....	400 00	.....
Platform between Piers 38 and 39.....	Peter Charles.....	At pleasure of the Board.....	400 "	By public sale, March 29, 1881.....	9,000 00	.....
Pier 40 and half bulkhead easterly, including platform Pier 41 and part bulkhead each side.....	Frank Phelps.....	May 1, 1882, to May 1, 1887	9,000 "	By public sale, July 25, 1878.....	5,500 00	.....
Pier 43, except inner half west side.....	Inland and Seaboard Coasting Co.....	May 1, 1879, to May 1, 1884	5,500 "	By public sale, March 22, 1881.....	3,500 00	.....
Pier 44 and bulkhead westerly.....	Frederick W. Wright.....	May 1, 1881, to May 1, 1884	3,500 "	By public sale, March 29, 1881.....	5,250 00	.....
Platform south and west, from west side Pier 44 and bulkhead westerly.....	Alexander Mason.....	May 1, 1881, to May 1, 1884	7,000 "	By resolution, December 14, 1881.....	600 00	.....
Pier 46.....	New York City & Northern R. R. Co. (assignee).....	Jan. 1, 1882, to May 1, 1884	600 "	By public sale, March 22, 1881.....	7,500 00	.....
Platform between Piers 49 and 50.....	William Coverly.....	May 1, 1881, to May 1, 1884	7,500 "	By resolution, November 22, 1880.....	1,000 00	.....
Platform at bulkhead south of Pier 50.....	Glen Cove Manufacturing Co.....	At pleasure of the Board.....	1,000 "	By resolution, May 26, 1881.....	4,000 00	.....
Platform between Piers 50 and 51.....	New York, New Haven & Hartford R. R. Co.....	At pleasure of the Board.....	4,000 "	By resolutions, May 7, 1874, and November 5, 1879.....	1,500 00	.....
East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for public bath at Pier 51).....	Harlem River & Port Chester R. R. Co.....	At pleasure of the Board.....	1,500 "	By public sale, April 25, 1882.....	2,200 00	.....
North half Pier 50, south half Pier 57, and bulkhead between.....	Joseph V. Brown.....	May 1, 1882, to May 1, 1885	2,200 "	By public sale, April 25, 1882.....	.....	.....
Bulkhead (188 feet) on Tompkins street, north of Rivington street.....	William H. Wood.....	May 1, 1882, to May 1, 1885	1,500 "	By public sale, April 27, 1883.....	.....	250 00
Pier 60 and bulkhead westerly, from north side of Tompkins street.....	Peter H. Walsh.....	May 1, 1883, to May 1, 1884	1,000 "	By public sale, March 23, 1881.....	.....	.....
Pier 61 and fifty-five feet bulkhead northerly (except reservations for night-soil boat and dump).....	Joseph Cooper.....	May 1, 1881, to May 1, 1884	2,750 "	By public sale, March 22, 1881.....	1,000 00	.....
North half Pier 62.....	Benjamin Wright.....	May 1, 1881, to May 1, 1884	1,000 "	By public sale, March 22, 1881.....	900 00	.....
Bulkhead, etc., at and south of Houston street.....	Mutual Benefit Ice Co.....	May 1, 1881, to May 1, 1884	900 "	By public sale, December 16, 1878.....	2,125 00	.....
	Nassau Ferry Co.....	Nov. 1, 1878, to May 1, 1894	2,000 per ann. (for first 5 years, \$2,250 second 5 years).....			

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED DURING YEAR.	RECEIVED IN ADVANCE PRIOR TO MAY 1, 1883.
Site for pier, 130 feet south of Houston street	Nassau Ferry Co.	May 1, 1879, to May 1, 1894	\$300 per ann.	By resolution, January 8, 1879	\$300 00	
Bulkhead at Fifteenth street	Manhattan Gas-light Co.	May 1, 1881, to May 1, 1884	900 "	By public sale, March 22, 1881	900 00	
Bulkhead at Twentieth street	A. T. Wyckoff	May 1, 1883, to May 1, 1884	600 "	By public sale, April 27, 1883	450 00	\$150 00
Bulkhead south of 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	4,100 00	
Pier at Twenty-eighth street	Joseph V. Brown	May 1, 1881, to May 1, 1884	1,000 "	By public sale, March 29, 1881	1,000 00	
Pier at Thirty-first street	Joseph V. Brown	May 1, 1881, to May 1, 1884	2,250 "	By public sale, March 29, 1881	2,250 00	
Pier at Thirty-third street	Joseph V. Brown	May 1, 1881, to May 1, 1884	3,000 "	By public sale, April 21, 1881	1,500 00	
South half and outer end Pier at Thirty-third street	Knickerbocker Ice Co.	May 1, 1881, to May 1, 1886	1,500 "	By public sale, March 29, 1881	1,500 00	
North half pier at Thirty-third street (except reservation of outer end)	East River Ferry Co.	May 1, 1881, to May 1, 1891	1,000 "	By public sale, May 27, 1880	1,000 00	
Bulkhead at Thirty-fifth street	Jeremiah Skidmore's Sons	May 1, 1883, to May 1, 1888	500 "	By public sale, April 27, 1883	375 00	125 00
Pier at Thirty-seventh street (except reservation for public bath)	Daniel T. Robertson	May 1, 1881, to May 1, 1884	500 "	By public sale, March 22, 1881	600 00	200 00
Pier at Thirty-seventh street (except reservation for public bath)	Morris Wase	May 1, 1884, to May 1, 1887	1,200 "	By public sale, April 21, 1884		
Pier at Thirty-eighth street (except reservation for dump)	Benjamin Wright	May 1, 1881, to May 1, 1884	600 "	By public sale, March 22, 1881	600 00	
Bulkhead at Thirty-ninth street	Geo. W. Ryerson	Nov. 1, 1881, to May 1, 1885	800 "	By public sale, October 31, 1881	800 00	
Dumping board at Thirty-ninth street	Geo. W. Ryerson	May 1, 1882, to May 1, 1885	700 "	By resolution, March 22, 1882	700 00	
Bulkhead at Fortieth street	Charles H. Todd	Nov. 1, 1881, to May 1, 1885	400 "	By public sale, October 31, 1881	400 00	
Extension to bulkhead at Forty-fifth street (for stone dump)	Schwarzchild & Sulzberger	May 1, 1883, to May 1, 1886	1,050 "	By public sale, April 27, 1883	787 50	262 50
Pier at Forty-sixth street (except reservation for dump)	Michael Kane	Nov. 1, 1881, to May 1, 1885	100 "	By public sale, October 31, 1881	100 00	
Bulkhead at Forty-seventh street	Owens & Co.	May 1, 1883, to May 1, 1886	800 "	By public sale, April 27, 1883	600 00	
Bulkhead at Forty-ninth street	Peter H. Walsh	May 1, 1883, to May 1, 1886	1,125 "	By public sale, April 27, 1883		281 25
Site for bulkhead between Fifty-sixth and Fifty-seventh streets	Schmitt & Koehne	At pleasure of the Board	50 "	By resolution, April 27, 1887	50 00	
Site for platform, etc., north of Sixty-second street	Jabez A. Bistwick	At pleasure of the Board	200 "	By resolutions, March 20 and December 24, 1879	200 00	
Site for platform, etc., south of Sixty-third street	Ehrreich Brothers	At pleasure of the Board	100 "	By resolutions, April 24 and December 24, 1878	100 00	
Site for platform at Sixty-third street	Neidlinger, Schmidt & Co.	June 1, 1874, to June 1, 1884	250 "	By resolution, May 28, 1874	250 00	
Site for bulkhead between Sixty-third and Sixty-fourth streets	Neidlinger, Schmidt & Co.	May 1, 1874, to May 1, 1884	50 "	By resolution, February 12, 1874	50 00	
Crib-bulkhead and platform between Sixty-third and Sixty-fourth streets	Neidlinger, Schmidt & Co.	May 1, 1884, to May 1, 1887	680 "	By public sale, April 21, 1884		
Site for bulkhead at Seventy-fourth street	Thomas Patten	At pleasure of the Board	100 "	By resolution, November 21, 1877	100 00	
Site for platform between Seventy-ninth and Eightieth streets	Murphy & Nesbit	May 1, 1878, to termination of occupancy of upland	100 "	By resolution, May 3, 1878	75 00	
Pier or bulkhead at Eighty-sixth street	John H. Baxter	Terminated July 12, 1883	700 "	By public sale, March 22, 1881		
Bulkhead at Ninety-second street and wharf property at Fulton street, Astoria	Astoria Ferry Co.	Nov. 1, 1877, to Nov. 1, 1882 (holding over)	250 "	By public sale, July 12, 1878	250 00	
Bulkhead at and south of Ninety-third street	Thomas Patten	May 1, 1881, to May 1, 1884	800 "	By public sale, March 22, 1881	800 00	
Total					\$187,543 33	
Harlem River.						
Float at One Hundred and Eighth street	Henry Velje	Terminated July 11, 1883	100 per ann.	Resolution, May 2, 1883	\$25 00	
Float at One Hundred and Sixteenth street	Vandervoort & Tucker	At pleasure of the Board	to per mo.	Resolution, June 7, 1882	80 00	
Berth for float, north side Pier at One Hundred and Twenty-fifth street	Edward McGrath	At pleasure of the Board	25 per qr.	By resolution, April 24, 1878	50 00	
Land under water south side One Hundred and Twenty-sixth street	George T. Gaden & Co.	At pleasure of the Board	400 per ann.	Resolution, June 29, 1883	400 00	
Land under water, for bridge pier at One Hundred and Twenty-ninth street and Second avenue	Suburban Rapid Transit Co.	At pleasure of the Board	500 "	Resolution, April 4, 1883	500 00	
Total					\$1,055 00	\$28,943 75

SUMMARY.

Received in advance prior to May 1, 1883	\$28,943 75
Rents collected during the year, as above:	
From North river water-front	\$939,123 17
From East river water-front	187,543 33
From Harlem river water-front	1,055 00
	1,127,721 50
Wharfages collected from unleased property:	
On North river water-front	\$44,354 27
On East river water-front	26,018 13
On Harlem river water-front	1,326 50
	71,698 96
Received during the year	\$1,228,370 21
Less outstanding May 1, 1883	38,262 50
	\$1,190,107 71
Unpaid rents due April 30, 1884	26,130 00
Unpaid rents and wharfage placed with Counsel to the Corporation during the year for collection	25,368 75
Uncollected wharfages	\$8,643 46
Less outstanding May 1, 1883	3,391 73
	5,251 73
Total revenue for the year ending May 1, 1884	\$1,245,858 19

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS, NOS. 117 AND 119 DUANE STREET,
OFFICE OF THE ENGINEER-IN-CHIEF,
NEW YORK, May 1, 1884.

To the Board of Docks:

GENTLEMEN—I have the honor to submit for your consideration the following report of the several works under my supervision during the year ending April 30, 1884:

NORTH RIVER.

Sections South of Canal Street.

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

Some small repairs comprise all the work done on this section during the past year.

Pier, old 29.—This pier, at the foot of Warren street, North river, has been repaired by Ryan & Cody, under Contract No. 196 A, and the shed upon it has been repaired by Mr. C. W. Jessup, under Contract No. 196 B, and painted by Mr. J. H. Hughes, under Contract No. 196 C.

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 for the reclaimed or newly-made land has been received, and the temporary roadways across it from West street to Piers, new 20 and new 21, have been repaired.

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 street and Franklin street, a distance of about 340 feet.

Dredging to date 190.00 feet.

Stone filling to date 160.00 "

Equivalent length of completed wall 34.66 "

Nothing has been done on this section, the injunction of July 7, 1881, being still in force.

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

Length of piling to date 172.00 feet.

" base-blocks to date 168.83 "

" "E" course of granite to date 121.02 "

Equivalent length of completed wall to date 167.90 "

The temporary plank roadway to Pier, new 26, has been replaced by a temporary pavement of cobble-stone, which has answered a very good purpose.

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 88.8 feet; to date, 344.5 feet.

" base-blocks for the year 61.94 " " 254.64 "

" "E" course of granite for the year 115.83 " " 197.24 "

Equivalent length of completed wall for the year 93.22 " " 300.00 "

The wall has been continued to the southward from Pier, new 28, the piles being driven to the southerly line of Hubert street, and the masonry nearly across the slip between Piers, new 27, and new 28.

The building of the wall to the northward of Pier, new 28, was stopped by injunction of United States Circuit Court on March 11, 1884, which injunction is still in force.

Pier, new 27.—The contract (No. 193) for the building of Pier, new 27, was let to Mr. Joseph Walsh, on September 27, 1883, and the pier is now about four-fifths completed. It will be finished as soon as the wall is built for the remainder of the section.

Sections North of Canal Street.

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

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

The paving of the newly-made land between Pier, new 34, at Canal street, and Pier, new 41, at Leroy street, described in my last report, was completed May 22, 1883. The paving having settled in some places, the cause thereof has been under discussion for some time. It is now, however, evident that the cause was the settling of the filling of the newly-made land, and apparently the matter will soon be adjusted.

The paving of the area in front of Hoboken Ferry, between the horse railroad tracks, was completed on June 9, 1883.

The Hudson River Tunnel Company have done very little, if anything, in the prosecution of their work during the year.

All the piers from new 34 to new 47 have been completed and are in use.

Pier, new 36.—The damage done by the fire of February, 1883, to the substructure of the pier has been repaired under Contract No. 190, with Mr. William P. Kelly, and the lessees have built a new shed upon the pier.

Pier, new 37.—This pier has had a shed built upon it by the lessee.

Pier, new 40.—The sewer box under this pier has been extended to the outer end of the pier by Messrs. T. & A. Walsh, under Treasurer's order.

Pier, new 42.—The repairs to the understructure of this pier have been completed by Mr. William P. Kelly, contractor, under Contract No. 178.

Pier, new 43.—This pier has been repaired by Ryan & Cody, under Contract No. 188 A, and the shed upon it has been repaired by Dever & Coddington, under Contract No. 188 B, and painted by J. D. Bliss, under Contract No. 188 C.

Pier, new 45.—In August, 1883, it was found that the white pine columns, or built-up piles, supporting the outer end of this pier, built in 1873-1874, were very badly damaged by the terebrator; in some cases they were eaten entirely through, and the lease requiring that the Department should repair the understructure of the pier, a contract was made with Mr. Warren Roosevelt (No. 199) for its repair. The method of repairing was to remove the mud around the columns below where they were eaten by the terebrator and then cut them off by circular saw in the sound wood. A new top for each column, consisting each of four pieces of 10" by 10" or 39" by 40" creosoted yellow pine, bolted and fastened together, was built, and a cast-iron sleeve fitted to its bottom.

These tops were placed on each of the bottom portions of the old columns; the cast-iron sleeve placed on the bottom of the new creosoted top fitting around the old column and extending 3' 0" down upon it. A small mattress of Portland cement mortar was placed on the top of the old bottoms of the columns to give an even bearing to the top.

The creosoted timber was required to take at least 14 pounds of creosoted oil to the cubic foot of wood. The cast-iron sleeves were thoroughly coated with coal-tar by immersion in a bath at a temperature of 300° Fahrenheit. The remaining work of repair was done in accordance with the usual method of the Department for similar pier-heads.

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 " " 878.24 " " "E" course of granite for the year 0.00 " " 787.53 " " extra course of granite 205.19 " " 205.19 " Approximate equivalent length of completed wall for the year 6.00 " " 915.00 "

On account of the settlement of the wall on the bottom of deep, soft mud at this section, an extra course of granite, having a rise of 1' 8", has been placed on top of the regular "E" course, and backed up with concrete, between Piers, new 54 and new 55. The coping has been placed temporarily in position between the said piers, and the filling put in to the proper height behind the whole.

The injunction restraining the Department from proceeding with the work of building the wall between Twenty-third and Twenty-fourth streets, granted by the United States Circuit Court on December 29, 1881, and that restraining the Department from proceeding further with the work of building the wall between Twenty-fifth and Twenty-sixth streets, granted by the same court on January 14, 1882, being still in force, no work under the new plan has been done at those places during the year.

On account of an injunction received on September 7, 1882, and still in force, the filling behind the wall between Piers, new 56 and new 57, has not yet been put in.

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, extended, a distance of 615.42 feet.

Length of piling for the year 0.00 feet; to date, 500.00 feet. " base-blocks 120.12 " " 471.80 " " "E" course of granite for the year 395.55 " " 442.12 " Approximate equivalent length of completed wall for the year 108.00 " " 492.00 "

North End.—Work on the wall began under resolution of Board, passed June 28, 1882, on the following day, and has proceeded since then, except for a "gap" of about 100 feet north of Twenty-eighth street, where work was stopped by injunction on September 11, 1882. At this gap of 100 feet in length no work has been done except the dredging and part of the stone filling, put in before the injunction was served.

The wall, with the exception as above stated, has been completed for the entire length of the section, except the coping, which has been temporarily laid only between Piers, new 59 and 60 (and north of Pier, new 57).

Sufficient filling has been done behind the wall to make a roadway from the old pier at the foot of West Thirtieth street to Pier, new 59.

Pier, new 59.—This pier has been built during the past year by Mr. John Gillies, under Contract No. 191. It is 500 feet long by 60 feet wide.

Pier, new 60.—This pier has been built during the past year by Mr. John Gillies, under Contract No. 195. It is 500 feet long by 60 feet in width.

The old pier at foot of West Thirtieth street has been repaired to serve as a temporary approach to Piers, new 59 and 60, until the filling behind the wall is completed.

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.

Length of piling to date 216.5 feet. " base-blocks to date 157.68 " " "E" course of granite to date 2.10 " Approximate equivalent length of completed wall for the year 155.00 "

On August 8, 1883, the work of this section was authorized by unanimous resolution of the Board, and work was at once begun. The dredging has been completed for the wall and the slip in front of it. Piling is nearly finished, and 158 feet of base-blocks for the wall have been set in place.

Thirty-sixth Street, North River.—The site for a new pier and the half-slips on each side of it have been dredged, and Mr. John Gillies, contractor, has begun the building of a new pier under Contract No. 203.

The crib-work bulkheads between Thirty-fifth and Thirty-sixth streets, and between Thirty-sixth and Thirty-seventh streets, have been built up and repaired, and two landing floats for railway cars built, one on each side of Thirty-sixth street, by the New York, Ontario and Western Railway Company.

Forty-second Street, North River.—A new crib-work bulkhead with new and handsome ferry-house and the necessary ferry-racks, etc., has been built under the supervision of the Department officers by the Ontario and Western Terminal Company.

Forty-fourth Street, North River.—The injunction restraining the Department from dredging, etc., for the site of a pier at West Forty-fourth street having been dissolved, the dredging has been completed, and a new pier, to be 60 feet in width by 500 feet long, with a temporary approach and crib-work bulkhead on the existing shore, is being built by Mr. John Gillies, contractor, under Contract No. 200. Good progress has been made and the pier will probably be finished by July 21, 1884, as required by the contract.

Fifty-fifth Street, North River.—The new pier and approach at this street has been completed and in use since August, 1883. The pier proper is 500 feet long by 60 feet wide, and the approach of the same width gives additional length of wharfage room of 150 feet on each side. The work has been done by Mr. John Gillies, under Contract No. 184.

Fifty-seventh Street, North River.—On November 21, 1883, an unanimous resolution was passed by the Board to move the present Gansevoort Street Yard to the pier at the foot of West Fifty-seventh street. The pier at West Fifty-seventh street, has in accordance therewith, been repaired and strengthened, and plans and specifications for the sheds and shops prepared and made ready for proposals.

Seventy-ninth Street, North River.—The filling behind the bulkhead built last year, from Seventy-eighth to Seventy-ninth street, having settled, has been raised to grade.

A contract (No. 201) was made on February 11, 1884, with Mr. Joseph Walsh for building a similar crib-work bulkhead from Seventy-ninth street to the northerly side of Eightieth street, and for repairing the pier at the foot of Seventy-ninth street. This work is well advanced, and will probably be completed by July 21, 1884, as required by the contract. There will then be 915 lineal feet of wharfage room at this place, with ample room for handling cargo on the filling behind the crib-work.

EAST RIVER.

On the East river no work of construction has been done under the new plan, but borings to ascertain the nature of the bottom for the wall and for new piers have recently been commenced from Pier 8 down to the Battery.

Seventy-third Street, East River.—At Seventy-third street a crib-work bulkhead has been built across the foot of the street by Mr. P. Santord Ross, under Contract No. 202.

Seventy-fifth Street, East River.—At the foot of this street a small crib-work with a platform in front of it has been built by Mr. R. Cronin, under Contract No. 177.

Eighty-sixth Street, East River.—The old pier at the foot of this street has been thoroughly repaired, and a new pier, 40 feet wide by 102 feet long, has been built by Mr. John Gillies, under Contract No. 192.

Ninety-ninth Street, East River.—A deep crib-work bulkhead has been built across the foot of this street by Mr. J. D. Leary, under Contract No. 182.

One Hundred and Fourth Street, Harlem River.—A bulkhead and platform has been built across the foot of this street by Mr. J. D. Leary, under Contract No. 183.

Blackwell's Island.—A new platform or pier, 47 feet by 50 feet, has been built on the west side of Blackwell's Island for the use of the Department of Public Charities and Correction, by Mr. J. D. Leary, under Contract No. 181.

General Repairs.—Under this head the expenditures and work have been considerably less than they were last year.

In the appendix will be found a detailed statement of contracts and other work done.

NEW WHARFAGE ROOM, IN LINEAL FEET, MADE DURING THE YEAR ENDING APRIL 30, 1884.

Work under the "New Plan."

North river—	
New wall at Lighthouse Section	115.7
New wall at West Twenty-third Street Section, north end	274.7
Total wall line	389.7
Pier, new 59, North river	1,073.3
Pier, new 60, North river	1,060.7
Pier, West Fifty-fifth street	1,360.7
Total pier line	3,493.3
Total wall and pier line	3,882.3

Work Not under the "New Plan."

East river—	
Crib-bulkhead at East Seventy-third street	60.7
Bulkhead platform, East Seventy-fifth street	60.7
Rubble wall, East Eighty-sixth street	26.7
Crib-bulkhead, East Ninety-ninth street	66.5
Bulkhead platform, East One Hundred and Fourth street	60.7
Total wall and platform line	272.5
Pier at East Eighty-sixth street	243.7
Platform, Blackwell's Island	47.7
Total pier line	290.7
Total wall, platform and pier line	562.5

Totals on North and East rivers—	
Walls and bulkhead platforms	661.5
Piers and platforms	3,783.3
Total	4,444.8

NEW WHARFAGE ROOM, IN LINEAL FEET, TO BE MADE BY WORK BEGUN BUT NOT FINISHED, DURING THE YEAR ENDING APRIL 30, 1884.

Work under the "New Plan."

North river—	
New wall at Lighthouse Section	91.67
New wall at West Thirty-first Street Section (about)	200.7
Total wall line	291.67
Pier, new 27, North river	1,105.7
Pier, West Thirty-sixth street	1,113.5
Pier, West Forty-fourth street	1,350.7
Total pier line	3,628.5
Total wall and pier line	3,920.17

Work Not under the "New Plan."

North river—	
Crib-bulkhead, West Seventy-ninth to West Eightieth street	279.7
Totals (all on North river)—	
Wall line	570.67
Pier line	3,628.5
Total	4,199.17

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.
- 12 dredging machine mud-scows, Nos. 1 to 12.
- 10 pile-drivers, Nos. 1, 2, 3, 5, 6, 7, 8, 9, 10 and 11.
- 9 deck-scows, "B," "C," "D," "E," "F," "May," "Jim," "Willie" and "Joe."
- Boring machine "Woodcock."
- 3 diver's scows (one new, "G").
- 11 yawls, 2 bateaux, 3 skiffs (one new) and 2 sounding boats (new).

The 100-ton derrick "City of New York" set 28 concrete base-blocks in the new bulkhead wall (5 at Lighthouse Section, 10 at West Twenty-third Street Section, north end, and 13 at West Thirty-first Street Section), and placed 7 base-blocks on scows (April 30, 1884) for Lighthouse Section. Set 130 pieces of granite headers and stretchers and 14 pieces of coping in the new bulkhead wall at Lighthouse Section.

The derrick also raised from the water and placed on the bulkhead at Gansevoort Street Yard for repairs, and afterwards replaced in the water, pile-drivers Nos. 2 and 5, scow "F," and the large diver's scow (old), and launched the new diver's scow "G." Its employment in this way obviated the necessity of taking these machines to the dry dock. It also placed a crane and two spuds in dredge No. 3, and placed the small diver's scow on the deck of pile-driver No. 2. On July 25, 1883, it placed a piston and piston cover in the ferry-boat "Pavonia," for Cobanks & Theall, under Secretary's Order No. 3188.

Various repairs were made to the deck, sides, circle, fenders, house, fire-room floor, machinery, boiler, engine, etc., and the house, tower, etc., were painted.

The 10-ton derrick set 474½ pieces of granite headers and stretchers (50½ pieces at West Twenty-third Street Section, south end, 416 pieces at West Twenty-third Street Section, north end, and 8 pieces at West Thirty-first Street Section) and 44 pieces of coping (25½ pieces at West Twenty-third Street Section, south end, and 18½ pieces at West Twenty-third Street Section, north end).

There has been put in a new "A" frame, new beam, graving-pieces and water-tank, and various minor repairs have been made to the deck, machinery, boiler and engine, the mast and boom have been scraped and oiled, and the house, sides, etc., painted.

Dredges Nos. 3 and 4 remain in the possession of the Union Dredging Company. No. 3 was painted.

The twelve dredging machine mud-scows were in the possession of the Union Dredging Company until September 5, 1883, when six of them, Nos. 1, 2, 3, 5, 11 and 12, were transferred to the Manhattan Dredging and Elevating Company. On December 15, 1883, Nos. 3 and 12, and on February 16, 1884, Nos. 1, 2, 5 and 11, were returned to the Department yards. These six scows have had their numbers painted on them, and are laid up at the Department yard at West Fifty-seventh street.

Scows Nos. 4, 6, 7, 8, 9 and 10 still remain in possession of the Union Dredging Company.

The ten pile-drivers have been repaired from time to time and kept in order. Pile-driver No. 5 is still fitted up and used as a pile-cutter.

The nine deck-scows have been repaired and kept in order.

The borer "Woodcock" was used by the Department of Charities and Correction for making an examination of the river bottom for the proposed ferry landing at Little Hell Gate, from May 16 to May 21, 1883, under Secretary's Order No. 3018. It has been repaired and kept in order.

Diver's Scows.—A new diver's scow ("G") was built by the Department force (September 29 to November 19, 1883).

The old scows were in use in the early part of the year, but have been taken out of the water, and are not now in use.

The yawl boats, bateaux and skiffs have been repaired and painted and kept in order. Two new yawl boats have been bought, and a new skiff has been made.

The tug "Manhattan" has done all the towing required by the Department, except during the periods from May 19 to 23, July 17 to 23, and August 7 to September 29, 1883, and January 14, 1884, when she was laid up for repairs to her boiler and machinery.

Mr. John F. Walsh cleaned, scraped and painted bottom, and made various other repairs to the hull, under Treasurer's Order No. 10555; repaired rudder, rudder-post, knees, etc., under Treasurer's Order No. 10583; replaced the old ceiling under boiler with a new one, put in two new keelsons, new fore-and-aft combing the entire length of opening for boiler, and repaired coal bunkers and bed-pieces, under Treasurer's Order No. 10593.

The worn out boiler, tanks and smoke-pipe were replaced with new ones, and the donkey boiler repaired, by Theodore Smith & Bro., under Contract No. 189.

A new propeller wheel was put in, and other repairs made to the boat and machinery, and various parts painted.

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 river and on the East river, and from these lines the levels have been given during the progress of the work. Lines and levels have also been given for contract work on general repairs.

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

Surveys and examinations have been made over 14,345 lineal feet of water-front.

These surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

1,510 rod soundings, to ascertain the depth of soft mud, have been taken, of which 1,069 were on the North river, and 441 on the East river; 55 borings to ascertain the depth of mud, etc., to bed rock, have been taken on the North river; 65,279 disc soundings, to ascertain the depth of water, have been taken on the North, East and Harlem rivers, in 278 slips, of which 43,658 were taken in 157 slips on the North river, and 21,621 in 121 slips on the East and Harlem rivers.

55 borings, 1,063 rod soundings, and 14,341 disc soundings were for construction, and 447 rod soundings and 50,938 disc soundings were for general repairs, examinations, etc., all of which have been reduced, plotted, and recorded.

All the measurements of dredged material have been made and recorded, and the dumping of the dredged material has been supervised.

The Surveying Party, under resolution of the Board, passed September 19, 1883, directing a record of the depth of water, near the slips, piers, etc., under the jurisdiction of the Department, to be made and kept, has been increased by two sounding parties of three men each, who are constantly engaged in obtaining the data for such a record.

Gansevoort Street Yard.—Thirty-six and one-half concrete base-blocks have been made at this yard during the year. There have been received 3,650 barrels of cement, and samples of each lot have been tested, and tests have been made of cement not used by the Department.

All the iron and blacksmith work for the Department has been done here, and small articles have been issued from the store-house as required.

East Seventeenth Street Yard.—The principal work at this yard has been the storing and issuing of granite, and the issuing of iron bolts. Some repairs to the derrick have been made, and also to the hoisting engine. The Street Cleaning Department has used the bulkhead for its scows.

The Commissioners of the Sinking Fund having set apart part of the yard for purposes of the Health Department, this Department's shed has been moved and repaired.

15,735.85 cubic feet of granite have been issued to the West Twenty-third Street Sections and to Laight Street Section.

The yard has also been used for temporary storage of materials for the general repairs.

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 summary of the work at the Department yards.

A summary of the work of "General Repairs."

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

A statement in detail of dredging done.

A statement of stock on hand, purchased, fabricated and issued at Gansevoort Street Yard.

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

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

I beg leave to call attention to this list, as there are over two hundred items of work, the care and examination of which has consumed a large amount of the time of myself and assistants.

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, 1884.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER-FRONT.

Proposed New Pier between the Castle Garden and Pier, new 1, N. R., for the use of the Police Department and the Department of Docks.

November 15 to 24, 1883.—An examination of the site for the new pier was made by the boring machine "Woodcock."

CHAMBERS STREET SECTION.

Resolutions of Board, November 24, 1877, and November 21, 1878.

Filling in Rear of the Wall.

May 1 to 27, 1883.—1,218 loads of earth filling were received on tickets and placed where settlement had taken place. 503 loads of the above were used to fill up between the sills for the roadway to Pier, new 21, North river.

Temporary Roadway to Pier, new 21, N. R.

May 10 to 16, 1883.—Removed old plank and laid a new roadway of 4-inch spruce, 180 feet long by 32 feet wide, under Secretary's Order No. 2997.

Pier, old 33, N. R.

October 9 to 29, 1883.—Shored up the old shed south of Pier, old 33, and filled in where settlement had taken place with 27 cart-loads of rough stone and brickbats, received free.

BEACH STREET SECTION.

Resolution of the Board, July 16, 1879.

Filling in Rear of the Wall.

May 16 to June 8, 1883.—Received 278 loads of earth filling (on tickets) and 352 loads of brickbats and rough stone (received free), to grade up for paving the roadway to Pier, new 26. Took up the old sheathing and deck plank to place stones, brickbats, etc., on the southerly slope of the filling in the rear of the wall, and replaced the sheathing and deck plank.

Temporary Sewer at the Foot of Beach Street.

May 19 to 21, 1883.—The temporary sewer was extended and protected from being stopped up by the filling in rear of wall by planking up on piles.

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

May 16 to June 11, 1883.—Removed the old plank roadway to the pier, and prepared for the new paving.

June 4 to 10, 1883.—George Doak's force paved the roadway to the pier with cobble-stones. The portion paved was 181.8 feet in length and about 30 feet in width, with an area of 596.7 square yards. Under Treasurer's Order No. 10456.

June 30, August 18 to 20, and October 2 to 6, 1883.—The roadway was repaired in front of the entrance to the pier, and at other places where it had settled away.

March 23, 1884.—The cobble pavement was repaired and brought up to grade with sand at places where it had settled during the winter, by George Doak's force, under Secretary's Order No. 3512 and Treasurer's Order No. 10855.

LAIGHT STREET SECTION.

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

Bulkhead Wall Proper.

DREDGING.

October 19 to December 20, 1883.—The Union Dredging Company (under Contract No. 132) excavated and removed 11,502 cubic yards of mud (Class 2), and 4,394 cubic yards of crib-work (Class 1a), from the site of the wall between 150 feet south of Pier, new 28, and the south end of the section, a length of 132 feet. To date, 42,328 cubic yards of mud, and 8,884 cubic yards of crib-work have been dredged on a total length of wall extending from 55 feet south of Pier, old 39, to the south end of the section, a distance of 445 feet.

December 10, 1883.—The diver examined the bottom after dredging.

December 10 to 15, 1883.—The Department force removed 274 old sunken pile butts and timbers from the area dredged, the divers assisting.

December 31, 1883.—The above material was taken to the West Fifty-seventh Street Basin.

STONE FILLING.

May 1 to 14, 1883.—John A. Bouker's force placed 624 cubic yards of rip-rap and 406 cubic yards of cobbles south of Pier, new 28.

May 3 and 4, 1883.—The diving party bulkheaded the south end of the filling to retain cobbles for the foundations of the blocks.

May 3, July 16 and 17, 1883.—The diving party leveled off the cobbles preparatory to setting base-blocks.

June 29 and 30, 1883.—John A. Bouker's force placed 183 cubic yards of rip-rap and 287 cubic yards of cobbles south of Pier, new 28.

July 16 to 18, 1883.—John A. Bouker's force placed 180 cubic yards of rip-rap and 229 cubic yards of cobbles south of Pier, new 28.

July 23 to 25, 1883.—The diving party bulkheaded the south end of the filling to retain the cobbles for the foundation of the blocks.

July 26 to August 21, 1883.—John A. Bouker's force placed 1,238 cubic yards of rip-rap, and 539 cubic yards of cobbles south of Pier, new 28.

December 24, 1883, to February 26, 1884.—John A. Bouker's force placed 1,950 cubic yards of rip-rap and 1,475 cubic yards of cobbles south of Pier, new 28.

January 4 and 5, 1884.—Sights were placed for lining-in the stone filling.

April 17 to 21, 1884.—John A. Bouker's force delivered and placed 306 cubic yards of rip-rap and 416 cubic yards of cobbles south of Pier, new 28.

April 17, 1884.—The diver, with a water jet, operated from the pump on Pile-cutter No. 5, removed the mud which had settled on the cobbles between the foundation piles after dredging.

April 17 to 21, 24 and 26, 1884.—The diver leveled the cobbles preparatory to setting blocks.

April 24 and 25, 1884.—The diver bulkheaded the south end of the filling to retain the cobbles for the foundation of the blocks.

The total amount of stone filling placed during the year was 3,352 cubic yards of cobble (to date, 9,371), and 4,481 cubic yards of rip-rap (to date, 13,155). This material was placed over a length of 181.67 feet of wall, extending from about 100 feet south of Pier, new 28, to 61.67 feet south of Pier, new 27, and completing the stone filling for a length of 90 feet, extending from 10 feet south of Pier, new 28, to 100 feet south of Pier, new 28.

The stone filling has been placed over a length of 446.67 feet of wall, extending from 90 feet north of Pier, new 28, to 61.67 feet south of Pier, new 27; and has been completed for a length of 185 feet of wall, extending from 10 feet north of Pier, new 28, to 100 feet south of Pier, new 28.

PILING AND WOODWORK.

May 2, 1883.—The diving party removed loose bark from among the piles.

May 9, 1883.—The temporary sighting platform at the north end of the section was removed.

June 21 to 23, 1883.—The divers located foundation piles.

July 3, 1883.—Two extra piles were driven in the foundation. The diver placed the points of the piles in position, and sawed off the piles to grade.

January 10 to 25, 1884.—Piles were received, sights put up, temporary platforms erected for sights, and preparations were made for driving piles.

January 28 to March 31, 1884.—245 vertical and 42 bracing piles were driven and stay-lathed.

April 8 to 14 and April 23, 1884.—The diver located foundation piles.

April 12 to 16, 1884.—18 vertical and 3 bracing piles were driven and stay-lathed. The diver assisted in placing the points of extra piles.

April 22, 1884.—One extra vertical pile was driven in the foundation. The diver assisted in placing the point of the pile.

During the year 266 vertical piles (to date, 1,109), and 45 bracing piles (to date, 171) were driven on a length of 88.8 feet of wall, extending from 141.2 feet south of Pier, new 28, to 10 feet south of Pier, new 27. The total length of piling to date is 344.5 feet, extending from 10 feet south of Pier, new 27, to 39.5 feet north of Pier, new 28.

May 1 and 2 and July 21, 1883.—The divers keyed binding frames.

January 7, February 20 to 28, and March 19 to April 31, 1884.—Binding frames were made.

April 1 to 5, 1884.—3 binding frames were placed, fastened and keyed.

April 15 to 24, 1884.—One binding frame was made, placed, fastened and keyed.

During the year 4 binding frames were made and placed (to date, 15), on a length of 90 feet of wall, extending from 141 feet south of Pier, new 28, to 11 feet south of Pier, new 27. The total length placed to date is 344 feet, extending from 11 feet south of Pier, new 27, to 38 feet north of Pier, new 28.

May 8 to 10, June 4 and 5, 1883.—Piles were cut off by hand to grade for capping.

June 8 to 12, 1883.—82 piles were cut off (49 for blocks and 33 for caps) with the pile-cutting machine.

August 16 to 23, 1883.—Pile butts were rafted.

September 5, 1883.—Pile butts were placed in the West Fifty-seventh Street Basin.

April 4 to 11, 1884.—153 vertical piles (70 for blocks and 83 for caps) were sawed off with the pile-cutting machine.

April 8, 1884.—The diver sawed off 1 pile (for the base-block).

April 9, 10, 23, and 24, 1884.—Pile butts were rafted.

April 16, 1884.—Two piles (for base-blocks) were sawed off with the pile-cutting machine.

April 22 and 23, 1884.—33 piles (19 for base-blocks and 14 for caps) were sawed off with the pile-cutting machine.

April 28, 1884.—The diver sawed off 2 piles (for base-blocks).

During the year the pile-cutter sawed off 140 piles for blocks and 130 piles for caps, a total of 270 piles (to date, 779), on a length of 144 feet of wall, extending from 83 feet south of Pier, new 28, to 7 feet south of Pier, new 27.

May 1, 1883.—Three 3-inch treenails were driven, completing the length of capping begun in the last fiscal year.

May 16 and 17, 1883.—Keys were placed in the ends of the caps.

June 5 to August 3, 1883.—20 cross caps and 144 feet of longitudinal caps were placed. Keys were placed in the ends of the caps, and blocks between the caps and base-blocks.

August 6 to 31, 1883.—The projecting ends of the caps, which were in the way of setting the granite, were sawed off.

April 12, 17, 18, 23, and 26, 1884.—Piles were regulated and prepared for capping. During the year there were placed, chocked and keyed, 20 cross caps (to date, 83) and 144 lineal feet of longitudinal caps (to date, 756 feet), using 67 3-inch treenails (to date, 257) and 157 2-inch treenails (to date, 776), on a length of 62 feet of wall, extending from 79.25 feet to 142.25 feet south of Pier, new 28, and completing the capping for a length of 60.5 feet of wall, extending from 79.25 feet to 139.75 feet south of Pier, new 28. The total length of completed capping to date is 248.64 feet, extending from 139.75 feet south of, to 33.89 feet north of Pier, new 28.

August 1 to 30, 1883.—1,488 square feet of planking were placed on the caps, extending from 10 feet to 134 feet south of Pier, new 28, on a length of 124 feet of wall. The total length of cap planking to date is 221 feet, extending from 134 feet south of Pier, new 28, to 12 feet north of Pier, new 28.

MASONRY.

July 17 to 21, 1883.—Five base-blocks (to date, 21) were set and the chain holes filled on a length of 61.94 feet of wall, extending from 80.81 feet to 142.75 feet south of Pier, new 28. The total length of blocks set to date is 254.64 feet, extending from 2.25 feet north of Pier, new 27, to 36.89 feet north of Pier, new 28.

April 29 and 30, 1884.—Seven blocks were loaded on scows at Gansevoort street, and preparations made for setting the same in the rear of Pier, new 27.

July 28, 1883.—The diver assisted the surveying party in taking levels on the blocks.

August 1 to September 20, 1883.—130 pieces of granite (to date, 224) were set, and 408 batches of concrete (to date, 706½) were placed, on a length of 125.47 feet of wall, extending from 4.10 feet to 129.57 feet south of Pier, new 28. The total length of granite set to date extends, on the "A B" course, from 15.43 feet north of Pier, new 27, to 11.00 feet north of Pier, new 28, a distance of 215.57 feet; and on the "E" course, from 25.07 feet north of Pier, new 27, to 2.31 feet north of Pier, new 28, a distance of 197.24 feet.

August 28 to September 19, 1883.—The beds of 14 pieces of coping were cut.

September 7 to 19, 1883.—Fourteen pieces of coping (to date, 14) were set on a length of 115.54 feet of Pier, new 28.

September 28, October 19 and November 13 to 23, 1883.—The granite recently set was pointed.

The following is a tabular statement of the amount of work done and to be done, in each class of work, given in linear feet of wall:

Recapitulation of Work on Bulkhead Wall.

WORK.	COMPLETED IN 1883-4.	TOTAL TO DATE.	WORK TO BE COMPLETED.		
			In Progress.	Stopped by Injunction.	Total.
Dredging.....	Feet. 132.	Feet. 445.	Feet.	Feet.	Feet. 55.
Cobbles.....	125.	222.	146.67	131.33	278.
Rip-rap.....	90.	185.	181.67	133.33	315.
Piles driven.....	88.8	344.5	52.17	103.33	155.5
Binding frame.....	90.	344.	50.67	105.33	156.
Piles cut.....	144.	340.	54.67	105.33	160.
Longitudinal caps.....	47.	254.64	140.42	104.04	244.36
Cross caps.....	60.5	248.64	141.02	109.44	250.36
Decking.....	124.	221.	147.67	131.33	279.
Base-blocks.....	61.04	254.64	138.92	106.44	245.36
"A B" course granite.....	121.88	215.57	150.10	132.33	282.43
"E" course granite.....	115.83	197.24	161.74	141.02	302.76
Coping.....	115.54	115.54	91.13	143.33	234.46
Wall actually completed.....	115.54	190.54	166.13	143.33	309.46
Equivalent length of completed wall.....	93.22	300.	.....	.....	200.

Filling in Rear of Wall.

August 24 to November 3, 1883.—6,611 loads of earth filling were received on tickets in rear of the wall at and near Pier, new 28 (total to date, 24,069 loads on tickets and 461 loads free).

Removing Old Work.

PIER, OLD 38, N. R.

September 7 to 19, 1883.—The old sheathing and deck of the outer end of the pier were torn up, and 184 old oak fender piles were pulled up, and removed to the West Fifty-seventh Street Basin.

Pier, new 27, N. R.

DREDGING UNDER CONTRACT NO. 132.

October 18 to December 29, 1883.—The Union Dredging Company excavated and removed from the site of the pier 34,924 cubic yards of mud and 8,647 cubic yards of crib-work, from the half slip south of the pier 3,488 cubic yards of mud, and from the half slip north of the pier 1,715 cubic yards of mud. The total quantity dredged from the site of the pier and the slips was 40,127 cubic yards of mud (Class 2), and 8,647 cubic yards of crib-work (Class 1a).

December 17, 1883, to January 5, 1884.—The Department force, with the diving party, removed 294 old sunken pile butts and timbers from the area dredged for the site of Pier, new 27, and removed the same to West Fifty-seventh Street Basin.

December 21, 1883.—The diver examined the area dredged for the site of Pier, new 27.

BUILDING NEW PIER UNDER CONTRACT NO. 193.

September 2 to October 27, 1883.—Contractor Joseph Walsh's force removed all of the sheds and buildings, pile and timber work, and the old cribs down to low-water mark, of Pier, old 38, lying westerly of a line about seventy feet easterly of the new bulkhead-line, except such portions as had been previously removed by the Department force.

November 21, 1883, to April 30, 1884.—Contractor Joseph Walsh's force building a new pier, 75 feet in width and 547 feet 6 inches in length, on the site of Pier, old 38—48 columns, 572 vertical and 43 bracing piles were driven, the caps, girders, decking, etc., placed, and the work nearly completed for all except the inner 100 feet in length of the pier, which cannot be finished until the completion of the new bulkhead wall behind the pier. One damaged cap was repaired by the contractor. The work is still in progress.

March 6, 1884.—The Department diver made an examination of the column that was injured in driving.

Paving the newly-made Land between Piers, old 42 and new 34, N. R., under Secretary's Order No. 3431.

March 31 to April 11, 1884.—An area of about 150 square yards of the newly-made land was paved with Belgian blocks, to serve as an approach to the paving done under Contract No. 167, by George F. Doak, under Treasurer's Order No. 10791.

Paving the newly-made Land from Pier, new 34, to Pier, new 38, N. R., under Contract No. 167.

May 1 to 16, 1883.—Contractor Charles Guidet's force continued the work of removing the existing plank roadways, paving, earth, etc., from the newly-made land extending from about fifty feet southerly of Pier, new 34, to about the southerly side of Pier, new 38, North river, and preparing for and paving the same with granite blocks, and laying crosswalks. The work under the contract was finished, except repairing the work which had settled during the winter.

May 5, 1883.—Department dockbuilders cut away a portion of the old platform, and placed a log in front of Pier, new 34, North river, for the contractor to pave up to.

May 9 to 16, 1883.—Contractor Charles Guidet's force took up and relaid, by order of the Engineer-in-Chief, a portion of the pavement north of Pier, new 36, North river, where it had settled away during the winter.

May 16 to 19, 1883.—Charles Guidet, under Treasurer's Order No. 10437, took up, raised the grade of the foundation for, and relaid 175 square yards of paving which had been placed below the proper grade.

March 21 and April 17, 1884.—Levels were taken over a portion of the area paved to determine the amount of settlement, under Secretary's Order No. 3501.

Paving newly-made Land from Pier, new 38, to Pier, new 40, N. R., under Contract No. 168.

May 1 to 22, 1883.—Contractor John B. Devlin's force continued the work of removing the existing plank roadway, paving, earth, etc., from the newly-made land extending from about the southerly side of Pier, new 38, to about fifty feet northerly of Pier, new 41, and preparing for and paving the same with granite blocks, and laying crosswalks. This work was completed, except repairing the work which had settled away during the winter.

May 17 to 19, 1883.—Department dockbuilders cut off the end of railroad ties to an even line for the contractor to pave up to.

March 21 and April 17, 1884.—Levels were taken over a portion of the area paved to determine the amount of settlement, under Secretary's Order No. 3501.

Paving newly-made Land in front of Christopher Street Ferry, N. R., under Resolution of Board, November 1, 1882.

May 15 to June 9, 1883.—Charles Guidet's force (under Treasurer's Order No. 10139) finished the work of excavating, grading and paving with granite blocks, and laying crosswalks on the newly-made land between the north side of Pier, new 43, and the south side of Pier, new 44.

Pier, new 37, N. R.

LAYING WATER-PIPE.

November 13 to December 5, 1883.—Department laborers excavating a trench in which to lay a water-pipe to the pier, and filled it in after the pipe was laid. Dockbuilders cut through the timbers of the pier, and masons replaced the bridge stone taken up to lay the pipe.

November 13 to December 5, 1883.—T. C. Townsend's force laid 216 feet of 4-inch cast-iron water-pipe under the north crosswalk leading to Pier, new 37, under Treasurer's Order No. 10358.

December 5, 1883.—T. C. New's force filled with coal-tar and gravel the joints between the stones in the north crosswalk to the pier, under Treasurer's Order No. 10963.

CHRISTOPHER STREET SECTION.

Placing Water-pipe.

May 1, 1883.—The filling-in of the drench dug to place a water-pipe under the north crosswalk to Pier, new 45, North river, was finished.

Temporary Roadways to Piers, new 46 and new 47, N. R.

June 9 to 11, 1883.—Holes in the deck were repaired with second-hand plank.

July 10 to 28, 1883.—The approach was repaired with 14,798 feet, B. M., of new 4-inch North Carolina yellow pine plank laid on sleepers, and 81 lineal feet of second-hand backing-log, and the space between the approach and the pavement was graded under Secretary's Order No. 3105.

July 10 to 28, 1883.—A new approach about 68 feet long by 35 feet wide, was laid with 4-inch North Carolina yellow pine, to take the place of the old plank approach, worn out.

July 25, 1883.—A hole in the deck 18 inches square was patched, and 4 lineal feet of backing-log placed, under Secretary's Order No. 3139.

August 7, 1883.—A loose plank in the approach was refastened.

November 1 and 2, 1883.—The deck sheathing was patched with 1,282 feet, B. M., of new 3-inch spruce plank.

Pier at West Thirteenth Street, N. R., Resolution of the Board, August 8, 1883.

August 27 and 28, 1883.—The outer 40 feet in length of the old pier, including the crib-work down to mean low water, which had been carried away by the ice, was removed. The diver assisted in removing old sunken timber.

August 15 to September 3, 1883.—The Union Dredging Company (under Treasurer's Order No. 10554) excavated and removed 1,876 cubic yards of mud, and 2,570 cubic yards of crib-work from the outer end of the pier.

WEST TWENTY-THIRD STREET SECTION—SOUTH END.

Resolution of the Board, November 5, 1880.

Bulkhead Wall Proper.

STONE FILLING.

October 20 to 23, 1883.—John A. Bouker's force placed 387 cubic yards of rip-rap on the cap planking, completing the stone filling for a length of 43.27 feet of wall, extending from the north side of Pier, new 57, to the north end of the section.

The amount of stone filling placed to date is as follows:

	COBBLES.	RIP-RAP.	STREET COBBLES.	BALLAST.	SPAWLS.	TOTAL.
By requisition.....	19,774	25,556	2,746	307	.....	48,383
By Department.....	7,609	4,065	.....	.....	589	12,264
Totals.....	27,383	29,622	2,746	307	589	60,647

PILING AND WOODWORK.

May 25 to June 4, 1883.—519 square feet of cap planking placed, extending from the north line of Pier, new 57, to the north end of the section, a distance of 43.27 feet.

November 27 to December 7, 1883.—Permanent backing-log placed and fastened on the coping between Piers, new 54 and new 55, a length of 205.19 feet.

MASONRY.

September 20 to December 6, 1883.—Granite handled and cut for the extra course and for the coping between Piers, new 54 and new 55.

November 15 to 22, 1883.—50½ pieces of granite (to date, 917½) set in an extra course above the E course, between Piers, new 54 and new 55, a distance of 205.19 feet. 56½ batches of concrete (to date, 2,930½) placed in rear of the same.

November 23 to December 6, 1883.—25½ pieces of coping set on the extra course of granite between Piers, new 54 and new 55, a distance of 205.19 feet.

November 24 to December 4, 1883.—Holes drilled in the coping for backing-log bolts, between Piers, new 54 and new 55.

August 10 to 18 and September 18 to 24, 1883.—Joints in granite pointed between Piers, new 54 and new 55.

April 28 to 30, 1884.—Joints in granite pointed north of Pier, new 57.

The following is a statement of the amount of work (in linear feet of wall) done and to be done, in each class of the work:

Recapitulation of Work on Bulkhead Wall.

WORK.	COMPLETED 1883-4.	TOTAL TO DATE.	WORK TO BE COMPLETED.		
			Not Enjoined.	Stopped by Injunction.	Total.
Dredging.....	970.	.....	268.2	268.2
Cobbles.....	800.	.....	438.2	438.2
Rip-rap.....	790.	.....	448.2	448.2
Piles driven.....	668.	.....	271.2	271.2
Binding frame.....	958.	.....	281.2	281.2
Piles cut.....	960.	.....	278.2	278.2
Longitudinal cap.....	831.4	.....	405.8	405.8
Cross caps.....	831.4	.....	406.8	406.8
Decking.....	43.27	.....	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	.....	450.97	450.97
Coping.....	205.19	205.19	248.46	404.97	653.43
Completed wall.....	205.19	533.47	248.46	456.97	704.73
Equivalent length of completed wall.....	6.	915.	7.	316.	323.2

Filling in Rear of Wall.

May 1, 1883, to April 7, 1884.—4,011 loads of filling received, on tickets, and 1,126 loads of stone, free, in rear of the wall between the south side of Pier, new 54, and Pier, new 55.

July 2, 1883.—Plank in the approach to Pier, new 54, removed to allow dumping of stone filling in rear of the wall.

December 12 and 13, 1883.—Part of a scow-load of earth received, free, from the West Fifty-seventh street Pier placed in rear of the wall.

The total amount of filling received to date is as follows:

COMMENCED.	LOCATION.	PAID TICKETS.	FREE LOADS.	BLACK- HURST.	DEPT. OF STREET CLEANING.	TOTALS.
Oct. 1, 1883	West Twenty-fourth street.	11,450	8,876	.....	7,590	27,916
Feb. 18, 1884	West Twenty-fifth street....	772	2,016	.....	.....	2,788
Mar. 29, 1884	West Twenty-sixth street....	45,193	.....	373	.....	45,571
July 27, 1884	West Twenty-seventh street.	.....	.....	.....	.....	.....
	Total.....	57,420	10,892	373	7,590	76,275

Temporary Backing-log.

October 26, 1883.—A temporary backing-log placed on the bulkhead between Piers, new 56 and new 57.

Temporary Mooring-posts.

May 17 and 18, 1883.—Four temporary wooden mooring-posts placed back of the new wall between Piers, new 54 and new 55.

December 12 to 15, 1883.—The four temporary wooden mooring-posts between Piers, new 54 and new 55, lengthened by splicing additional pieces to them.

Temporary Roadways.

TO PIER, NEW 54.

May 21 and 22, 1883.—The plank roadway raised to grade and filled in under the plank with earth.

May 31, 1883.—A temporary backing-log placed on the roadway and the inner end of the approach blocked up.

July 16, 1883.—The fence on the south side and the plank roadway repaired.

November 15 and 16, 1883.—Plank roadway raised and repaired.

February 27, March 29, April 3 and 27, 1884.—Plank roadway repaired.

TO PIER, NEW 55.

May 23, 1883.—Some of the old plank taken up and replaced with sound plank.

July 3 to 6, 1883.—The planks east of the old bulkhead taken up previous to the grading and paving of West Twenty-fifth street with Belgian blocks by the Department of Public Works.

July 23 to 31, 1883.—The plank roadway raised to conform to the grade of the West Twenty-fifth street paving.
 August 21, 1883.—Two breaks repaired.
 August 25 to 31, 1883.—The roadway sheathed with 2,500 square feet of new 4-inch spruce plank.

TO PIER, NEW 56.

July 26 to August 8, 1883.—The roadway raised to conform to the grade of West Twenty-sixth street paving.
 August 14, 1883.—A break repaired.
 August 17 to 21, 1883.—The roadway sheathed with 3,765 square feet of new 4-inch spruce plank.

Guard Piling.

June 25, 1883.—The row of seven piles driven (January 17, 1882) between the foundation piles and the old bulkhead, about midway between West Twenty-fifth and West Twenty-sixth streets, removed under resolution of the Board, June 20, 1883.

Miscellaneous.

June 1, 1883.—The deck between the office and the plank roadway to Pier, new 54, repaired.
 November 8 and 9, 1883.—The deck of the old pier at the foot of West Twenty-fourth street repaired after the removal of the office.

Pier, new 54, N. R.

May 16 to June 4, 1883.—The inner end of the pier raised to grade by blocking and wedging, the settlement of the inner end of the pier having been caused by the settlement of the bulkhead wall.

Pier, new 55, N. R.

March 16 to 18, and April 5 to 8, 1884.—The in-shore end of the pier raised to grade by wedging, jacking, blocking, etc. (settlement having been caused by settlement of wall); under Secretary's Order No. 3520.

Pier, new 57, N. R.

December 12 to 19, 1883.—The Union Dredging Company excavated and removed 6,298 cubic yards of mud from the slip on the north side, under Contract No. 132.

WEST TWENTY-THIRD STREET SECTION—NORTH END.

Resolution of the Board, June 28, 1882.

Bulkhead Wall Proper.

STONE FILLING.

May 1 to November 10, 1883.—John A. Bouker placed 4,342 cubic yards of rip-rap and 2,767 cubic yards of cobbles, from 141 feet south of Pier, new 59, to the north line of Pier, new 60, a distance of about 418 feet, completing the stone filling from 108 feet south of Pier, new 59, to the north line of Pier, new 60, a distance of about 385 feet.

October 22 and 23, 1883.—John A. Bouker placed 154 cubic yards of rip-rap, completing the stone filling from 43.27 feet north to 88.27 feet north of Pier, new 57, a distance of 45 feet.

June 13, 14, 19 to 21, and 29 to July 2, 1883.—The diving party washed the mud off the stone filling south of and between the lines of Pier, new 60, with a water-jet operated by a pump on Pile-cutter No. 5.

June 14 and 15, 1883.—The diving party leveled cobbles preparatory to setting blocks south of Pier, new 60.

July 6 and 7, 1883.—The diving party leveled cobbles preparatory to setting blocks between the lines of Pier, new 60.

July 13, 14, and 25 to 27, 1883.—The divers bulkheaded the piles to retain cobbles preparatory to setting blocks between the lines of Pier, new 60.

During the year 2,767 cubic yards of cobble and 4,496 cubic yards of rip-rap were deposited over a length of 430 feet of wall (to date, 615.42 feet), completing the stone filling for a length of 420 feet of wall (to date, 420).

The total amount of stone filling placed to date is as follows:

	COBBLES.	RIp-RAP.	TOTAL.
By requisition.....	16,290	18,946	35,236
By Department.....	336	.....	336
	16,626	18,946	35,572

PILING AND WOODWORK.

June 7 to 9, 1883.—The diving party located foundation piles.

June 19 and 20, 1883.—Four extra vertical piles driven between the lines of Pier, new 60. The diver guided the points of the piles. Total piles driven to date: vertical 1,527, bracing 252.

May 3 to 10, 1883.—One binding frame made, sunk and fastened (to date, 21) at the north end of the section.

June 11, 15, 21, and 29 to July 2, 1883.—The binding frames keyed up by the diver, completing the work on the binding frames in place on this section.

May 1 to 23, 1883.—185 vertical piles cut off by hand to grade for cross caps south of Pier, new 60.

June 5 to 8, 1883.—97 vertical piles sawed off by machine to grade for base-blocks, south of and between the lines of Pier, new 60.

June 20, 1883.—4 extra vertical piles sawed off to grade for blocks between the lines of Pier, new 60.

August 22 and 24, 1883.—Vertical piles cut off by hand to grade for caps between the lines of Pier, new 60.

During the year 101 piles were sawed off by machine to grade for blocks, and no piles to grade for caps. Total, 101 (to date, 711). The piles were cut off to grade for caps by hand.

May 1 to July 24, 1883.—19 longitudinal caps were placed, extending from 86.52 feet south of Pier, new 60, to 3.7 feet south of the north side of Pier, new 60; a length of 142.82 feet of wall; and 48 transverse caps, between 106.72 feet south of Pier, new 60, and the north side of Pier, new 60.

August 23 to 31, 1883.—5 cross caps placed between the lines of Pier, new 60.

October 16 to 26, 1883.—11.1 linear feet of longitudinal caps were placed, extending from 3.7 feet south of, to the north line of Pier, new 60; a length of 3.7 feet of wall; and 3 transverse caps, between the lines of Pier, new 60.

During the year 191 longitudinal caps were placed, on a length of 146.52 feet (to date, 478.94), of wall, and 56 transverse caps (to date, 158) on a length of 166.72 feet (to date 472.39) of wall, completing the capping from 106.72 feet south of Pier, new 60, to the north end of section.

May 1 to September 1, 1883.—The projecting ends of the cross caps, which were in the way of setting the granite were cut off.

May 7, 15, and 25 to June 15, 1883.—2,268 square feet of planking placed on the caps from 106.5 feet south of, to 21 feet north of Pier, new 59, a distance of 189 feet.

June 7, 1883.—576 square feet of planking placed on the caps from 43.3 feet north of Pier, new 57 (the south end of the section), to 91.3 feet north of Pier, new 57, a distance of 48 feet.

August 1 and 7 to 14, 1883.—1,368 square feet of planking placed on the caps, from 21 feet north to 135 feet north of Pier, new 59, a distance of 114 feet.

August 31 and September 27, 1883.—528 square feet of planking placed on the caps from 135 feet north of Pier, new 59, to 36 feet south of the north line of Pier, new 60, a distance of 44 feet.

December 7, 1883, and January 19, 1884.—432 square feet of planking placed on the caps from 36 feet south of to the north line of Pier, new 60 (the north end of the section), a distance of 36 feet.

During the year 5,172 square feet of decking has been laid on a length of 431 feet of wall.

March 31 to April 3, 1884.—The backing-log framed and placed temporarily on the coping between Piers, new 59 and new 60.

April 24 to 28, 1884.—Backing-log bolted to coping between Piers, new 59 and new 60, a length of 155 feet.

June 12, 14, 19, and October 8, 1883.—Four clusters of mooring piles, containing 12 piles, pulled.

MASONRY.

June 15 to 19, 1883.—Six base-blocks set, from 94.98 feet north of Pier, new 59, to 47.75 feet south of the north line of Pier, new 60, a distance of 72.37 feet, and the chain-holes filled.

June 29, July 7 to 10, 1883.—Three base-blocks set from 47.75 feet to 11.46 feet south of Pier, new 60, a distance 36.29 feet; and the chain-holes filled.

October 12 and 13, 1883.—One base-block set at the north end of the section, a length of 11.46 (the block overlapping 6 inches on the Thirty-first Street Section), and the chain-holes filled.

During the year 10 concrete base-blocks (to date, 39) were set on a length of 120.12 feet (to date, 471.80 feet), completing the placing of blocks, except where prevented by injunction of September 11, 1882, a distance of 143.62 feet.

May 1 to September 5, 1883.—379½ pieces of granite set and 1,172 batches of concrete placed, extending on the "A B" course from 125.85 feet north of Pier, new 59, to 26.04 feet south of the north line of Pier, new 60, a distance of 376.34 feet; and on the "E" course, from 119.02 feet south of Pier, new 59, to 43.35 feet south of the north line of Pier, new 60, a distance of 352.20 feet.

August 21 to September 18, and October 4 to 16, 1883.—Granite cut for sewer opening through the wall at Pier, new 60.

September 26 to October 20, 1883.—15 pieces of granite set and 52 batches of concrete placed, extending the "A B" course to 13.55 feet south of the north line of Pier, new 60, a distance of 12.40 feet; and the "E" course to 22.87 feet south of the north line of Pier, new 60, a distance of 20.48 feet.

November 3 to 13, 1883.—19½ pieces of granite set and 45 batches of concrete, extending the granite and backing to the north end of the section, a distance of 13.55 feet on the "A B" course, and 22.87 feet on the "E" course.

During the year 414 pieces of granite were set (to date, 480), and 1,269 batches of concrete were placed (to date, 1,461), extending on the "A B" course from 125.85 feet south of Pier, new 59, to the north line of Pier, new 60, a distance of 402.38 feet; and on the "E" course from 119.02 feet south of Pier, new 59, to the north line of Pier, new 60, a distance of 395.55 feet.

November 20 to December 22, 1883.—Granite cut for coping between Piers, new 59 and new 60.

December 17, 20, 27 and 29, 1883.—18½ pieces of coping temporarily set, without mortar, between Piers, new 59 and new 60; a length of 155 feet of wall.

December 31, 1883.—5 pieces of coping temporarily set, without mortar, at the south end of the section.

April 19 to 26, 1884.—Holes drilled in the coping for backing-log bolts between Piers, new 59 and new 60.

April 24, 1884.—Granite handled and cut for coping south of Pier, new 59.

The following is a statement of the amount of work (in linear feet of wall) done and to be done, in each class of the work:

Recapitulation of Work on Bulkhead Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.		
	In 1883-1884.	Total to Date.	In Progress.	Stopped by Injunction.	Total.
Dredging.....	.....	615.42	.....	.....	.....
Cobbles.....	385.	435.00	.....	180.42	180.42
Rip-rap.....	420.	420.00	.....	195.42	195.42
Piles driven.....	.....	500.00	.....	115.42	115.42
Binding frame.....	27.	490.00	.....	125.42	125.42
Piles cut.....	88.	480.00	.....	135.42	135.42
Longitudinal caps.....	146.52	478.94	.....	149.48	136.48
Cross-caps.....	166.72	472.39	.....	143.03	143.03
Decking.....	431.02	431.02	.....	184.40	184.40
Base-blocks.....	120.12	471.80	.....	143.62	143.62
"A B" course granite.....	402.38	462.18	.....	153.24	153.24
"E" course granite.....	395.55	442.12	.....	173.30	173.30
Coping.....	.....	312.36	120.00	432.36	432.36
Wall actually completed.....	121.53	121.53	312.36	181.53	493.89
Equivalent length of completed wall.....	108.	492.	6.	117.42	183.42

West Thirtieth Street Sewer.

September 3 to 8, 1883.—32 piles driven in the rear of the wall at Pier, new 60, for the sewer.

September 27 to October 6, 1883.—Brickwork laid for the sewer opening through the wall at Pier, new 60.

Filling in Rear of the Wall.

December 11, 1883.—Part of a scow-load of earth received (free) from the Pier at West Fifty-seventh street, placed in rear of the wall at Pier, new 60.

December 11 to April 30, 1884.—19,176 loads of earth received (on tickets) and 38 loads of stone (free) at the foot of West Thirtieth street, and in rear of the wall at Pier, new 60.

April 26 to 28, 1884.—Planks removed from the deck of the old pier at Thirtieth street to allow filling to be put in.

Temporary Backing-log.

February 25, 1884.—Temporary backing-log placed on the coping between Piers, new 59 and new 60.

Removal of Old Work.

May 22 and 23, 1883.—Old stumps of piles on the site of the old pier at West Thirtieth street, broken off and pulled up, the divers assisting.

Temporary Roadway to Pier, new 60, N. R.

November 10 to 23, 1883.—A temporary approach 32 feet wide, built on piles to connect the inner end of Pier, new 60, with the outer end of the old pier at West Thirtieth street, to be used as an approach.

February 5 and 6, 1884.—Plank laid on deck of approach.

February 25, March 19 and 20, 1884.—Piles braced up and strengthened, where displaced by the earth filling.

April 10 and 21, 1884.—Deck of the temporary roadway sheathed with 5-inch yellow pine plank.

April 21 to 23, 1884.—The old backing-log and fenders on the north side removed, and backing-logs placed on the new temporary roadway.

April 24 to 29, 1884.—The temporary roadway raised to grade.

Pier, new 58, N. R.

December 3 to 17, 1883.—The Union Dredging Company (under Contract No. 132) excavated and removed 17,207 cubic yards of mud from the site of, and the slips adjoining, the proposed new pier.

Pier, new 59, N. R.

DREDGING UNDER CONTRACT NO. 132.

May 7 to June 18 and July 6, 1883.—The Union Dredging Company (contractors) excavated and removed 43,015 cubic yards of mud from the site of the proposed new pier and the slips adjoining.

November 24 to December 1, 1883.—The Union Dredging Company excavated and removed 10,791 cubic yards of mud from the slip south of the pier, making a total of 53,806 cubic yards of mud dredged during the year, and to date.

BUILDING A NEW PIER UNDER CONTRACT NO. 191.

September 6, 1883, to January 28, 1884.—John Gillies, contractor, built a new wooden pier near the foot of West Twenty-ninth street, 60 feet wide and 500 feet long on its northerly side, and having an area of 30,400 square feet.

March 18, 1884.—John Gillies, contractor, dubbed down some inequalities in the deck of the pier.

Pier, new 60, N. R.

DREDGING UNDER CONTRACT NO. 132.

May 5 to July 5, 1884.—The Union Dredging Company (contractors) excavated and removed 24,456 cubic yards of mud from the site of the proposed new pier and the slips adjoining.

BUILDING A NEW PIER UNDER CONTRACT NO. 195.

October 9, 1883, to April 6, 1884.—John Gillies, contractor, built new wooden pier, 60 feet wide and 500 feet long, and having an area of 30,000 square feet, between the lines of West Thirtieth street, extended.

February 18 and 19, 1884.—Outer cap and piles broken by a field of ice, and repaired by the contractor.

February 20, 1884.—Outer end of the pier damaged by the tug "L. P. Dayton" with a tow.

March 1 to 6, 1884.—Damage done by the tug "L. P. Dayton" repaired.

April 3 to 6, 1884.—Pier damaged by the schooner "Dart" and repaired by the contractor.

DREDGING IN SLIP BY RESOLUTION OF THE BOARD, SEPTEMBER 19, 1883.

September 20 to October 16, 1883.—The Union Dredging Company (under Treasurer's orders) excavated and removed 18,568 cubic yards of mud from the slip north of the pier. Total to date, 43,024 cubic yards.

October 10, 1883.—The surveying party took soundings over the area dredged.

WEST THIRTY-FIRST STREET SECTION.

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

Bulkhead Wall Proper.

DREDGING.

August 15 to 30, 1883.—The Union Dredging Company (under Treasurer's orders) excavated and removed 27,706 cubic yards of mud from the site of the wall between West Thirtieth and West Thirty-first streets.

August 23, 1883.—Examination of the bottom after dredging made by the diver.

August 31, 1883.—Soundings taken over the area dredged.

September 1, 1883.—Examination of the bottom after dredging made by the diver.

STONE FILLING.

August 24 to November 15, 1883.—John A. Bouker delivered and placed 4,883 cubic yards of cobbles and 5,160 cubic yards of rip-rap on site of wall northwards from West Thirtieth street.

September 5 and 6, 1883.—1 pile was pulled from rear of wall at Pier, new 59, and driven north of West Thirtieth street, for mooring scows.

September 28, 1883.—2 mooring piles driven north of West Thirty-first street and 100 feet west of the bulkhead-line.

October 10, 1883.—2 mooring piles driven north of West Thirty-first street and 50 feet west of the bulkhead-line.

October 9 and 10, 1883.—The diving party leveled cobbles for the base-blocks.

October 30, 1883.—The diving party bulkheaded north of Pier, new 60, to retain cobbles for the block foundation.

November 14 and 15, 1883.—The diving party leveled cobbles for the base-blocks.

January 15, 1884.—John A. Bouker delivered and placed 171 cubic yards of rip-rap.

February 27, 1884.—John A. Bouker delivered and placed 249 cubic yards of rip-rap.

February 27 and 28, and March 12 to 15, 1884.—The diving party leveled cobbles for the base-blocks.

March 12 to April 7, 1884.—John A. Bouker delivered and placed 1,033 cubic yards of cobbles and 1,050 yards of rip-rap.

During the year John A. Bouker delivered and placed 5,916 cubic yards of cobbles, and 6,210 cubic yards of rip-rap over the site of the wall, extending from the north line of West Thirtieth street to the north line of West Thirty-first street, a distance of 257.5 feet.

PILING AND WOODWORK.

September 5, 1883.—3 clusters of mooring piles, of 3 piles each, driven.

September 10, 1883, to January 14, 1884.—540 vertical and 90 bracing piles driven northward from Pier, new 60, a distance of 173 feet.

October 1, 1883.—1 mooring pile pulled and redriven.

October 3 to 5, 1883.—The diving party located foundation piles.

October 4, 1883.—2 piles driven in a cluster north of Pier, new 60.

October 8, 1883.—The diver placed the points of extra piles.

October 31, 1883.—1 mooring pile driven north of Pier, new 60.

November 3, 1883.—Mooring piles pulled and driven again.

November 10 to 13, 1883.—Foundation piles located by the diver.

November 28, 1883.—A cluster of 3 mooring piles driven.

December 6, 1883.—Foundation piles located by the diver.

December 31, 1883.—A cluster of 3 mooring piles pulled and redriven.

January 4, 5 and 9 to 12, 1884.—Foundation piles located by the diver.

February 9 to 27, 1884.—62 vertical and 6 bracing piles driven, between 175 feet and 196 feet north of Pier, new 60, a distance of 21 feet.

February 9 to 14, 1884.—Foundation piles located by the diver.

February 19 to 25, 1884.—The diver guided the points of extra piles.

February 25, 1884.—A cluster of 6 mooring piles driven.

March 21, 1884.—7 old piles driven in three clusters.

March 21 to April 15 and 30, 1884.—50 vertical and 10 bracing piles driven, between 196 feet north of Pier, new 60, and 13.5 feet north of West Thirty-first street, a distance of 15 feet.

During the year 654 vertical piles and 106 bracing piles were driven in the wall, between the north side of West Thirtieth street and 13.5 feet north of the south side of West Thirty-first street, a distance of 211 feet.

September 20 to November 13, 1883.—4 binding frames made and placed, extending northward from Pier, new 60, a distance of 92 feet.

November 30, 1883, to January 4, 1884.—3 binding frames made and placed, extending from 92 feet to 165.5 feet north of Pier, new 60, a distance of 73.5 feet.

January 28 to February 1, 1884.—Making binding frames.

March 13 to April 4, 1884.—One binding frame made and placed, extending from 165.5 feet north of Pier, new 60, to 8 feet south of West Thirty-first street, a distance of 24 feet.

During the year 8 binding frames were made, placed and fastened between the north side of West Thirtieth street, and 8 feet south of West Thirty-first street, a distance of 189.5 feet of wall.

October 2, 3 and 8, 1883.—51 piles sawed off by the pile-cutter for the blocks.

November 9 and 13, 1883.—50 piles sawed off by the pile-cutter for the blocks.

January 3 and 4, 1884.—72 piles sawed off by the pile-cutter for the blocks.

January 4, 1884.—Pile butts rafted and placed in the basin at West Twenty-seventh street.

February 9 and 12, 1884.—Extra piles driven for the blocks, cut off by the diver.

February 20 to 25, 1884.—Extra piles driven for the blocks, cut off by the diver.

March 14 and 15, 1884.—Piles cut off by the diver for foundation blocks.

During the year 173 piles were sawed off by the machine for blocks, on a length of wall extending from the north side of West Thirtieth street to about 37.5 feet south of West Thirty-first street, a distance of about 160 feet. The greater part of the piles were cut off for caps by hand while capping was going on.

October 16 to 30, 1883.—4½ longitudinal caps and 8 cross caps placed northward from Pier, new 60, a distance of 30 feet on the longitudinal, and 21.2 feet on the cross caps.

November 3, 1883.—The ends of the cross caps projecting in the line of the granite were cut off north of Pier, new 60.

November 22, 1883, to February 9, 1884.—7 longitudinal caps placed between 30 feet and 84 feet north of Pier, new 60, a distance of 54 feet, and 12 cross caps placed between 21.2 feet and 58.4 feet north of Pier, new 60, a distance of 37.2 linear feet.

March 19 to April 30, 1884.—7 longitudinal caps placed between 84 feet and 139 feet north of Pier, new 60, a distance of 55 feet, and 10 cross caps placed between 58.4 feet, and 106 feet north of Pier, new 60, a distance of 47.6 feet.

During the year 18½ longitudinal caps were placed, extending a distance of 139 feet northward from the north side of West Thirtieth street, and 36 cross caps were placed, extending a distance of 106 feet northward from the north side of West Thirtieth street.

MASONRY.

October 8 to 12, 1883.—2 concrete blocks were placed to the northward of Pier, new 60, extending a distance of 24.8 feet.

November 14 to 17, 1883.—3 concrete blocks were placed between 24.8 feet and 61.35 feet north of Pier, new 60, a distance of 36.55 feet.

March 17 to 29, 1884.—8 concrete blocks were placed between 61.35 feet and 157.5 feet north of Pier, new 60, a distance of 96.15 feet.

During the year 13 concrete blocks were set, extending from the north side of West Thirtieth street to about 40 feet south of the south side of West Thirty-first street, a distance of 157.68 feet.

November 8 to 14, 1883.—8 pieces of granite were set, and 37 batches of concrete placed between the north side of Pier, new 60, and 10.98 feet north thereof on the "A B" course, and 2.10 feet north thereof on the "E" course.

The following is a statement of the amount of work, in linear feet, of wall done and to be done, in each class of the work:

Recapitulation of Work on Bulkhead Wall.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1883-4.	Total to Date.	In Progress.
Dredging	257.5	257.5	.....
Cobbles .....	.....	257.5	.....
Rip-rap .....	.....	.....	257.5
Piles driven	210.5	210.5	47.
Binding frame	189.5	189.5	68.
Piles cut	160.	160.	97.5
Longitudinal caps	139.	139.	118.5
Cross caps	106.	106.	151.5
Decking .....	.....	.....	257.5
Base-blocks	157.68	157.68	99.82
"A B" course granite	10.98	10.98	246.52
"E" course granite	2.10	2.10	255.40
Coping .....	.....	.....	197.5
Wall actually completed .....	.....	.....	257.5
Equivalent length of completed wall	155.	155.	102.5

Pier, new 61, N. R.

DREDGING UNDER RESOLUTIONS OF THE BOARD, SEPTEMBER 19, 1883.

September 20 to October 16, 1883.—The Union Dredging Company (under Treasurer's orders) excavated and removed 37,742 cubic yards of mud from the site of the proposed new pier and the adjacent slips.

October 10, 1883.—Soundings taken over the area dredged.

Office and Store-house of West Twenty-third and West Thirty-first Street Sections.

May 23, 1883.—The roof damaged by the bowsprit of the schooner "John Shay," towed by the tug "James W. Husted."

June 12, 1883.—Tide-gauge place in rear office.

July 10 and 11, 1883.—Tide-gauge repaired.

July 21, 1883.—Tools shifted from West Thirtieth street to Pier, new 57.

October 23, 1883.—Steam tug "H. Roussel" damaged the office.

November 7 and 8, 1883.—Office removed to Pier, new 57.

November 10, 1883.—Automatic tide-gauge removed to Pier, new 57.

November 17, 1883.—Automatic tide-gauge set up.

November 22, 1883.—Flag-staff erected.

April 12 to 18, 1883.—Outside of office painted and sign lettered.

West Twenty-seventh Street Basin.

Pile-butts and boom-logs secured on various dates.

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

SECRETARY'S ORDER NO. 3550.

Plans and specifications have been begun for extending the existing pier out to the established pier-head line, a distance of about 70 feet.

New Pier at West Thirty-sixth Street, N. R.

DREDGING UNDER CONTRACT NO. 198.

December 14, 1883, to January 11, 1884.—H. Dubois & Sons, contractors, excavated and removed 11,745 cubic yards of mud from the site of the proposed new pier and the approach thereto, and from the slips on both sides thereof, obtaining a depth of 25 feet of water below mean low-water mark.

BUILDING A NEW PIER AND APPROACH, UNDER CONTRACT NO. 203.

April 8 to 30, 1884.—John Gillies, contractor, began building a new pier, 475 feet long by 50 feet wide, having an area of 23,750 square feet, and temporary approach thereto, 49 feet long on the centre line by 50 feet wide, having an area of 2,800 square feet, and repairing the crib-bulkhead at the foot of West Thirty-sixth street. A few piles have been driven in the approach to date. Work in progress.

New Pier at West Forty-fourth Street, N. R.

DREDGING, UNDER RESOLUTIONS OF BOARD, NOVEMBER 22, 1882.

August 9 to September 12, 1883.—The Union Dredging Company (under Treasurer's orders) excavated and removed from the site of the proposed new pier and the approach thereto, and from the slip on the south side thereof, 50,380 cubic yards of mud (to date, 71,214), obtaining a depth of 25 feet of water below mean low-water mark.

August 13, 1883.—The dredging of the half slip northerly of the site of the proposed new pier was stopped by injunction.

March 18 to April 7, 1884.—The injunction having been removed, the Union Dredging Company (under Treasurer's orders) excavated and removed 15,994 cubic yards of mud from the slip on the north side of the site of the proposed new pier, obtaining a depth of about 20 feet below mean low water. The work was done under Secretary's Order No. 3529. Total amount dredged during the year was 66,374 cubic yards (to date, 87,208).

BUILDING A NEW PIER AND APPROACH UNDER CONTRACT NO. 200.

January 28, 1884.—John Gillies, contractor, began work under his contract.

February 4 to 12, 1884.—The contractor excavated and removed 1,921 cubic yards of mud for the temporary approach to the new pier, and removed an old wreck.

February 13 to April 30, 1884.—The contractor building a new pier, 60 feet wide by 474 feet 3½ inches long, having an area of about 28,500 square feet, with a temporary approach, 60 feet wide by 275 feet 8½ inches long, and a return crib along the south side of West Forty-fourth street to the solid filling, with a sewer-box carried through the filling to the face of the front crib. Work still in progress.

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

CONTRACT NO. 184.

May 2 to August 2, 1883.—John Gillies (contractor) built a new pier, 60 feet wide by 474 feet 3½ inches long, having an area of about 28,500 square feet, with a temporary approach 60 feet wide by about 157 feet 8½ inches long, having an area of about 10,550 square feet.

EAST RIVER.

Coenties Slip (Piers 6 to 8), E. R.

PRELIMINARY WORK.

September 27 to November 1, 1883.—A fence was built 715 feet long and 7 feet high, with chestnut posts, 6 feet 6 inches apart, boarded with tongued and grooved pine boards, with two double gates; all painted with two coats of paint. Under Secretary's Order No. 3278.

December 17, 1883, to February 21, 1884.—The crib-work was brought up to grade with a new course of ties and a new backing-log, and the filling raised to the proper grade. The pavement taken up for this purpose was relaid by Geo. Doak, under a Treasurer's order. Work done under Secretary's Order No. 3423.

WORK OF CONSTRUCTION NOT UNDER THE NEW PLAN.

NORTH RIVER.

New Crib-bulkhead from West Seventy-ninth Street to West Eightieth Street, N. R., under Contract No. 201.

DREDGING (UNDER CLASS 1).

February 20 to March 31, 1884.—T. & A. Walsh, contractors, excavated and removed 14,451 cubic yards from the site of the crib-bulkhead, obtaining a depth of about 25 feet below mean low water.

BUILDING A NEW CRIB-BULKHEAD (UNDER CLASS 2).

February 11 to April 30, 1884.—T. & A. Walsh (contractors) building a new crib-bulkhead, extending from the northerly side of the Pier at the foot of West Seventy-ninth street to the northerly line, extended, of West Eightieth street, a distance of about 292 feet. It will be, when completed, 21 feet wide on top, 27 feet on the bottom, and about 40 feet in depth. At the northerly end it will have a wing in the rear about 25 feet along the crib and about 10 feet long easterly from the rear of the crib. Work still in progress.

EAST RIVER.

New Crib-bulkhead at East Seventy-third Street, E. R., under Contract No. 202.

March 3 to April 22, 1884.—P. S. Ross (contractor) built a crib-bulkhead, on a foundation of piles, cut off and capped at mean low water, with its face on the established pier and bulkhead line, and its northerly and southerly sides, on the lines, extended, of East Seventy-third street. The face crib is 60 feet long by about 18 feet 6 inches wide, and the wing cribs, in rear of each end, 12 feet long and 16 feet wide, all the faces being vertical. The space behind the bulkhead was filled up with suitable material to the grade of the street.

Bulkhead and Platform at East Seventy-fifth Street, E. R., under Contract No. 177.

May 1 to June 12, 1883.—R. Cronin (contractor) finished building a crib-bulkhead 61 feet long, 11 feet high, and 13 feet wide on top and a platform, on piles, in front of it, 61 feet long and 15 feet wide and made an approach to the same, graded with gravel.

New Pier at East Eighty-sixth Street, E. R., under Contract No. 192 (Class 3).

September 6 to November 8, 1883.—John Gillies (contractor) prepared for and built a new pier 40 feet wide, and about 102½ feet long, with its centre line 10 feet south of and parallel to the south line, extended, of East Eighty-sixth street, and having an area of about 4,130 feet.

New Crib-bulkhead at East Ninety-ninth Street, E. R., under Contract No. 182.

DREDGING (UNDER CLASS 1).

May 1 to 10, 1883.—James D. Leary (contractor) excavated and removed 4,104 cubic yards of mud from the site of proposed crib-bulkhead, and easterly and northerly thereof, obtaining a depth of 10 feet below mean low water.

BUILDING CRIB-BULKHEAD (UNDER CLASS 2).

May 14 to September 25, 1883.—J. D. Leary (contractor) built a new crib-work bulkhead across the foot of East Ninety-ninth street, extended in line with the existing crib south of East Ninety-ninth street, about 66 feet 6 inches long, about 23 feet wide on top and about 28 feet wide on the bottom, and about 35 feet in height, with a return crib at each end; and filled in the area in the rear thereof to the required grade.

New Bulkhead Platform at East One Hundred and Fourth Street, H. R., under Contract No. 183.

May 2 to June 29, 1883.—J. D. Leary (contractor) built a bulkhead platform on piles at the foot of East One Hundred and Fourth street, extended, 25 feet long in the line of the street, and 60 feet wide between the lines of the street, having an area of 1,500 square feet, and filled in behind thereof with a rip-rap embankment and earth filling, and graded the approach between the street and platform with gravel.

New Wooden Platform North of the Store-house Pier at Blackwell's Island, E. R., under Contract No. 181.

May 2 to June 13, 1883.—J. D. Leary (contractor) built a wooden platform, on piles, on the westerly side of Blackwell's Island, north of and adjoining the Store-house Pier, and with its westerly face in line with the westerly face of the Store-house Pier. It measures 50 feet along its westerly side by about 48½ feet in width at its centre, with an area of about 2,425 square feet.

DEPARTMENT YARDS.

Gansevoort Street Yard, N. R.

May 1, 1883, to April 30, 1884.—The blacksmiths made and repaired iron work for the work on Construction, Floating Property, General Repairs, West Fifty-seventh Street Yard, and for surveying party.

The carpenters repaired the concrete moulds and cores, made a case and drawers for books, etc., for the office of the Engineer-in-Chief; repaired the railroad, altered the top moulds and made turning platform for mixing concrete on; also made a mortar box, and stripped and set up the concrete moulds.

The laborers assisted the carpenters on the moulds and cores and railroad, also received 3,650 barrels of Portland cement and made 36½ concrete base-blocks, using 1,205 cubic yards of concrete.

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

November 22, 1883, to April 30, 1884.—The deck of the old pier was removed, the old approach cut away, old piles cut off and tenoned, and blocked up, new piles driven, the pier strengthened and other work done in preparing the pier for use as a yard and for the manufacture of concrete blocks, and for the reception of offices, store-house, etc. Work still in progress.

East Seventeenth Street Yard, E. R.

May 9 and 10, 1883.—The brick piers were removed to the new foundation of the store-house.

May 28 and 29, 1883.—Granite was loaded on a scow for West Twenty-third Street Section, north end.

June 2 to June 15, 1883.—The galvanized iron which had been taken off the store-house while repairing the floor was replaced.

June 26 and 27, 1883.—Granite was loaded on a scow for West Twenty-third Street Section, north end.

July 13 to July 19, 1883.—The derrick guy was secured and a fence built to enclose the open space made by the change of the location of the store-house.

July 27 and 28, 1883.—Granite was loaded on a scow for Lighthouse Street Section.

August 16, 1883.—Granite was loaded on a scow for Lighthouse Street Section.

September 3 to 5, 1883.—The sand heaters, concrete buckets, railroad iron, etc., were moved from the shed to the store-house.

September 21, 1883.—The granite transferred from Lighthouse Street Section and the mould boards that were sent on the same scow were stored in the yard for future use.

September 22 to 25, 1883.—Granite was loaded on a scow for West Twenty-third Street Section, north end.

October 1 to 3, 1883.—Granite was loaded on a scow for West Twenty-third Street Section, north end.

November 9, 1883.—Granite was loaded on a scow for West Twenty-third Street Section, north end.

November 21 and 22, 1883.—Coping stone was loaded on a scow for West Twenty-third Street Section, north and south ends.

December 8 to 10, 1883.—Screw bolts and washers were weighed to get a correct account of the same.

December 13, 14 and 15, 1883.—A flag-staff was erected.

January 2 to 4, 1884.—The store-house stoop was repaired.

January 14 and 15, 1884.—The falls of the derrick were oiled and the rapid transit engine was repaired.

January 26 to 28, 1884.—Screw bolts to be used in repairing the outer end of Pier, new 45, North river, were weighed out and delivered to the contractor under article 55 of Contract No. 199.

April 25 and 26, 1884.—The post and guy of derrick were repaired.

STATEMENT OF GENERAL REPAIRS FOR THE YEAR ENDING APRIL 30, 1884.

NORTH RIVER.

Battery Boat Landing at Pier, new 1, N. R.

Secretary's Order No. 3591.—Asphalt walk required; began April 22, 1884; in progress.

Secretary's Order No. 3247.—11 oak fenders, 17 feet long, hung and secured; holes in asphalt pavement filled over an area of 30 square feet; and the silt basins cleaned out; began September 28 and finished November 14, 1883.

Secretary's Order No. 3575.—The old gratings removed by the Department's forces, and new gratings and combings placed by Havilah M. Smith & Son, under Treasurer's Order No. 10688; began November 17 and finished December 7, 1883.

Secretary's Order No. 3508.—Plate on the string-piece of the boat-landing respiked; began and finished February 28, 1884.

Engineer's Order.—Defective joints in the granite repaired by masons; began October 19; suspended November 1; work not yet completed.

Pier, new 1, N. R.

Secretary's Order No. 3270.—Soffits of the eighteenth, or outer, and other arches, repaired; began September 21 and finished November 13, 1883.

Pier, old 21, N. R.

Secretary's Order No. 3544.—148 linear feet of backing-log at the outer end placed and fastened; began April 17 and finished April 19, 1884.

Bulkhead between Piers, old 21 and 22, N. R.

Secretary's Order No. 3358.—3 bearing and 1 fender pile driven, 16 feet of backing-log, 25 feet of side-caps, and 48 feet of cross-cap put on; fender piles fastened and chocked; backing-log sheathed with 5-inch plank; began November 7 and finished November 12, 1883.

Pier, old 29, N. R.

Engineer's Order.—6,300 feet, B. M., of new 3-inch North Carolina yellow pine plank laid on the approach; began June 30 and finished July 2, 1883.

Contract No. 196 A.—15 bearing piles driven and sprung in place on south side; old side-caps and interior rangers replaced with new, and refastened; loose braces refastened; a new deck and sheathing placed on the pier and approach; and 5 new fender piles driven and secured, by Ryan & Cody, contractors; began October 15 and finished November 24, 1883.

Contract No. 196 B.—The shed was extensively repaired by replacing the worn and defective iron and wood-work with new material, and patched where necessary, by C. W. Jessup, contractor; began October 23 and finished November 15, 1883.

Contract No. 196 C.—The outside metallic covering of the shed and the door were painted by J. H. Hughes, contractor; begun November 17, 1883, and finished January 5, 1884.

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

Engineer's Order.—Deck patched with 222 feet, B. M., of second-hand plank; began and finished May 14, 1883.

Secretary's Order No. 3063.—Deck patched with 4-inch second-hand planks, old sheathing relaid, and rangers shimmied up, and the entrance to pier paved; began June 7 and finished June 22, 1883.

Secretary's Order No. 3063.—Deck patched and sheathed with 4-inch second-hand plank; began June 28 and finished July 10, 1883.

Secretary's Order No. 3063.—Old sheathing and deck removed, and the deck and sheathing patched with 3,311 feet, B. M., of second-hand plank, and the old sheathing relaid; began July 30 and finished August 3, 1883.

Secretary's Order No. 3063.—Loose plank refastened; began and finished August 29, 1883.

Secretary's Order No. 3063.—Deck patched with second-hand plank, and the old sheathing refastened; began September 3 and finished September 6, 1883.

Secretary's Order No. 3063.—Deck patched with 36 linear feet of second-hand plank; began and finished September 12, 1883.

Secretary's Order No. 3063.—Deck patched with 45 feet, B. M., of second-hand plank; began and finished September 17, 1883.

Secretary's Order No. 3063.—Deck patched with 323 feet, B. M., of second-hand plank; began September 19 and finished September 20, 1883.

Secretary's Order No. 3063.—Deck patched with 2,010 feet, B. M., of new 4-inch spruce plank, and 706 feet, B. M., of second-hand plank, 4,802 feet, B. M., of 3-inch spruce plank, laid for sheathing, and backing-log relaid and fastened; began October 3 and finished October 16, 1883.

Secretary's Order No. 3063.—1 second-hand oak spring pile, and 2 second-hand spruce fender piles driven, spring piles chocked and refastened and holes in the deck patched with second-hand plank; began November 13 and finished November 15, 1883.

Secretary's Order No. 3063.—18 linear feet of second-hand square timber placed for backing-log, 104 feet, B. M., of new 4-inch spruce plank laid, deck patched with second-hand plank, 300 feet, B. M., of old sheathing relaid, and spring piles refastened with old chain; began November 14 and finished December 26, 1883.

Secretary's Order No. 3063.—Holes in deck patched with 48 feet, B. M., of second-hand plank, backing-log placed and bolted, and spring piles secured with new chain; began January 7 and finished January 19, 1884.

Secretary's Order No. 3063.—Dangerous hole in the deck replaced with second-hand plank; began February 6 and finished February 9, 1884.

Secretary's Order No. 3063.—Deck patched with 1,011 feet, B. M., of new 4-inch spruce, and with 405 feet, B. M., of new 3-inch spruce plank; began April 2 and finished April 7, 1884.

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

Secretary's Order No. 3430.—Crib excavated to a depth of 6 feet, and rebuilt for a distance of 76 feet, beginning 20 feet north of Pier 41; began April 17, 1884. In progress.

Pier, old 42, N. R.

Secretary's Order No. 3054.—Broken fender piles replaced on the south side of the pier with a second-hand spruce pile; began and finished May 23, 1883.

Secretary's Order No. 3194.—Deck patched and new mooring-pile placed; began August 11 and finished August 24, 1883.

Secretary's Order No. 3193.—Hole in the bulkhead patched and pavement reset; began August 11 and finished September 25, 1883.

Secretary's Order No. 3328.—Hole on the south side repaired; began and finished October 17, 1883.

Engineer's Order.—Holes in the deck patched with second-hand plank; began and finished October 30, 1883.

Engineer's Order.—Deck patched with 196 feet, B. M., of new 3-inch spruce plank, 110 feet, B. M., of old plank relaid, and the backing-log refastened; began and finished December 8, 1883.

Secretary's Order No. 3513.—About 5,900 square feet, sheathed with 4-inch spruce plank; began April 7 and finished April 28, 1884.

Paving New-made Land between Piers, new 34 and new 45, N. R.

Engineer's Order.—Cleaned out the silt basin near Pier, new 37; began February 6 and finished February 8, 1884.

Pier, new 36, N. R.

Contract No. 190.—Contractor William P. Kelly repaired the portions of the substructure damaged by the fire of February 1, 1883. The burnt portions were renewed, the columns and piles lengthened and blocked up, and portions of the caps and girders, fenders, etc., replaced with sound timber; began July 18 and finished October 15, 1883.

Bulkhead between Piers, new 37, 38, 39 and 40, N. R.

Secretary's Order No. 3561.—Five iron cleats put on; began and finished March 26, 1884.

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

Secretary's Order No. 3543.—Two iron cleats fastened in place; began and finished March 17, 1884.

Pier, new 40, N. R.

Resolution of Board, May 28, 1883.—The sewer-box was extended from its outlet on the westerly side of the inshore row of columns to the westerly side of the next to the outshore row of columns, a distance of about 50 feet, and a plank apron placed across the pier below its outlet, by T. & A. Walsh, under Treasurer's Order No. 10469; began June 12 and finished June 30, 1883.

Secretary's Order No. 3156.—Dirt removed from the backing-piece and from the top of the coping; began July 17 and finished July 23, 1883.

Pier, new 42, N. R.

Contract No. 178.—Finished the work of driving and fastening fifty-two additional bracing-piles, and refastening the old bracing-piles and the pile-bracing under the pier. William P. Kelly, contractor; began April 11, 1883 (last fiscal year), and finished May 21, 1883.

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

Secretary's Order No. 3218.—1,915 cubic yards of material dredged from in front of the bulkhead, under Treasurer's Order No. 10569; began August 25 and finished August 28, 1883.

Pier, new 43, N. R.

Treasurer's Order No. 10588.—3,092 cubic yards of mud were excavated from the slip south of the pier by the Union Dredging Company; began September 6 and finished September 8, 1883.

Contract No. 188 A.—Ryan & Cody (contractors) fastened bearing piles and braces, patched the deck, put on new sheathing, drove 5 oak fender piles, put on new and repaired old fenders, repaired the vertical sheathing, and put the pier in good condition; began May 31 and finished June 26, 1883.

Contract No. 188 B.—Dever & Coddington (contractors) thoroughly repaired the shed inside and outside, replacing all the ornamental moulding and cornices on the sides with plain finished work and repairing the roof, gutters, leaders, doors, gates, etc.; began June 5 and finished July 10, 1883.

Contract No. 188 C.—J. D. Bliss (contractor) painted the roof, outside and inside of the shed, the gates, offices, windows and flag-poles, and glazed the windows; began June 12 and finished August 1, 1883.

Secretary's Order No. 3145.—Gas-pipes and fixtures in the shed repaired by L. L. Goodrich, under Treasurer's Order No. 10519; began July 20 and finished August 6, 1883.

Engineer's Order.—Damage done by a ferry-boat to the door on the south side of the shed repaired; began and finished December 14, 1883.

Engineer's Order.—Placed eyebolts in the deck of the pier opposite the doorways; began August 17 and finished August 19, 1883.

Paving at Christopher Street.

Secretary's Order No. 3272.—Upper part of a manhole-head in the paving cleaned out so that cover would bear; began and finished September 22, 1883.

Pier, new 45, N. R.

Secretary's Order No. 3263.—The understructure of the outer end of the pier was examined by the diver; mud pumped from around the two columns, and the two corner columns pulled up; began September 19 and finished October 20, 1883.

Contract 199.—Warren Rosevelt (contractor) repaired the understructure of the pier, cutting off the worm-eaten portions of the 52 columns at the outer end, excavating and removing 4,384 cubic yards of mud from around the columns to a depth of 30 feet of water below mean low water; adding new lengths of creosoted columns to the old columns, and building the outer end of the pier thereon, and driving 22 bracing piles and 8 extra vertical piles, and making other minor repairs; began December 26, 1883, and nearly finished April 30, 1884; work in progress.

Bulkhead South of Pier, new 46, N. R.

Secretary's Order No. 3064.—Iron cleat in the bulkhead replaced; began and finished May 25, 1883.

Pier, old 54, N. R.

Secretary's Order No. 3204.—Deck patched with 52 feet, B. M., of second-hand plank; began and finished August 14, 1883.

Secretary's Order No. 3204.—Deck and sheathing patched with 484 feet, B. M., of new 4-inch, 100 feet, B. M., of new 3-inch spruce plank, and 85 feet, B. M., of second-hand plank; began September 14 and finished September 17, 1883.

Secretary's Order No. 3204.—Deck and sheathing patched with 191 feet, B. M., of second-hand plank; 21 lineal feet of 12 inches by 12 inches square timber for backing-log placed; 1 mooring-post set and 2,025 feet, B. M., of new 3-inch spruce sheathing laid; began September 21 and finished September 22, 1883.

Secretary's Order No. 3204.—Deck patched and 2,544 feet, B. M., of new 3-inch spruce sheathing laid; began October 8 and finished October 10, 1883.

Secretary's Order No. 3204.—Scupper holes bored in the deck; began January 14 and finished January 15, 1884.

Secretary's Order No. 3204.—Holes in the deck patched with 54 feet, B. M., of new 4-inch spruce plank; a backing-log repaired; 1 mooring-post set, braced and planked around with 129 feet, B. M., of new 4-inch spruce plank, and 180 feet, B. M., of new 3-inch spruce plank, and a spring pile fastened with new chain; began February 16 and finished March 4, 1884.

Pier at Bogart Street.

Engineer's Order.—4 spring piles driven and fastened; 1 mooring-post set; 1 cleat placed; old fender piles chocked and fastened; the deck patched with second-hand plank, and backing-log replaced with 12 inches by 12 inches old material, at various dates from June 12 to October 18, 1883.

Bulkhead North of West Twelfth Street, N. R.

Secretary's Order No. 2889.—20 feet of bulkhead north of the dumping-board repaired; began May 7 and finished May 15, 1883.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 2365.—6 second-hand spruce bearing piles driven and hauled in under the caps; 2 second-hand spruce fender and 4 spruce cluster piles driven; the backing-log fastened; 246 square feet of deck patched with second-hand plank; old spring piles refastened; began July 23 and finished July 28, 1883.

Secretary's Order No. 2365.—2 clusters of piles driven, 2 piles in each cluster, on the outer corner of the pier; began August 6 and finished August 7, 1883.

Resolution of Board, August 8, 1883.—The diver and men raised old timber and piles; began August 25 and finished August 28, 1883.

Pier at West Thirteenth Street (outer end, north side), N. R.

Secretary's Order No. 2365.—11 bearing and 23 spring piles (second-hand) driven; 227 lineal feet of second-hand square timber laid for rangers; 3 mooring-posts set; 400 square feet of deck laid with second-hand plank; 100 lineal feet of second-hand square timber for backing-log placed; heads of spring piles and mooring-posts trimmed and chocked; dirt cleaned off; deck patched with 500 feet, B. M., of second-hand plank; mooring-posts chocked; began August 29 and finished September 25, 1883.

Pier at West Thirteenth Street, south side, N. R.

Secretary's Order No. 3187.—Dirt cleaned from the pier; 3 bearing piles and 6 spring piles (all second-hand) driven; 5 old piles reset; 50 lineal feet of second-hand square timber placed for rangers; 10 lineal feet of same for a backing-log; 12,487 feet B. M., of 4-inch spruce plank laid for deck, the deck repaired with 645 lineal feet of second-hand plank; 145 lineal feet of backing-log laid; 2,370 feet, B. M., of new 4-inch spruce sheathing laid; 1 fender pile driven; 1 mooring-post set and chocked, and 10 old fender piles refastened; began August 28 and finished September 25, 1883.

Secretary's Order No. 3187.—Fender piles refastened, chocked and chained. Began January 28 and finished January 30, 1884.

Secretary's Order No. 3628.—Damage done to backing-log by Fire Department boat "Zophar Mills" repaired; began and finished April 29, 1884.

Pier at West Twenty-first Street, N. R.

Secretary's Order No. 3114.—Four white oak spring piles driven at the outer end; began June 26 and finished June 27, 1883.

Secretary's Order No. 3178.—Two chocks placed, spring piles and old chocks fastened, and mooring-post staved; began and finished July 28, 1883.

Secretary's Order No. 3259.—About 280 square feet of deck patched with 3-inch spruce plank; began and finished September 30, 1883.

Pier, new 56, N. R.

Engineer's Order.—Pile fenders and braces on the south side repaired; began August 9 and finished August 10, 1883.

Pier at West Twenty-eighth Street, N. R.

Secretary's Order No. 2070.—Deck patched with second-hand 5-inch plank; began May 18 and finished May 19, 1883.

Secretary's Order No. 2070.—Deck patched and sheathed with 4,724 feet, B. M., of second-hand plank; began May 28 and finished June 6, 1883.

Secretary's Order No. 2070.—Deck patched with second-hand plank; began June 26 and finished July 2, 1883.

Secretary's Order No. 2070.—Deck patched with 210 feet, B. M., of second-hand 3-inch plank, and the backing-log repaired with 40 lineal feet of second-hand timber; began and finished July 10, 1883.

Secretary's Order No. 2070.—Deck patched with 45 feet, B. M., of second-hand plank; began and finished July 28, 1883.

Secretary's Order No. 2070.—Deck and sheathing patched with 844 feet, B. M., of second-hand plank; began July 31 and finished August 2, 1883.

Secretary's Order No. 2070.—Deck patched with 21 feet, B. M., of new 4-inch spruce plank and 60 feet, B. M., of second-hand plank; began August 20 and finished August 25, 1883.

Secretary's Order No. 2070.—Deck and sheathing patched with 249 feet, B. M., of new 3-inch, and 182 feet, B. M., of new 4-inch spruce plank; began September 14 and finished September 17, 1883.

Secretary's Order No. 2070.—Deck patched with 130 feet, B. M., of second-hand plank; began and finished November 20, 1883.

Secretary's Order No. 2070.—Deck patched with 216 feet, B. M., of new 4-inch, and 330 feet, B. M., of new 3-inch spruce plank, and 1,530 feet, B. M., of second-hand plank; began December 10 and finished December 13, 1883.

Secretary's Order No. 2070.—Deck patched with 160 feet, B. M., of second-hand plank; began and finished April 26, 1884.

Pier at West Thirtieth Street, N. R.

Secretary's Order No. 2027.—Deck patched with 1,844 feet, B. M., of second-hand plank, and sheathed with 1,024 feet, B. M., of new 3-inch spruce plank; began May 1 and finished May 5, 1883.

Secretary's Order No. 2027.—Deck patched with 2,116 feet, B. M., of second-hand plank, and sheathed with 1,953 feet, B. M., of new 3-inch spruce plank; began May 18 and finished May 28, 1883.

Secretary's Order No. 2027.—Deck patched with 260 feet, B. M., of second-hand plank; began and finished June 7, 1883.

Secretary's Order No. 2027.—Deck patched with 5-inch second-hand white pine, and with 3-inch second-hand plank; began June 13 and finished June 15, 1883.

Secretary's Order No. 2027.—Deck and sheathing patched with second-hand plank; began June 27 and finished July 2, 1883.

Secretary's Order No. 2027.—Deck patched with second-hand plank; began and finished July 9, 1883.

Secretary's Order No. 2027.—Deck and sheathing patched with 425 feet, B. M., of second-hand, and 330 feet, B. M., of new 4-inch spruce plank; began July 23 and finished July 30, 1883.

Secretary's Order No. 2027.—Deck patched with 462 feet, B. M., of new 4-inch spruce plank, and 13 square feet of sheathing laid with second-hand plank; began and finished August 3, 1883.

Secretary's Order No. 2027.—Deck patched with 396 feet, B. M., of new 4-inch spruce, and 360 feet, B. M., of second-hand plank; began August 10 and finished August 15, 1883.

Secretary's Order No. 2027.—Deck patched with 462 feet, B. M., of new 4-inch spruce plank; began August 23 and finished August 25, 1883.

Secretary's Order No. 2027.—Deck patched with 198 feet, B. M., of new 4-inch spruce, and sheathed with 198 feet, B. M., of new 3-inch spruce plank; began and finished August 29, 1883.

Secretary's Order No. 2027.—Deck patched with 264 feet, B. M., of new 4-inch, and with 141 feet, B. M., of new 3-inch spruce plank, and with 25 feet, B. M., of second-hand plank, and 30 feet, B. M., of old plank relaid; began September 1 and finished September 3, 1883.

Secretary's Order No. 2027.—Deck patched with 329 feet, B. M., of new 4-inch, and 100 feet, B. M., of new 3-inch spruce plank, and 60 lineal feet of second-hand plank; began September 12 and finished September 13, 1883.

Secretary's Order No. 2027.—Deck patched with 450 feet, B. M., of new 3-inch, and 528 feet of new 4-inch spruce plank, and with 377 feet, B. M., of second-hand plank; began September 18 and finished September 22, 1883.

Secretary's Order No. 2027.—Deck patched with 384 feet, B. M., of new 4-inch, and sheathed with 47 feet, B. M., of new 3-inch spruce plank; began September 28 and finished September 29, 1883.

Secretary's Order No. 2027.—Deck patched with 504 feet, B. M., of new 4-inch, and sheathed with 284 feet, B. M., of new 3-inch spruce plank, and fence erected with 63 feet, B. M., of second-hand plank; began October 3 and finished October 4, 1883.

Secretary's Order No. 2027.—Deck patched with 252 feet, B. M., of new 4-inch, and sheathed with 284 feet, B. M., of new 3-inch spruce plank; began October 11 and finished October 12, 1883.

Secretary's Order No. 2027.—Deck patched with 716 feet, B. M., of new 4-inch plank, and sheathed with 236 feet, B. M., of new 3-inch spruce plank; began November 13 and finished November 14, 1883.

Secretary's Order No. 2027.—Deck patched with 251 feet, B. M., of new 4-inch spruce plank, and the backing-log repaired with 48 lineal feet of second-hand square timber; began November 19 and finished November 20, 1883.

Secretary's Order No. 2027.—Deck and sheathing patched with second-hand plank; began December 13 and finished December 15, 1883.

Secretary's Order No. 2027.—Hole in the deck patched with second-hand plank; began and finished February 9, 1884.

Secretary's Order No. 2027.—Two dangerous holes in the deck repaired; began and finished February 12, 1884.

Secretary's Order No. 2027.—Hole in the deck at the inshore end repaired; began and finished February 16, 1884.

Secretary's Order No. 2027.—Holes in the deck patched with second-hand plank; began and finished February 19, 1884.

Secretary's Order No. 2027.—Hole in the deck repaired; began and finished February 27, 1884.

Secretary's Order No. 2027.—Hole in the deck repaired; began and finished March 21, 1884.

Secretary's Order No. 2027.—Hole in the deck repaired; began and finished March 27, 1884.

Secretary's Order No. 2027.—Deck patched with 1,003 feet, B. M., of new 4-inch spruce plank; began April 1 and finished April 4, 1884.

Secretary's Order No. 2027.—Deck patched with second-hand plank; began April 7 and finished April 8, 1884.

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

Engineer's Order.—The piles of the pier were examined by the diver; began and finished November 1, 1883.

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

Resolution of Board, May 21, 1883.—2,930 cubic yards of mud dredged from the slip north of pier by the Union Dredging Company, under Treasurer's Order No. 10462; began June 11 and finished June 14, 1883.

Pier at West Forty-sixth Street N. R.

Secretary's Order No. 3044.—About 12 chocks refastened between the vertical fenders, and cleats removed from the horizontal sheathing at the outer end of the pier; began May 16 and finished May 21, 1883.

Engineer's Order.—One hole in the deck patched with second-hand plank; began and finished June 7, 1883.

Secretary's Order No. 3219.—Sheathing of the pier and approach patched and double-spiked; began August 20 and finished August 24, 1883.

Contract No. 197.—Charles M. Pratt (contractor) excavated and removed 19,172 cubic yards of mud from the half slip north of the pier, obtaining a depth of 15 feet below mean low water; began November 28 and finished December 26, 1883.

Secretary's Order No. 3398.—The deck sheathing repaired; began December 1 and finished December 3, 1883.

Secretary's Order No. 3489.—About 250 square feet of sheathing at the entrance repaired with 4-inch spruce plank; began February 26 and finished February 28, 1884.

Secretary's Order No. 3574.—Chocks replaced and refastened; began April 28, 1884; work in progress.

Secretary's Order No. 3598 (part).—Sheathing repaired with 969 feet, B. M., of new 3-inch spruce plank; began April 29 and finished April 30, 1884.

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

Secretary's Order No. 3152.—New side bearing piles and new fender piles driven, one new ranger, new 4-inch Georgia pine deck, and new backing-log placed in the portion of the pier formerly covered by the old dumping-board of the Street Cleaning Department; began July 12 and finished July 21, 1883.

Engineer's Order.—Small holes in the deck patched with second-hand plank; began and finished August 4, 1883.

Secretary's Order No. 3180.—New deck of 5-inch yellow pine plank laid on the northerly half of the outer 140 feet; began August 8 and finished August 20, 1883.

Contract No. 197.—Charles M. Pratt (contractor) excavated and removed 28,905 cubic yards of mud from the half slips on both sides of the pier, obtaining a depth of 15 feet below mean low water; began November 17, 1883, and finished January 5, 1884.

Secretary's Order No. 3585.—Pavement at the entrance taken up and relaid for a width of 22 feet; began April 8 and finished April 22, 1884.

Approach to New Pier at West Fifty-fifth Street, N. R.

Secretary's Order No. 3227.—Rangers strengthened with old material, and new 5-inch deck laid over an area of about 80 feet by 37 feet; began August 25 and finished September 5, 1883.

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

Secretary's Order No. 3452.—Outer end fenced off; began and finished January 18, 1884.

Pier at West Fifty-sixth Street, N. R.

Engineer's Order.—Fence around sewer repaired; began and finished September 27, 1883.

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

Secretary's Order No. 2773.—Deck and sheathing patched with 2,404 feet, B. M., of new 4-inch Georgia pine plank, 322 feet, B. M., of new 3-inch spruce plank, and 2,202 feet, B. M., of second-hand plank; 19 half-round fenders put on, spring and fender piles fastened, one bearing pile spliced, one mooring-post set and chocked, 38 lineal feet of second-hand square timber for a backing-log laid, and cross-caps and rangers repaired with second-hand square timber; began May 9 and finished June 12, 1883.

Secretary's Order No. 2773.—Deck patched with 504 feet, B. M., of second-hand plank, and with 930 feet, B. M., of 3-inch, and 263 feet, B. M., of 4-inch new North Carolina yellow pine plank; began July 5 and finished July 9, 1883.

Secretary's Order No. 2773.—Deck patched with 106 feet, B. M., of new 4-inch North Carolina yellow pine plank; began and finished July 16, 1883.

Secretary's Order No. 2773.—Deck and sheathing patched with 420 feet, B. M., of 3-inch, and 224 feet, B. M., of 4-inch North Carolina yellow pine plank; began July 24 and finished July 28, 1883.

Secretary's Order No. 2773.—Deck patched with 358 square feet of second-hand plank, and with 364 feet, B. M., of new 4-inch, and 948 feet, B. M., of new 3-inch North Carolina yellow pine plank, and the rangers repaired with second-hand plank; began August 1 and finished August 10, 1883.

Secretary's Order No. 3252.—Both sides fenced off, September 6 and 7; opened temporarily September 10, and closed again September 14, 1883.

Secretary's Order No. 2751.—Deck ripped up to make an examination of the pier, and replaced; began and finished October 26, 1883.

Timber Basin at West Fifty-seventh Street, N. R.

Engineer's Order.—Boom logs secured November 17, 1883; February 6 and 8, and April 29, 1884.

Bulkhead at West Seventy-ninth Street, N. R.

Secretary's Order No. 3238.—Office thereon repaired and placed in a suitable location; began September 6 and finished December 20, 1883.

Engineer's Order.—Old backing-log cut out, heads of fenders cut off, old plank ripped up, old bolts broken off and old mooring-posts cut off; began December 20 and finished December 27, 1883.

Resolution of Board, January 30, 1884.—Office at foot of Seventy-ninth street, North river, raised about two feet; began and finished April 21, 1884.

Pier at West Seventy-ninth Street, N. R.

Secretary's Order No. 3056.—Holes in the deck patched with second-hand plank, 2,016 feet, B. M., of new 3-inch North Carolina yellow pine sheathing laid, and rangers pieced with 40 feet, B. M., of new 4-inch North Carolina yellow pine plank; began May 18 and finished June 12, 1883.

Secretary's Order No. 3138.—Deck patched with 100 feet, B. M., of second-hand plank, and sheathed with 420 feet, B. M., of new 3-inch North Carolina yellow pine plank; began and finished July 3, 1883.

Secretary's Order No. 2843.—Deck patched with 168 feet, B. M., of new 3-inch North Carolina yellow pine plank; began and finished July 20, 1883.

Secretary's Order No. 2843.—Deck patched with 132 feet, B. M., of new 4-inch, and 398 feet, B. M., of new 3-inch spruce plank, and with 220 feet, B. M., of second-hand plank; began August 14 and finished August 18, 1883.

Secretary's Order No. 2843.—Deck patched with second-hand plank, and with 50 feet, B. M., of new 3-inch spruce plank; began and finished August 28, 1883.

Engineer's Order.—Examination of the pier made by the diver; began and finished September 18, 1883.

Secretary's Order No. 3071.—Five test piles driven and pulled; began September 19 and finished September 21, 1883.

Secretary's Order No. 2843.—Deck patched with 660 feet, B. M., of new 4-inch, and with 350 feet B. M., of new 3-inch spruce plank, and with 175 feet, B. M., of second-hand plank; began September 19 and finished September 20, 1883.

Engineer's Order.—Assistant diver located the cribs of the pier; began and finished September 27, 1883.

Secretary's Order No. 2843.—Old sheathing removed, the deck patched with 204 feet, B. M., of new 4-inch spruce plank, and the sheathing with 50 feet, B. M., of new 3-inch spruce plank, and 220 feet, B. M., of second-hand plank; began and finished October 13, 1883.

Secretary's Order No. 2843.—Deck patched with 108 feet, B. M., of second-hand plank, and with 90 feet, B. M., of new 3-inch spruce plank; began and finished October 30, 1883.

Secretary's Order No. 2843.—Deck patched with 360 feet, B. M., of new 3-inch spruce plank, and with 106 feet, B. M., of second-hand plank; began December 17 and finished December 18, 1883.

Contract No. 201 (Class 3).—Joseph Walsh, contractor, removed the old pier to one foot below mean low water on the crib-blocks, and the other parts entirely; and is rebuilding, on piling and crib-work, a substantial pier, 140 feet 6 inches long and 60 feet wide; began February 11, 1884; work in progress.

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

Secretary's Order No. 3458.—A fence erected across the pier about 10 feet from the outer end, with 440 feet, B. M., of new 3-inch spruce plank; began January 25 and finished January 26, 1884.

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

Secretary's Order No. 3458.—An examination of the pier made; began January 25 and finished January 27, 1884.

EAST RIVER.

Pier 2, E. R.

Secretary's Order No. 3155.—Dangerous portions fenced off; began and finished January 22, 1884.

Pier 4, E. R.

Secretary's Order No. 3250.—Inshore end fenced off; began and finished September 6, 1883.

Pier 6, E. R.

Contract No. 194.—Joseph Walsh (contractor) drove 25 new bearing piles, put in 40 linear feet of side cap, blocked up, patched the deck and sheathing, put on 254 linear feet of new backing-log, placed 3 new mooring piles and chocked others, put on new cleats, drove 12 fender piles, put on 54 half-round fenders, extended the "ell," repaired the paving, and put the pier in good condition; began September 28 and finished October 31, 1883.

Pier 19 (west half), E. R.

Secretary's Order No. 3101.—Deck at the entrance, for an area of 25 feet by 10½ feet, relaid with 4-inch plank, and 3 fender piles refastened; began June 20 and finished June 22, 1883.

Secretary's Order No. 3428.—Outer corner repaired with 129 feet, B. M., of new 5-inch yellow pine, half-round fenders refastened, and 2,244 feet, B. M., new 3-inch spruce plank laid for sheathing; began December 31, 1883, and finished January 5, 1884.

Pier 37, E. R.

Engineer's Order.—1 pile pulled, 15 linear feet of second-hand square timber laid for backing log, and spring piles and backing-log refastened; began May 22 and finished May 24, 1883.

Secretary's Order No. 3076.—Spring piles chained, and the butts of the sheathing fastened; began June 2 and finished June 4, 1883.

Secretary's Order No. 3076.—980 feet, B. M., of new 4-inch spruce sheathing, and 243 feet, B. M., of new 4-inch North Carolina yellow pine laid for the deck, the pier blocked up and shored with second-hand timber, and the entrance to the pier paved; began June 15 and finished June 16, 1883.

Secretary's Order No. 3076.—Pier shored and blocked with 125 linear feet of second-hand white oak timber, 10 inches by 12 inches, and 176 linear feet of Georgia pine, 10 inches by 12 inches; the sheathing patched with 110 feet, B. M., of second-hand plank, and with 1,027 feet, B. M., of new 3-inch North Carolina yellow pine plank, the sides of the deck sheathed with second-hand plank; 2 mooring-posts set and chocked; began June 18 and finished July 23, 1883.

Secretary's Order No. 3076.—Holes in the deck patched with second-hand plank, and spring piles refastened; began and finished August 4, 1883.

Secretary's Order No. 3076.—Deck and sheathing patched with 420 feet, B. M., of new 3-inch spruce plank; began August 16 and finished August 25, 1883.

Secretary's Order No. 3076.—2 mooring-posts cut out and 2 put in and chocked in place of same and planked around with 397 feet, B. M., of new 3-inch North Carolina yellow pine plank; began September 11 and finished September 15, 1883.

Secretary's Order No. 3304.—The building at the head of the pier removed, and the area occupied by it fenced off; began October 11 and finished October 18, 1883.

Secretary's Order No. 3326.—3 oak fender piles driven and 2 old ones reset, fender piles refastened and chocked, 44 linear feet of backing-log set, and 94 square feet of deck patched with 3-inch spruce; began October 31 and finished November 5, 1883.

Secretary's Order No. 3076.—A fence erected at the bulkhead and east side of the pier with 504 feet, B. M., of new 4-inch spruce plank; began and finished November 10, 1883.

Secretary's Order No. 3076.—Fender piles and fenders refastened, and 3,591 feet, B. M., of 3-inch spruce sheathing laid; began November 12 and finished November 15, 1883.

Secretary's Order No. 3076.—Deck patched with second-hand plank; began and finished December 15, 1883.

Secretary's Order No. 3076.—Pavement in front of the pier repaired; began and finished March 18, 1884.

Secretary's Order No. 3076.—Deck patched with 292 feet, B. M., of new 3-inch spruce plank; began April 29 and finished April 30, 1884.

Pier 44, E. R.

Secretary's Order No. 3349.—Fenced off from public use; began November 14 and finished November 15, 1883; removed the latter date to permit discharge of steamship then berthed.

Secretary's Order No. 3420.—Fenced off from public use; began and finished December 14, 1883.

Pier 46, E. R.

Secretary's Order No. 3373.—Hole in the deck opened for examination and closed; began and finished November 19, 1883.

Secretary's Order No. 3384.—Crib-bulkhead opposite the pier repaired and refilled, and the pavement relaid; began November 27 and finished December 1, 1883.

Pier 48, E. R.

Secretary's Order No. 3303.—Deck patched with 252 feet, B. M., of new 4-inch, and the sheathing patched with 198 feet, B. M., of new 3-inch spruce plank; began and finished October 16, 1883.

Secretary's Order No. 3480.—Armature plates straightened and refastened at each corner; began February 7 and finished February 16, 1884.

Pier between Piers 51 and 52, E. R.

Contract No. 180.—The old deck and sheathing, about 110 square feet of the vertical sheathing at the outer end, the westerly side ranger, the backing-logs, mooring-posts, and decayed or broken fenders removed and replaced with new timber; the crib at the southwest corner repaired; 6 fender piles driven, and the pavement in front of the pier repaired by John Gillies, contractor; began April 12 and finished May 4, 1883.

Bulkhead between Piers 51½ and 52, E. R.

Secretary's Order No. 3116.—Hole in pavement repaired; began June 25 and finished June 30, 1883.

Pier 52, E. R.

Contract No. 179.—About 52 feet in length of the outer end of the pier, with the crib-work underneath it to mean low water, and the superstructure of ten feet more, removed; and the outer end of pier rebuilt over a new block, 52 feet long by 43 feet wide, founded on piles; and the necessary repairs made to the deck on both sides of the pier, by R. Cronin, contractor; began April 9 and finished June 14, 1883; half of the expense borne by the New York, New Haven and Hartford Railroad Company, owners of the upper half of the pier.

Pier 53, E. R.

Secretary's Order No. 3225.—Close fendering on the easterly side repaired; 24 new half-round fenders and 2 new mooring-posts set, etc.; began August 29 and finished September 5, 1883.

Secretary's Order No. 3340.—Outer end fenced off from public use; began October 29 and finished October 30, 1883.

Pier 54, E. R.

Secretary's Order No. 3043.—42 linear feet of second-hand backing-log placed on the westerly half of the outer end of the pier; began May 14 and finished May 15, 1883.

Secretary's Order No. 3336.—7 oak fender piles driven on the westerly side of the pier; began October 30 and finished October 31, 1883.

Bulkhead at Cherry Street, E. R.

Secretary's Order No. 3094.—Hole in the pavement repaired with stone; began and finished June 11, 1883.

Secretary's Order No. 3323.—Bulkhead at, and south of, fenced off; began and finished October 22, 1883.

Pier 55, E. R.

Secretary's Order No. 3108.—Backing-log on the outer end refastened; began and finished June 20, 1883.

Secretary's Order No. 3175.—One corner band and one spring pile refastened; began and finished July 30, 1883.

Secretary's Order No. 3285.—About 1,700 square feet of the deck sheathed with 3-inch North Carolina yellow pine plank; 2 new spring piles and 1 new mooring pile set, and fender piles refastened; began October 10 and finished October 15, 1883.

Secretary's Order No. 3396.—Broken mooring-post on the west side replaced, the deck patched, and one new half-round fender put on; began November 30 and finished December 3, 1883.

Secretary's Order No. 3433.—Spring pile on the southeast corner refastened; began and finished December 20, 1883.

Secretary's Order No. 3480.—Spring piles at the outer end refastened; began February 7 and finished February 8, 1884.

Secretary's Order No. 3576.—Pavement at the entrance repaired; began March 31 and finished April 5, 1884.

Pier 56, E. R.

Secretary's Order No. 3385.—Deck patched, heads of fender piles fastened, and backing-log repaired; began November 27 and finished November 28, 1883.

Pier 59, E. R.

Secretary's Order No. 3125.—Fence erected across the inshore end of the pier; began June 20 and finished June 21, 1883.

Pier 61, E. R.

Secretary's Order No. 3119.—Old deck replaced with new 4-inch plank; piles pulled under the side cap; rangers blocked up and chocked; 1 mooring-post set and chocked; 6 new and 2 second-hand half-round fenders put on; 6 oak spring piles driven; 16 new 4-inch chocks put on, and 74 linear feet of new backing-log placed; began June 21 and finished July 3, 1883.

Pier at East Third Street, E. R.

Secretary's Order No. 3106.—Backing-log repaired; began June 14 and finished June 16, 1883.

Secretary's Order No. 3254.—Cleat replaced on the lower side; began and finished September 11, 1883.

Secretary's Order No. 3345.—Sheathing repaired; began October 29 and finished October 30, 1883.

Secretary's Order No. 3413.—Loose pile refastened; began and finished December 14, 1883.

Pier at East Fifth Street, E. R.

Secretary's Order No. 3042.—Close sheathing at the outer end of the pier, extended about 14 feet shoreward with old timber; pavement of the approach relaid for an area of about 94 square yards; began May 14 and finished May 26, 1883.

Secretary's Order No. 3366.—Fender pieces on the lower side of the pier repaired; began November 9 and finished November 12, 1883.

Bulkhead at East Seventeenth Street, E. R.

Engineer's Order.—1 mooring-post reset and fastened; began and finished July 20, 1883.

Secretary's Order No. 3163.—Fender pile pulled into place, and rebolted and rechecked; began and finished July 20, 1883.

Bulkhead between Seventeenth and Eighteenth Streets, E. R.

Secretary's Order No. 3329.—Upper 90 feet in length fenced off; began October 18 and finished October 20, 1883.

Pier at East Twenty-fifth Street, E. R.

Secretary's Order No. 3078.—Two holes in the deck of the pier repaired; began and finished May 30, 1883.

Secretary's Order No. 3153.—Two holes in the deck fenced off with second-hand plank, and the deck patched with 35 feet, B. M., of second-hand plank, and 1,534 feet, B. M., of new 4-inch spruce plank; began July 9 and finished July 12, 1883.

Secretary's Order No. 3153.—Deck patched with 90 feet, B. M., of second-hand plank; began and finished July 27, 1883.

Secretary's Order No. 3153.—Deck patched with 28 feet, B. M., of new 4-inch spruce plank; began and finished August 9, 1883.

Secretary's Order No. 3153.—Deck patched with 530 feet, B. M., of new 4-inch spruce plank, and the fence repaired; began and finished August 23, 1883.

Secretary's Order No. 3153.—Deck patched with 125 feet, B. M., of second-hand plank; began and finished October 18, 1883.

Secretary's Order No. 3153.—Pier fenced off from public use; began October 18 and finished October 24, 1883.

Secretary's Order No. 3346.—Deck opened up under the gangways for examination; began October 27 and finished October 29, 1883.

Secretary's Order No. 2422.—Deck opened for examination and closed; began and finished November 24, 1883.

Contract No. 204.—Extensive repairs begun by Flaherty & O'Connell, contractors, April 14, 1884; work in progress.

Bulkhead at East Twenty-ninth Street, E. R.

Secretary's Order No. 3371.—Fenced off from public use; began November 12 and finished November 13, 1883.

Pier at East Thirty-second Street, E. R.

Secretary's Order No. 3229.—5 small holes in the sheathing patched, and the paving, where settled, brought to grade; began August 29 and finished August 30, 1883.

Secretary's Order No. 3289.—Sheathing patched with 1,300 feet, B. M., of 3-inch spruce and chocks refastened; began October 8 and finished October 9, 1883.

Bulkhead at East Forty-second Street, E. R.

Engineer's Order.—2 mooring-posts placed on the bulkhead at the foot of the street; began July 20 and finished July 23, 1883.

Bulkhead at East Forty-third Street, E. R.

Engineer's Order No. 1087.—2 mooring-posts placed at the foot of the street; began August 24 and finished August 25, 1883.

Pier at East Forty-sixth Street, E. R.

Secretary's Order No. 3246.—5 test piles driven and pulled; began and finished September 21, 1883.

Bulkhead at East Forty-eighth Street, E. R.

Secretary's Order No. 3185.—Scupper holes cut, the fence taken down and removed, and a new mooring-post placed on the northerly side; began and finished July 30, 1883.

Pier at East Fifty-first Street, E. R.

Secretary's Order No. 3184.—Fenced off from public use; began July 26 and finished July 27, 1883.

Secretary's Order No. 3333.—Fenced off again from public use; began and finished October 27, 1883.

Bulkhead at East Fifty-fourth Street, E. R.

Secretary's Order No. 3237.—About 240 square feet of deck repaired with 4-inch plank, new half-round fenders set, and backing-log patched; began September 5 and finished September 7, 1883.

Bulkhead and Platform from East Sixtieth to East Sixty-third Street, E. R.

Secretary's Order No. 3213.—4 fender piles and 2 half-round fenders placed, fastened and chocked, and 12 fenders refastened; began August 22 and finished August 24, 1883.

Bulkhead Platform at East Sixty-first Street, E. R.

Engineer's Order.—Deck patched with 120 feet, B. M., of new 4-inch yellow pine plank, and 176 feet, B. M., of new 4-inch spruce plank; began July 25 and finished July 27, 1883.

Engineer's Order.—Deck patched with 207 feet, B. M., of new 4-inch spruce plank; began and finished September 11, 1883.

Secretary's Order No. 3260.—Deck sheathed with about 3,330 feet, B. M., of new 3-inch spruce plank, and the backing-log raised 3 inches; began September 17 and finished September 19, 1883.

Bulkhead Platform north of East Sixty-first Street, E. R.

Secretary's Order No. 3260.—Deck sheathed with about 3,420 feet, B. M., of new 3-inch spruce, and the backing-log raised 3 inches; began September 17 and finished September 20, 1883.

Bulkhead between East Sixty-first and East Sixty-second Streets, E. R.

Secretary's Order No. 3578.—Deck repaired with 828 feet, B. M., of new 4-inch, and 10 feet, B. M., of new 3-inch spruce plank; began and finished April 28, 1884.

Bulkhead Platform at East Seventy-fifth Street, E. R.

Secretary's Order No. 3115.—Two second-hand iron cleats placed; began June 22 and finished June 23, 1883.

Pier at East Seventy-ninth Street, E. R.

Secretary's Order No. 3056.—Several small holes repaired and loose planks fastened in the deck of the pier; began May 18 and finished June 12, 1883.

Secretary's Order No. 3138.—Pier repaired; began and finished July 3, 1883.

Pier at East Eighty-sixth Street, E. R.

Contract No. 192 (2).—John Gillies (contractor) repaired the pier and put it in good condition; began September 6 and finished November 8, 1883.

Contract No. 192 (1).—John Gillies (contractor) excavated and removed 480 cubic yards of mud from the slip between the new pier to be built under Class 3 of this contract and the existing pier, and in front of and northerly of the existing pier; work done on September 11 and October 29, 1883.

HARLEM RIVER.

East One Hundred and Fourth Street, H. R.

Secretary's Order No. 3172.—Ten feet of water at mean low water made in front of the bulkhead platform by the removal of 496 cubic yards of mud, by the Union Dredging Company, under Treasurer's Order No. 10520; began July 26 and finished July 28, 1883.

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

Secretary's Order No. 3230.—Holes in the deck patched, and an area, about 43 feet by 10 feet, sheathed with new 3-inch spruce plank; began September 6 and finished September 7, 1883.

Secretary's Order No. 3287.—Surface of the approach, 98 feet long by 20 to 25 feet wide, sheathed with 3-inch spruce plank, 167 feet of new backing-log laid, and about 8 cubic yards of rip-rap placed in the wall to widen street at the foot of the approach, and earth filled in behind; began October 15 and finished October 18, 1883.

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

Secretary's Order No. 3176.—Bearing piles refastened, and ranging timbers chocked and shimmed, 6 second-hand fender piles driven, the deck patched with 3,512 feet, B. M., of new 4-inch and 2,000 feet, B. M., of new 3-inch spruce plank, and 197 square feet of second-hand plank, and 46 feet of second-hand timber placed in the backing-log; began July 31 and finished August 28, 1883.

Secretary's Order No. 3392.—Deck and string-piece repaired and spring piles fastened; began November 27 and finished November 28, 1883.

Pier at East One Hundred and Twenty-fifth Street, H. R.

Secretary's Order No. 3170.—Deck patched with 228 feet, B. M., of second-hand plank, and with 81 feet, B. M., of new 3-inch spruce plank; began July 19 and finished July 21, 1883.

Secretary's Order No. 3231.—Holes in the deck repaired with 924 feet, B. M., of new 4-inch spruce plank; began August 27 and finished September 3, 1883.

Secretary's Order No. 3271.—Deck patched with 442 feet, B. M., of second-hand plank; began September 27 and finished September 28, 1883.

Secretary's Order No. 3271.—Deck patched with 1,026 feet, B. M., of new 4-inch spruce plank; began October 19 and finished October 20, 1883.

Secretary's Order No. 3271.—Deck patched with 495 feet, B. M., of new 4-inch spruce plank; began November 30 and finished December 1, 1883.

Bulkhead at East One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 3232.—95 lineal feet of square timber for a side cap and backing-log placed, 1 bearing and 3 fender piles driven, chocked and fastened, and old sheathing relaid; began August 27 and finished August 29, 1883.

REMOVAL OF OBSTRUCTIONS.

Bulkhead between Piers 5 and 6, N. R.

Secretary's Order No. 3565.—Derrick removed; began and finished March 25, 1884.

West Twenty-sixth Street, N. R.

Secretary's Order No. 3104.—Boat-landing at the foot of the street removed to West Twenty-seventh Street Basin; began and finished June 16, 1883.

Bulkhead between Piers 6 and 7, E. R.

Engineer's Order.—Coal derrick removed; began and finished August 15, 1883.

Pier 23, E. R.

Secretary's Order No. 3477.—Tally-house removed by the Department forces, February 15, 1884.

East Thirty-ninth Street, E. R.

Secretary's Order No. 3245.—Removed fences in the street between the bulkhead-line and the original high-water mark; began and finished September 11, 1883.

East Fifty-third Street, E. R.

Resolution of Board, May 9, 1883.—A portion of the platform used by the Ridgewood Ice Company removed; began June 18; suspended work June 19, 1883.

Bulkhead Platform, East Seventy-fifth Street, E. R.

Engineer's Order.—Derrick-masts removed; began and finished June 22, 1883.

WORK DONE FOR THE DEPARTMENT OF CHARITIES AND CORRECTION.

Pier at East Twenty-sixth Street, E. R.

Secretary's Order No. 2500.—1 broken mooring-pile pulled, and 1 in place of the same set; 8 second-hand spruce spring piles driven, chocked and fastened; 4 mooring-posts set and braced; began May 22 and finished May 30, 1883.

Secretary's Order No. 2500.—Old deck removed and patched with 984 feet, B. M., of new 4-inch spruce plank; began July 6 and finished July 7, 1883.

Secretary's Order No. 2500.—Deck and sheathing patched with 2,804 feet, B. M., of new 4-inch, and 384 feet, B. M., of new 3-inch spruce plank and with 210 square feet of second-hand plank; began July 10 and finished July 11, 1883.

Secretary's Order No. 2500.—Deck patched with 878 feet, B. M., of second-hand plank, and sheathed with 2,046 feet, B. M., of new 4-inch, and 2,030 feet, B. M., of new 3-inch spruce plank; began October 3 and finished October 6, 1883.

Secretary's Order No. 3311.—Old sheathing taken up, 8,847 feet, B. M., of new 5-inch Georgia pine plank laid for the deck, the old sheathing patched with 130 feet, B. M., of second-hand plank, 3,024 feet, B. M., of old sheathing relaid, and rangers blocked up; began October 18 and finished October 25, 1883.

Secretary's Orders Nos. 3281 and 3311.—About 1,650 square feet of deck relaid with 5-inch yellow pine, and deck sheathing generally patched; began October 3 and finished October 25, 1883.

Charity Hospital Pier, Blackwell's Island, E. R.

Secretary's Order No. 3012.—12 oak fender piles driven, rangers and backing-logs repaired, and the whole deck sheathed with new 3-inch spruce plank; began April 27 and finished May 23, 1883.

Homoeopathic Hospital Pier, Ward's Island, E. R.

Secretary's Order No. 3112.—Sunken outer end of the pier brought to grade, 10 oak fender piles driven in place of old, and about 2,000 feet, B. M., of 5-inch Georgia pine plank put in the deck and close fendering; began June 22 and finished July 9, 1883.

WORK DONE FOR THE FIRE DEPARTMENT.

Pier at West Thirtieth Street, N. R.

Secretary's Orders Nos. 3187 and 3197.—The south side was temporarily repaired and made ready for occupancy by the fire-boat "Zophar Mills"; began August 25 and finished September 25, 1883. Some slight repairs were made January 30, 1884. The berth was first occupied by the "Zophar Mills" on September 4, 1883.

Secretary's Order No. 3628.—Backing-log on south side displaced by Fire Department boat "Zophar Mills," refastened in place; began and finished April 29, 1884.

Pier 59, E. R.

Secretary's Orders Nos. 3187 and 3197.—The outer 125 feet in length of the southerly side has been repaired and prepared for use and occupation by the fire-boat "Havemeyer." The Union Dredging Company excavated 580 cubic yards of mud at the south side of the pier, under Treasurer's Order No. 10568; began August 4 and finished September 15, 1883. The berth so prepared was occupied only one day by the "Havemeyer," as it was found that there was a shoal outside of the pier, that had too little water over it, at extraordinarily low tides, to allow the fire-boat to pass out at the time of such low water.

Secretary's Order No. 3314.—5 test piles driven to determine the depth of mud near the pier; began November 2 and finished November 28, 1883.

Pier at East Sixty-second Street, E. R.

Secretary's Order No. 3607.—Gangway formerly used by the Fire Department closed and the approach repaired with 2,166 feet, B. M., of new 4-inch spruce plank; began and finished April 26, 1884.

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

Secretary's Order No. 3429.—Sheathed over, and a backing-log put across the Fire Department bridge gangway, putting the pier in condition for commercial purposes; began January 5 and finished January 11, 1884.

WORK DONE FOR THE HEALTH DEPARTMENT.

East Sixteenth Street, E. R.

Secretary's Order No. 2856.—Property and buildings belonging to Department of Docks removed from the premises to be occupied by the Hospital for Contagious Diseases; began April 10, 1883, and finished all but putting up the fence.

Bulkhead North of Sixteenth Street, E. R.

Secretary's Order No. 3158.—Four spring piles driven and fastened; began July 19 and finished July 20, 1883.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

PUBLIC BATHS.

Battery, N. R.

Secretary's Order No. 3070.—Place prepared for free floating bath; began May 29 and finished June 13, 1883.

Pier, new 21, N. R.

Engineer's Order.—Site prepared on north side of the pier for a free floating bath; began June 9 and finished June 19, 1883.

Bethune Street, N. R.

Secretary's Order No. 3070.—Pier prepared for a free floating bath; began and finished May 29, 1883.

Secretary's Order No. 3318.—Gangway closed with 196 feet, B. M., of second-hand plank, and 7 lineal feet of backing-log let in; began and finished October 17, 1883.

West Fifty-first Street, N. R.

Secretary's Order No. 3070.—Pier prepared for a free floating bath; began May 29 and finished June 13, 1883.

Secretary's Order No. 3318.—Gangway closed with 315 feet, B. M., of new 4-inch spruce plank, and 10 feet of backing-log let in; began and finished October 17, 1883.

Pier 51, E. R.

Secretary's Order No. 3070.—Pier prepared for a free floating bath; began May 29 and finished June 13, 1883.

East Fifth Street, E. R.

Secretary's Order No. 3070.—Pier prepared for a free floating bath; began May 29 and finished June 13, 1883.

Secretary's Order No. 3318.—Gangway closed with 168 feet, B. M., of new 4-inch spruce plank, with 8 feet of backing-log let in; began October 18 and finished October 19, 1883.

East Nineteenth Street, E. R.

Secretary's Order No. 3070.—Place prepared for a free floating bath; began May 29 and finished June 13, 1883.

Secretary's Order No. 3162.—Platform for a bath put in order; began July 16 and finished July 17, 1883.

West Thirty-seventh Street, N. R.

Secretary's Order No. 3070.—Pier prepared for a free floating bath; began May 29 and finished June 13, 1883.

Secretary's Order No. 3318.—Gangway closed with 252 feet, B. M., of new 4-inch spruce plank, and 8 feet of backing-log let in; began and finished October 19, 1883.

East One Hundred and Twelfth Street, H. R.

Secretary's Order No. 3070.—Place prepared for a free floating bath; began May 20 and finished June 13, 1883.

BUREAU OF SEWERS.

Bulkhead between Piers 11 and 12, E. R.

Engineer's Order No. 1104.—Holes cut in the bulkhead for a sewer outlet, as desired by the Bureau of Sewers; began September 6 and finished September 8, 1883.

WORK DONE FOR THE DEPARTMENT OF STREET CLEANING.

Dumping-board at Pier, old 42, N. R.

Secretary's Order No. 3013.—The Union Dredging Company, under Treasurer's orders, dredged 2,869 cubic yards of mud from under the dumping-board, giving a depth of 15 feet of water at mean low water; began May 1 and finished May 2, 1883.

Pier, old 42, N. R.

Secretary's Order No. 3436.—Damage done by the tug "Municipal" repaired, and 4 spruce fender-piles driven; began April 17 and finished April 28, 1884.

Dumping-board at West Twelfth Street, N. R.

Secretary's Order No. 3410.—1,550 cubic yards of mud excavated and removed from the half slip south of the pier to a depth of from 15 to 18 feet at mean low water, by the Union Dredging Company; began December 14 and finished December 17, 1883.

Dumping-board at West Thirty-seventh Street, N. R.

Secretary's Order No. 3488.—3,422 cubic yards of mud excavated and removed to a depth of from 16 to 18 feet at mean low water, by H. Dubois' Sons, under Treasurer's orders; began February 28 and finished March 13, 1884.

Secretary's Order No. 3535.—8 bearing piles and 10 fender piles driven, and old fender piles refastened, and timbers chocked and shimmed; began March 7 and finished March 14, 1884.

Dumping-board at Pier 37, E. R.

Secretary's Order No. 3386.—Chas. M. Pratt (under Treasurer's order) excavated and removed 1,336 cubic yards of mud from under and in front of the dumping-board; began December 18 and finished December 21, 1883.

Dumping-board at Pier 54, E. R.

Secretary's Order No. 3603.—The Union Dredging Company excavated and removed 1,016 cubic yards of mud; began April 23 and finished April 28, 1884.

Dumping-board at Pier 61, E. R.

Secretary's Order No. 3119.—Area under the dumping-board repaired with new rangers, 4,755 feet, B. M., of new 4-inch plank for deck; 2 second-hand half-round fenders; 6 new white oak spring piles, 16 chocks of new 4-inch pine, and 74 feet of new 12-inch by 12-inch timber for backing-log; began June 21 and finished July 3, 1883.

Dumping-board at East Seventeenth Street, E. R.

Secretary's Order No. 3467.—Henry Dubois' Sons excavated and removed 1,648 cubic yards of mud from under and in front of the dump, obtaining a depth of from 16 to 20 feet of water below mean low water; began February 20 and finished February 29, 1884.

Dumping-board at East Forty-sixth Street, E. R.

Secretary's Order No. 3467.—Henry Dubois' Sons excavated and removed 793 cubic yards of mud from under and in front of the dump, obtaining a depth of from 16 to 20 feet of water at mean low-water mark; began February 16 and finished February 19, 1884.

Dumping-board at East Seventieth Street, E. R.

Secretary's Order No. 3237.—About 60 square feet of deck repaired with new 4-inch plank; 1 bearing and 2 new fender piles driven, and 63 linear feet of new backing-log placed; began August 24 and finished August 25, 1883.

Engineer's Order.—1 bearing and 2 fender piles driven; 60 linear feet of backing-log replaced, and the deck patched with about 250 feet, B. M., of new 4-inch spruce; began August 24 and finished August 25, 1883.

WORK DONE FOR THE UNITED STATES NAVY DEPARTMENT.

West Twenty-fourth Street Boat-landing, N. R.

Resolution of Board, March 28 and April 10, 1883.—A large float-stage moored, and gang-plank attached thereto leading from the old pier at the foot of West Twenty-fourth street, to be used as a boat-landing for the United States training ship "Minnesota"; began and finished May 4, 1883.

Engineer's Order.—Approach to the above gangway repaired; began and finished July 11, 1883.

WORK DONE 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.

Pier, new 1, N. R.

Secretary's Order No. 3332.—3 new oak fender piles driven and 8 old ones rechecked and chained; began October 29 and finished November 2, 1883.

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

Secretary's Order No. 3379.—Repaired with 4 bearing piles, 9 fender piles, and 492 feet, B. M., of Georgia pine; began December 3 and finished December 6, 1883.

Bulkhead South of Little West Twelfth Street, N. R.

Secretary's Order No. 3500.—Excavated and built up with 1,414 feet, B. M., of new 12-inch by 12-inch yellow pine; 3 new mooring-posts, and 7 second-hand spruce fender piles; began March 11 and finished April 5, 1884.

Bulkhead North of West Twelfth Street, N. R.

Secretary's Order No. 3035.—15 feet of bulkhead repaired by rebuilding for a depth of 8 feet, the alleged owners not having done the work under Secretary's Order No. 2743; began May 7 and finished May 15, 1883.

Pier, new 56, N. R.

Secretary's Order No. 3181.—Damage done by a barge of the Starin Steam Tug Company, repaired by replacing and fastening an "A" brace, a horizontal brace and a fender, and splicing a split pile-head.

Approach to Pier at West Forty-sixth Street, N. R.

Secretary's Order No. 3595.—Damage done by overloading repaired on account of parties who did the damage; began April 23, 1884; work in progress.

Bulkhead North of West Forty-seventh Street, N. R.

Secretary's Order No. 3494.—Henry Dubois' Sons (under Treasurer's Order) excavated and removed 1,296 cubic yards of mud at the bulkhead, 100 feet north from West Forty-seventh street, on account of the alleged owners, who had failed to do the work when ordered by the Board (Secretary's Order No. 3435); began February 14 and finished February 18, 1884.

Secretary's Order No. 3121.—4 spring fender piles in the bulkhead replaced by old oak piles, on account of Street Cleaning Department and Pratt & Co.'s Oil Works; one-half of the cost to be charged to each; began June 26 and finished June 27, 1883.

Contracts under which Work was done during the Year.

Number of Contract.	CONTRACT FOR.	CONTRACT DATED.	WORK BEGUN.	WORK ENDED.
132	Agreement to dredge, under new plans for improvement of water-front, Union Dredging Co., contractor.....	May 9, 1881	May —, 1881	In progress.
167	Paving the newly-made land from Pier, new 34, to Pier, new 38, North river. Charles Guidet, contractor.....	Oct. 6, 1882	Oct. 27, 1882	In progress.
168	Paving the newly-made land from Pier, new 38, to Pier, new 41, North river. John B. Devlin, contractor.....	Oct. 27, 1882	Oct. 31, 1882	In progress.
177	Building crib-bulkhead and platform at Seventy-fifth street, East river. R. Cronin, contractor.....	April 9, 1883	April 14, 1883	June 12, 1883
178	Repairing the understructure of Pier, new 42, North river. Wm. P. Kelly, contractor.....	April 6, 1883	April 11, 1883	May 21, 1883
179	Repairing Pier 52, East river. R. Cronin, contractor.....	April 9, 1883	April 14, 1883	June 14, 1883
180	Repairing the small pier between Piers 51 and 52, at Gouverneur Slip, East river. John Gillies, contractor.....	April 9, 1883	April 12, 1883	May 4, 1883
181	Building platform north of the Store-house Pier, Blackwell's Island. J. D. Leary, contractor.....	April 27, 1883	May 2, 1883	June 13, 1883
182	Building a crib-bulkhead at foot of Ninety-ninth street, East river, and filling in rear of same. J. D. Leary, contractor.....	April 27, 1883	May 1, 1883	Sept. 25, 1883
183	Building a bulkhead platform at foot of One Hundred and Fourth street, Harlem river. J. D. Leary, contractor.....	April 27, 1883	May 2, 1883	June 20, 1883
184	Building Pier at West Fifty-fifth street, North river. John Gillies, contractor.....	April 28, 1883	May 2, 1883	Aug. 2, 1883
188 A	Repairing Pier, new 43, North river. Ryan & Cody, contractors.....	May 29, 1883	May 31, 1883	June 26, 1883
188 B	Repairing shed on Pier, new 43, North river. Dever & Coddington, contractors.....	June 2, 1883	June 5, 1883	July 10, 1883
188 C	Painting shed on Pier, new 43, North river. J. D. Bliss, contractor.....	May 31, 1883	June 12, 1883	Aug. 1, 1883

Number of Contract.	CONTRACT FOR.	CONTRACT DATED.	WORK BEGUN.	WORK ENDED.
189	Furnishing a new boiler, tank and smoke-pipe, with all their appurtenances complete, and repairing the donkey boiler on the tug "Manhattan." T. & H. Smith, contractors.....	July 2, 1883	July —, 1883	Nov. 1, 1883
190	Repairing understructure of Pier, new 36, North river. Wm. P. Kelly, contractor.....	July 16, 1883	July 18, 1883	Oct. 15, 1883
191	Building Pier, new 59, North river. John Gillies, contractor.....	Sept. 5, 1883	Sept. 6, 1883	Jan. 28, 1884
192	Repairing Pier at Eighty-sixth street, East river, and building a new pier at the southerly side of foot of Eighty-sixth street, East river. John Gillies, contractor.....	Sept. 5, 1883	Sept. 6, 1883	Nov. 28, 1883
193	Building Pier, new 27, North river. Jos. Walsh, contractor.....	Sept. 27, 1883	Sept. 28, 1883	In progress.
194	Repairing Pier 6, East river. Jos. Walsh, contractor.....	Sept. 27, 1883	Sept. 28, 1883	Oct. 31, 1883
195	Building Pier, new 60, North river. John Gillies, contractor.....	Oct. 6, 1883	Oct. 9, 1883	April 6, 1884
196 A	Repairing Pier, old 29, North river. Ryan & Cody, contractors.....	Oct. 12, 1883	Oct. 15, 1883	Nov. 24, 1883
196 B	Repairing shed on Pier, old 29, North river. C. W. Jessup, contractor.....	Oct. 19, 1883	Oct. 23, 1883	Nov. 15, 1883
196 C	Painting shed on Pier, old 29, North river. J. H. Hughes, contractor.....	Oct. 16, 1883	Nov. 13, 1883	Dec. 7, 1883
197	Dredging at West Forty-sixth street and at West Forty-seventh street, North river. Chas. M. Pratt, contractor.....	Nov. 15, 1883	Nov. 17, 1883	Jan. 5, 1884
198	Dredging at West Thirty-sixth street, North river. H. Dubois' Sons, contractors.....	Dec. 11, 1883	Dec. 14, 1883	Jan. 11, 1884
199	Repairing understructure of Pier, new 45, North river. W. Roosevelt, contractor.....	Dec. 21, 1883	Dec. 26, 1883	In progress.
200	Building Pier at West Forty-fourth street, North river. John Gillies, contractor.....	Jan. 23, 1884	Jan. 28, 1884	In progress.
201	Building a crib-bulkhead from Seventy-ninth street to Eightieth street, North river, and repairing existing Pier at Seventy-ninth street, North river. Jos. Walsh, contractor.....	Feb. 11, 1884	Feb. 11, 1884	In progress.
202	Building a crib-bulkhead at foot of Seventy-third street, East river. P. S. Ross, contractor.....	Feb. 21, 1884	March 3, 1884	April 22, 1884
203	Building Pier at West Thirty-sixth street, North river. John Gillies, contractor.....	April 3, 1884	April 8, 1884	In progress.
204	Repairing Pier at foot of East Twenty-fifth street, East river. Flaherty & O'Connell, contractors.....	April 5, 1884	April 14, 1884	In progress.

Statement of Dredging done during the Year ending April 30, 1884.

LOCATION.	MONTH.	CUBIC YARDS.		BY WHOM PERFORMED.
		Mud.	Crib.	
Agreement, May 9, 1881.... Bulkhead wall, Lighthouse Section.....	October..	2,763	...	Union Dredging Co.
	November..	2,422	2,625	
	December..	6,317	552	
	January..	1,217	...	
Agreement, May 9, 1881.... Pier, new 27, North river.....	October..	10,333	...	Union Dredging Co.
	November..	29,036	5,425	
	December..	738	2,074	
	January..	...	1,148	
Secretary's Order No. 3013. Dumping-board, Canal street..	May.....	2,869	...	Union Dredging Co.
Secretary's Order No. 3218.. Bulkhead between Piers, new 42 and 43, North river.....	August..	1,915	...	Union Dredging Co.
Treasurer's Order No. 10588. South side Pier, new 43, North river.....	September	3,092	...	Union Dredging Co.
Contract No. 199..... Outer end Pier, new 45, North river.....	January..	4,384	...	Warren Roosevelt.
Secretary's Order No. 3410.. Dumping-board, West Twelfth street.....	December	1,550	...	Henry DuBois' Sons.
Resolution of Board, August 8, 1883. Outer end West Thirtieth street Pier.....	August... 1,586	2,280	290	Union Dredging Co.
Agreement, May 9, 1881.... Pier, new 27, North river.....	September	6,298	...	Union Dredging Co.
Agreement, May 9, 1881.... Proposed Pier, new 58, North river.....	December	17,207	...	Union Dredging Co.
Agreement, May 9, 1881.... Pier, new 59, North river.....	May.....	35,393	...	Union Dredging Co.
	June.....	6,450	...	
	July.....	1,102	...	
	November..	8,079	...	
Agreement, May 9, 1881.... Pier, new 60, North river.....	December	2,712	...	Union Dredging Co.
	May.....	21,026	...	
	June.....	2,266	...	
	July.....	1,164	...	
Resolution of Board, September 19, 1883. Bulkhead wall, West Thirty-first Street Section.....	September	11,526	...	Union Dredging Co.
Resolution of Board, August 8, 1883. Pier, new 61.....	August... 27,706	...	...	Union Dredging Co.
Resolution of Board, September 19, 1883. Pier, new 61.....	September	16,844	...	Union Dredging Co.
Contract No. 198..... Thirty-sixth street, North river.....	October.. 20,898	...	...	Union Dredging Co.
Secretary's Order No. 3488.. Dumping-board, Thirty-seventh street, North river.....	December	8,146	...	Henry DuBois' Sons.
Treasurer's Order No. 10462. North side West Thirty-seventh street, North river.....	January.. 3,599	...	...	Henry DuBois' Sons.
Resolution of Board, November 22, 1882. West Forty-fourth street, North river.....	February.. 450	...	...	Henry DuBois' Sons.
Contract No. 200..... West Forty-fourth street, North river.....	March... 2,962	...	...	Union Dredging Co.
Secretary's Order No. 3529.. North side West Forty-fourth street, North river.....	June..... 2,930	...	...	Union Dredging Co.
Contract No. 197..... Pier at West Forty-sixth street, North river.....	August... 24,935	...	...	Union Dredging Co.
Contract No. 197..... Pier at West Forty-seventh street, North river.....	September	25,385	...	Union Dredging Co.
Contract No. 197..... Pier at West Forty-seventh street, North river.....	February.. 1,921	...	...	John Gillies.
Secretary's Order No. 3449.. Bulkhead north of Forty-seventh street, North river.....	March.... 14,832	...	...	Union Dredging Co.
Contract No. 201, Class I.... Seven-y-ninth to Eightieth streets, North river.....	April..... 1,162	...	...	Union Dredging Co.
Secretary's Order No. 3386.. Dumping-board, Pier 37, East river.....	November	1,802	...	Charles M. Pratt.
Secretary's Order No. 3603.. Dumping-board at Jackson street, East river.....	December	15,370	...	Charles M. Pratt.
Treasurer's Order No. 10563. Pier 59, East river, south side.	November	12,013	...	Charles M. Pratt.
Secretary's Order No. 3467.. Dumping-board, East Forty-sixth street, East river.....	December	16,650	...	Charles M. Pratt.
Contract No. 182..... Bulkhead, East Ninety-ninth street, East river.....	January... 236	...	...	Henry DuBois' Sons.
Contract No. 192..... East Eighty-sixth street, East river.....	February.. 1,296	...	...	T. & A. Walsh.
Secretary's Order No. 3172. South side One Hundred and Fourth street, Harlem river.....	February.. 3,839	...	...	Charles M. Pratt.
Treasurer's Order No. 10520. Floating property.....	December	1,336	...	Charles M. Pratt.
Report of Stock On Hand, Purchased, Fabricated and Issued at Gansevoort Street Yard, during the Year ending April 30, 1884.	April..... 1,016	...	...	Union Dredging Co.
	August... 580	...	...	Union Dredging Co.
	February.. 1,648	...	...	Henry DuBois' Sons.
	February.. 793	...	...	Henry DuBois' Sons.
Contract No. 182..... Bulkhead, East Ninety-ninth street, East river.....	May..... 4,104	...	...	James D. Leary.
Contract No. 192..... East Eighty-sixth street, East river.....	September	141	...	John Gillies.
Secretary's Order No. 3172. South side One Hundred and Fourth street, Harlem river.....	October... 339	...	...	John Gillies.
Treasurer's Order No. 10520. Floating property.....	July..... 496	...	...	Union Dredging Co.
Totals.....		413,767	15,611	

Report of Stock On Hand, Purchased, Fabricated and Issued at Gansevoort Street Yard, during the Year ending April 30, 1884.

Amount of stock on hand May 1, 1883.....	\$10,882 37 ³ / ₁₀
Purchased from May 1, 1883, to April 30, 1884.....	23,049 10 ¹ / ₁₀
Fabricated 36 ¹ / ₂ blocks.....	11,821 18
Transferred.....	328 91

Total to be accounted for..... \$46,081 56³/₁₀

Issued to the following sections—

Floating property.....	\$1,322 41 ⁷ / ₁₀
West Twenty-third Street Section.....	7,024 18 ³ / ₁₀
West Thirty-first Street Section.....	5,596 12 ¹ / ₂
Sections south of West Twenty-third street, North river.....	5,935 05
General repairs.....	935 09 ³ / ₄
East Seventeenth Street Yard.....	16 14
Surveying Party.....	28 63 ¹ / ₂
Office Engineer-in-Chief.....	10 98 ¹ / ₁₀
Tide gauges.....	92
West Fifty-seventh Street Yard.....	5,738 96 ³ / ₄
Gansevoort Street Yard.....	8,041 73

On hand to balance May 1, 1884..... \$34,650 24⁸/₁₀
 11,431 31¹/₂
 \$46,081 56³/₁₀

Secretary's Order No. 3412.—The north slip dredged to 20 feet at mean low water, by the Pennsylvania Railroad Company, under the permit of the Board; began December 7 and finished December 19, 1883.

Pier, old 40, N. R.

Secretary's Order No. 3192.—The old platform taken up at entrance for an area of about 66 feet by 11 feet, and replanked with new 4-inch plank, with a sheathing of 3-inch plank, by the Norwich Line, under permit of Board; began August 9 and finished August 15, 1883.

Pier, old 41, N. R.

Secretary's Order No. 3173.—30 new spruce bearing piles driven along the northerly side of the pier, and sprung under the side cap; 34 new spruce fender piles driven and chocked with 8-inch by 8-inch yellow pine; 97 feet of new 12-inch by 12-inch yellow pine put in side cap; 34 cross caps patched at ends with new 12-inch by 12-inch yellow pine, about 500 feet of new longitudinal girder placed along the northerly side, and 300 feet of 12-inch by 12-inch chocking put between cross caps over the side caps, by the alleged owners, by order of the Board; began July 30 and stopped August 25, 1883; began again March 27 and finished April 12, 1884.

Pier, new 36, N. R.

Secretary's Order No. 3117.—The superstructure above the rangers renewed throughout, by Inman Steamship Company, under permit of the Board; began August 6 and finished November 24, 1883.

Secretary's Order No. 3215.—A shed erected thereon by the Inman Steamship Company, under permit of the Board; began August 6 and finished November 24, 1883.

Secretary's Order No. 3364.—Tracks leading thereto repaired by the New York Central and Hudson River Railroad Company, under permit of the Board; began September 25, 1883; work unfinished.

Pier, new 37, N. R.

Secretary's Order No. 3378.—A shed erected thereon by C. P. Huntington, under permit of the Board; began December 5, 1883; work still in progress.

Secretary's Order No. 3462.—44 yellow pine spring piles were driven at the outer end, by C. P. Huntington, under permit of the Board; began January 28 and finished February 21, 1884.

Pier, new 38, N. R.

Secretary's Order No. 3320.—Paving between and about 18 inches on either side of the railroad tracks to the pier, for a distance of about 50 feet, removed, raised and replaced by the Hudson River Railroad Company, under permit of the Board; began October 19 and finished October 28, 1883.

Pavement near Pier, new 38, N. R.

Secretary's Order No. 2835.—Extensive repairs made to the pavement damaged near the pier by the New York Central Railroad Company, by order of the Board to the Williams & Guion Steamship Company; began and finished May 19, 1883.

Pier, new 39, N. R.

Secretary's Order No. 3174.—Two elevators erected by the National Steamship Company, under permit of the Board; began July 10 and finished July 28, 1883.

Pier, new 40, N. R.

Secretary's Order No. 3099.—A ring bolt placed in the side cap at the inner end of the southerly side, by the Cunard Steamship Company, under permit of the Board; began July 6 and finished July 7, 1883.

Secretary's Order No. 3126.—The horizontal fendering repaired with one piece of yellow pine, 12 inches by 12 inches by 27 feet, and one piece of 8 inches by 8 inches by 8 feet, by lessees, by order of the Board; began June 27 and finished July 3, 1883.

Secretary's Order No. 3484.—Damage done by the steamship "England," repaired, by replacing and strengthening one interior double girder, putting in new side caps and girders, and a piece of new cross cap, chocking between the girders, removing and replacing the vertical fendering, strengthening the outer row of columns, putting on about 40 linear feet of column bracing, placing new backing-log where required, and about 350 square feet of deck plank and sheathing, and building a new buffer and putting on new armature plates, etc., etc., by the National Steamship Company, under permit of the Board; began February 14 and finished March 26, 1884.

Pier, new 41, N. R.

Secretary's Order No. 3143.—An iron shutter in the gateway repaired by the Delaware, Lackawanna and Western Railroad Company, by order of the Board; began July 18 and finished August 2, 1883.

Secretary's Order No. 3144.—Slip to the north dredged to 27 feet at low water, by Henderson Bros., under permit of the Board; began June 30 and finished July 7, 1883.

Pier, new 42, N. R.

Secretary's Order No. 3444.—Pavement taken up and relaid in repairing Croton water-pipe by the Compagnie Generale Transatlantique, under permit of the Board; began January 19, 1884; work unfinished.

Pier, new 43, N. R.

Secretary's Order No. 3516.—Fender piles retrained and new chock fastened by Messrs. Seagar Bros., by order of the Board; began March 10 and finished March 11, 1884.

Pier, new 44, N. R.

Secretary's Order No. 3588.—13 oak fender piles driven and fastened; a broken side cap at the outer end repaired with 3 pieces 12 inches by 12 inches by 22 feet yellow pine, new horizontal yellow pine, new vertical oak sheathing, new corner bands, and about 18 feet of new backing-log placed and fastened, by lessees, by order of the Board; began April 14, 1884; work in progress.

Pier, new 45, N. R.

Secretary's Order No. 2814.—Damage done to the superstructure above the rangers by the "Baltic," repaired by R. J. Cortis, agent for lessees, by order of the Board; began August 13, 1883; interrupted by Department work under Contract No. 199; began again April 20, 1884; work in progress.

Secretary's Order No. 2905.—Spring piles and chocks repaired by lessees, by order of the Board; began on or about January 15, 1884; work in progress.

Secretary's Order No. 3407.—The tracks leading thereto repaired by the New York Central and Hudson River Railroad Company, under permit of the Board; began December 6, 1883; work unfinished.

Bank Street, Thirteenth Avenue, N. R.

Secretary's Order No. 2867.—A 3-inch sewer-pipe placed from the building to the river, by David S. Brown & Co., under permit of the Board; completed May 5, 1883.

Bulkhead foot of Bank Street, N. R.

Secretary's Order No. 3081.—An opening made in the bulkhead, to give an outlet to the sewer at the foot of Bank street, by the Department of Public Works, under permit of the Board; began June 8 and finished June 26, 1883.

Bulkhead at Bethune Street, N. R.

Secretary's Order No. 3356.—A sewer opening 28 inches wide by 40 inches deep, cut by the Department of Public Works, under permit of the Board; began January 19 and finished January 22, 1884.

Bulkhead between Bethune and West Twelfth Streets, N. R.

Secretary's Order No. 2897.—A backing-log placed on the entire length of the bulkhead, and 18 new fender piles placed along its face, and the earth leveled off in the rear by the alleged owners, by order of the Board; began March 7 and finished May 2, 1883.

Slip between Bethune and West Twelfth Streets, N. R.

Secretary's Order No. 3411.—Area near the bulkhead dredged to 15 feet at mean low water, by the alleged owners, by order of the Board; began December 27, 1883, and finished January 15, 1884.

Pier at Jane Street, N. R.

Secretary's Order No. 3002.—Fenders, vertical sheathing and deck sheathing repaired by the lessees, by order of the Board; began May 7 and finished May 16, 1883.

Pier at Horatio Street, N. R.

Secretary's Order No. 2763.—Repairs made by the Consumers' Ice Company, by order of the Board; began May 16 and finished May 21, 1883.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 3187.—A structure about 4 feet wide by 5 feet long placed upon the pier for the use of the necessary telegraph apparatus by the Fire Department, under permit of the Board; began August 25 and finished September 25, 1883.

Bulkhead South of West Fourteenth Street, N. R.

Secretary's Order No. 3133.—About 108 feet in length, rebuilt from half tide, by the alleged owners, by order of the Board; began September 12 and finished September 17, 1883.

West Fourteenth Street Bulkhead, N. R.

Secretary's Order No. 3097.—A 6-inch lead pipe laid through the bulkhead opposite their premises, by the Electric Candle Company, under permit of the Board; began June 13 and finished September 17, 1883.

Pier foot of West Seventeenth Street, N. R.

Secretary's Order No. 3233.—5 mooring piles replaced by the Manhattan Gas-light Company, under permit of the Board; began August 29 and finished August 31, 1883.

Pier at West Twentieth Street, N. R.

Secretary's Order No. 3618.—Broken spring piles at the southwest corner replaced with new ones by Knickerbocker Ice Company, under permit of the Board; John Monks, contractor; began April 26 and finished April 28, 1884.

Bulkhead North of West Twenty-second Street, N. R.

Secretary's Order No. 3334.—Built up four logs high, fenders put on, two cast-iron cleats placed and the surface paved by the New York, Lake Erie and Western Railroad Company, by order of the Board; began November 26, 1883, and finished April 29, 1884.

Bulkhead between West Twenty-fourth and West Twenty-fifth Streets, N. R.

Secretary's Order No. 3507.—A coal derrick removed by David McGlynn, by order of Board; began and finished February 29, 1884.

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

Secretary's Order No. 3000.—The deck and sheathing patched and new sheathing laid over a large area, by the lessee, by order of the Board; began April 25, 1883, and did work at various times up to April 30, 1884.

Secretary's Order No. 3216.—A hood erected on the east end of the shed by the Pennsylvania Railroad Company, under permit of the Board; began October 6 and finished October 30, 1883.

Pier at West Thirty-fifth Street and Bulkhead North thereof, N. R.

Secretary's Order No. 3069.—Fender piles driven in front of the bulkhead for a distance of 100 feet north of the pier, and along the northerly side of the pier, and fender piles sheathed horizontally, for a distance of 154 feet outside of bulkhead, by the Pennsylvania Railroad Company, under permit of the Board; began June 1 and finished about October 29, 1883.

Bulkhead North of West Thirty-fifth Street, N. R.

Secretary's Order No. 3096.—A shed 72 feet long and 70 feet wide, built by the Pennsylvania Railroad Company, under permit of the Board; began May 14 and finished July 5, 1883.

West Thirty-sixth Street, N. R.

Secretary's Order No. 3167.—Two floating bridge platforms with racks built, one north of and one south of the foot of the street; and dredging over the site to 20 feet at low water, done by the New York, Ontario and Western Railway Company, under permit of the Board; began August 27 and finished December 8, 1883.

Bulkhead between West Thirty-sixth and West Thirty-seventh Streets, N. R.

Secretary's Order No. 3284.—The northerly 100 feet of crib rebuilt from mean low water up, by the New York, Ontario and Western Railroad Company, under permit of the Board; began September 10 and finished, with the exception of raising the backing-log, December 1, 1883.

West Thirty-seventh and West Thirty-eighth Streets, N. R.

Secretary's Order No. 3324.—Fences removed from premises by Peck, Martin & Co., by order of Board; began November 5 and finished November 7, 1883.

Bulkhead between West Thirty-seventh and West Thirty-eighth Streets, N. R.

Secretary's Order No. 3217.—The old crib-work removed to mean low water and rebuilt by Peck, Martin & Co., under permit of the Board; began August 20 and finished September 22, 1883.

Ferry Landing at West Thirty-ninth Street, N. R.

Secretary's Order No. 2980.—A temporary ferry landing was erected in the slip on the north side of the pier at West Thirty-ninth street, by C. N. Jordan, under permit of the Board; began March 28 and finished May 16, 1883.

Bulkhead between West Thirty-ninth and West Fortieth Streets, N. R.

Secretary's Order No. 3506.—Repairs to platform and bulkhead made by owner, by order of the Board; began March 21, 1884; work in progress.

Ferry at West Forty-second Street, N. R.

Secretary's Order No. 2976.—The old ferry-house removed, and a new ferry-house with platforms, racks, and bridges in course of construction, by Conrad N. Jordan, under permit of Board; began April 4, 1883; stopped by injunction May 18; began again June 13, 1883; finished racks, platforms, and bridges January 1, 1884; house still unfinished.

Dumping-board at West Forty-seventh Street, N. R.

Secretary's Order No. 3147.—Dumping-board repaired, elevated, extended, and enlarged by the Street Cleaning Department, under permit of Board; began July 23 and finished August 8, 1883.

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

Secretary's Order No. 3504.—Hole in deck repaired by the lessee, Andrew Dettinger, by order of the Board; began April 26 and finished April 30, 1884.

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

Secretary's Order No. 3266.—A sentry box erected thereon by John Lynch, under permit of the Board; the box not being in accordance with the approved plan, was removed by John Lynch, by order of the Board; erected and removed September 29, 1883.

Dumping-board at West Fifty-eighth Street, N. R.

Secretary's Order No. 2970.—A dumping-board erected at the intersection of Fifty-eighth street and Twelfth avenue, by John Chester, under permit of the Board; began March 23 and finished September 3, 1883.

West Sixty-fifth to West Seventy-second Street, N. R.

Secretary's Order No. 1630.—Building bulkhead and filling in rear of same, and erecting piers between Sixty-fifth and Seventy-second streets, by the New York Central and Hudson River Railroad Company, under permit of the Board; a large amount of filling has been put in rear of the crib-bulkhead during the year; the work is still in progress.

West Seventy-second to West Seventy-sixth Street, N. R.

Secretary's Order No. 2349.—Filling along the water-front, done by the New York Central and Hudson River Railroad Company, under permit of the Board; began June, 1882; in progress.

West Eighty-first Street, N. R.

Secretary's Order No. 3001.—A floating bath, 25 feet by 75 feet, placed at the foot of West Eighty-first street, North river, by John Dorshell, under permit of the Board; began June 23 and finished July 2, 1883.

Pier at West Ninety-sixth Street, N. R.

Secretary's Order No. 3265.—A mast erected by W. F. Boehm, under permit of the Board; began and finished September 15, 1883.

West One Hundred and Twenty-ninth Street, N. R.

Secretary's Order No. 2938.—Two sunken piles and a sunken canal-boat removed by the lessees, by order of the Board; began and finished May 8, 1883.

Bulkhead and Piers at West One Hundred and Forty-third and West One Hundred and Forty-fourth Streets, N. R.

Secretary's Order No. 3568.—Dredging done, piles driven and repairs made by the Manhattan Iron Works Company, under permit of the Board; began March 28 and finished April 14, 1884.

EAST RIVER.

Pier 4, E. R.

Secretary's Order No. 3195.—The central portion of the superstructure, for a length of 472 feet, repaired by inserting new rangers where required, and by putting down new 4-inch deck for the inner 155 feet in length and new 3-inch spruce sheathing for the outer 317 feet, by the lessees and owners, by order of the Board; began September 12 and finished September 28, 1883.

Pier 7, E. R.

Secretary's Order No. 3109.—The sheathing of the deck repaired by the lessees, by order of Board; began June 25 and finished September 3, 1883.

Secretary's Order No. 3279.—Area of deck, 186 feet by 24 feet, resheathed with 3-inch spruce, by the New York, Lake Erie and Western Railroad Company, under permit of Board; finished September 29, 1883.

Secretary's Order No. 2631.—Repaired by the New York, Lake Erie and Western Railroad Company, by order of the Board; began September 2, 1882, and finished October 1, 1883.

Pier 8, E. R.

Secretary's Order No. 2632.—Repaired by the lessees and owners, by order of Board; began August 31 and finished September 30, 1882.

Bulkhead between Piers 8 and 9, E. R.

Secretary's Order No. 3321.—Spruce plank laid on top of the cobble, by S. W. Lewis & Co., under permit of the Board; began October 18 and finished October 19, 1883.

Bulkhead opposite No. 32 South Street, E. R.

Secretary's Order No. 3261.—The sewer extended through the bulkhead, by T. H. Knight, under permit of the Board; began September 24 and finished September 27, 1883.

Bulkhead between Piers 13 and 14, E. R.

Secretary's Order No. 3196.—One bent of the crib-work excavated and refilled by the alleged owners, by order of the Board; began November 7 and finished November 8, 1883.

Bulkhead west of Pier 15, E. R.

Secretary's Order No. 3300.—A hole in the pavement in the rear thereof repaired by the owner or owners, by order of the Board, T. & A. Walsh, contractors; began October 29 and finished November 10, 1883.

Bulkhead between Piers 16 and 17, E. R.

Secretary's Order No. 3362.—A hole for the passage of a 6-inch pipe, cut by D. Colden Murray, under permit of Board; began November 9 and finished November 10, 1883.

Pier 17, E. R.

Secretary's Order No. 3408.—The outer end repaired and fender piles replaced by S. A. Frost, under permit of the Board; S. A. Jenks & Co., contractors; began December 7 and finished December 12, 1883.

Secretary's Order No. 3499.—Repairs made by S. A. Frost, under permit of the Board; began April 12, 1884; work in progress.

Pier 18, E. R.

Secretary's Order No. 3016.—The sheathing of the pier was repaired by S. A. Jenks & Co., contractors, by order of the Board, issued to the lessee of the east half, and the alleged owners of the west half of the pier; began April 27 and finished May 8, 1883.

Secretary's Order No. 3309.—Missing fenders on the east side replaced by the lessees, by order of Board; S. A. Jenks & Co., contractors; began October 22 and finished November 10, 1883.

Secretary's Order No. 3243.—Six bearing piles and 8 fender piles driven, 30 linear feet of capping placed, and close fenders put on the outer end of the pier by John H. Starin, under permit of the Board; work not satisfactory; began April 7, 1883; still in progress.

Pier 19 (East Half), E. R.

Secretary's Order No. 3101.—The deck at the entrance, for a space of 25 feet by 10½ feet, relaid with 4-inch plank, close fendering at the outer end, for a space of 14 feet by 12 feet, replaced by 5-inch Georgia pine, and other close fendering cut off at the top, and patched with 5-inch Georgia pine, by the alleged owner, by order of Board; began August 1 and finished August 3, 1883.

Secretary's Order No. 3428.—The deck resheathed and patched with about 2,244 feet, B. M., of new 3-inch spruce plank, by Mr. Frost, agent for the owners, under permit of the Board; S. A. Jenks & Co., contractors; began January 7 and finished January 8, 1884.

Pier 20, E. R.

Secretary's Order No. 3088.—The outer 164 feet in length of the pier was rebuilt on new crib-work above mean low water, and on new piling, new material being used throughout, by C. H. Mallory & Co., under permit of the Board; began June 11 and finished June 30, 1883.

Bulkhead West of Pier 20, E. R.

Secretary's Order No. 3139.—The opening in the platform enlarged to receive the ends of vessels, and about 15 square feet of the platform in front of the bulkhead removed by C. H. Mallory & Co., under permit of the Board; S. A. Jenks & Co., contractors; began August 6 and finished August 7, 1883.

Pier 23, E. R.

Secretary's Order No. 3191.—Six fender piles placed on the lower side, by John H. Lynch, under permit of the Board; S. A. Jenks & Co., contractors; began and finished August 10, 1883.

Secretary's Order No. 3460.—A tally-house removed by Green Wright, by order of the Board; began and finished January 28, 1884.

Pier 24, E. R.

Secretary's Order No. 3146.—4 spring piles placed on the westerly side, by E. Van Wart, under permit of the Board; S. A. Jenks & Co., contractors; began and finished August 22, 1883.

Pier 25, E. R.

Secretary's Order No. 3594.—16 spring piles and 17 bearing piles driven on the north side, by the New Haven Steamboat Company; John Monks & Co., contractors, under permit of the Board; began April 10, and finished April 19, 1884.

Secretary's Order No. 3047.—The inner end of the half slip on the westerly side of the pier dredged to 15 feet of water at mean low water, by the lessees, by order of the Board; began August 7 and finished August 14, 1883.

Secretary's Order No. 3047.—The sewer-box under the pier repaired by the Department of Public Works, by order of the Board; began July 25 and finished August 8, 1883.

Secretary's Order No. 3168.—4 spring piles replaced by the New Haven Steamboat Company, under permit of the Board; John Monks, contractor; began July 17 and finished July 18, 1883.

Pier 26, E. R.

Secretary's Order No. 3082.—1 pile driven at the end of the pier and others regulated, by J. Monks, contractor, under permit of the Board to the New Haven Steamboat Company; began and finished June 4, 1883.

Pier 27, E. R.

Secretary's Order No. 3459.—The outer 192 feet rebuilt, by S. A. Frost, under permit of the Board; S. A. Jenks & Co., contractors; began February 25 and finished April 22, 1884.

James Slip Ferry, E. R.

Secretary's Order No. 3084.—About 15 piles driven, and the platform repaired under the ferry buildings, known as the Bridge Street Ferry, by T. & A. Walsh, contractors, under permit of the Board to the East River Ferry Company; began June 7 and finished June 14, 1883.

Secretary's Order No. 3089.—The new ferry-racks, bridge and platform built, and the shed repaired, by the East River Ferry Company, under permit of the Board; began June 16 and finished July 21, 1883.

Secretary's Order No. 3149.—The ferry-house rebuilt by the East River Ferry Company, under permit of the Board; began July 7 and finished August 6, 1883; with the exception of some ornamental work which has not yet been done.

Pier 33, E. R.

Secretary's Order No. 3477.—The tally-house removed by the Knickerbocker Ice Company, by order of the Board, and replaced by a new one, under permit of the Board; February 29, 1884.

Pier 36, E. R.

Secretary's Order No. 3228.—5 spring piles on the easterly corner, replaced by the lessee, by order of the Board; Warren Roosevelt, contractor; began September 12 and finished September 13, 1883.

Bulkheads between Piers 36 and 37, E. R.

Secretary's Order No. 3325.—A small amount of refilling done by the alleged owner, by order of the Board, October 20, 1883; work unfinished.

Pier 37, E. R.

Secretary's Order No. 3301.—A movable derrick erected by James Heffernan, under permit of the Board, between January 27 and February 25, 1884.

Secretary's Order No. 2606.—At the outer end and west side, 6 oak spring piles driven, 7 refastened, 5 new half-round fenders fenders and about 232 square feet of vertical 5-inch sheathing placed and fastened, about 880 square feet of 3-inch deck sheathing put down, and about 80 square feet of sheathing patched by lessee, by order of the Board; began September 12, 1882, and finished on or about May 1, 1883.

Pier 38, E. R.

Secretary's Order No. 3034.—1 fender pile driven on the northerly, and 2 on the southerly corner of Pier 38, by the Maine Steamship Company, under permit of the Board; began and finished May 7, 1883.

Pier 39, E. R.

Secretary's Order No. 3538.—4 new bearing piles driven, a side cap spliced, and cross-caps and rangers chocked and shimmed; began March 28 and finished April 10, 1884.

Secretary's Order No. 3039.—2 fender piles driven at the easterly corner and one on the easterly side of the pier, by Warren Roosevelt & Co., contractors, under permit of the Board to the Old Colony Steamboat Company; began May 7 and finished May 8, 1883.

Slip between Piers 39 and 40, E. R.

Secretary's Order No. 3582.—Dredging done by the Screw Dock Company, under permit of the Board; began April 15, 1884, and has not been completed.

Pier 40, E. R.

Secretary's Order No. 3461.—3 bearing and 7 fender piles driven at the westerly corner by Frank Phelps, lessee, by order of the Board; Warren Roosevelt, contractor; began February 5 and finished February 9, 1884.

Secretary's Order No. 3391.—Spring piles repaired by the lessee, under permit of the Board; Warren Roosevelt, contractor; began and finished December 1, 1883.

Pier 41, E. R.

Secretary's Order No. 3065.—The sheathing at the entrance to and the pavement in front of the pier were repaired and 7 new wooden mooring-posts replaced on the pier, by Warren Roosevelt, contractor, by order of the Board to the lessees; began June 1 and finished June 28, 1883.

Pier 43, E. R.

Secretary's Order No. 3066.—The sheathing at the entrance to the pier repaired by the lessees, by order of the Board; began June 2 and finished July 12, 1883.

Secretary's Order No. 3048.—An ice platform, 6 feet wide and 75 feet long, in sections of twelve feet lengths, placed on the easterly side of the inshore end of the pier, by the Ridge-wood Ice Company, under permit granted by the Board; began May 10 and finished May 11, 1883.

Pier 44, E. R.

Secretary's Order No. 2874.—Half-round fenders put on the west side by the New York City and Northern Railroad Company, by order of the Board; began November 14 and finished November 20, 1883; repairs not completed.

Pier 45, E. R.

Secretary's Order No. 2968.—Repairs made to the outer and easterly corner of the pier by the alleged owners, by order of the Board; began April 19 and finished April 28, 1883.

Pier 49, E. R.

Secretary's Order No. 3291.—Nine new spruce fender piles driven by the owner, by order of the Board; Warren Roosevelt & Co., contractors; began February 25 and finished February 27, 1884.

Pier 51, E. R.

Secretary's Order No. 3450.—The pier being repaired by the New York, New Haven and Hartford Railroad Company, under permit of the Board; began January 28, 1884; work in progress.

Pier 52, E. R.

Secretary's Order No. 3388.—The deck and sheathing repaired by Joseph V. Brown, lessee, by order of the Board; began November 27 and finished November 30, 1883.

Bulkhead between Piers 52 and 53, E. R.

Secretary's Order No. 3092.—Seventy-five feet of new backing-log and new square fenders for seventy-five feet in length of the face, placed by Mr. Mitchell, by order of Board, in June and July, 1883.

Pier 54, E. R.

Secretary's Order No. 3337.—Three oak fender piles driven on the easterly corner by the alleged owner, by order of the Board; Frank Pidgeon, contractor; began November 21 and finished November 22, 1883.

Secretary's Order No. 3120.—The structure and machinery used in the disposal of street cleaning material placed on the west side, by the Street Cleaning Department, under permit of the Board; began June 25 and finished December 1, 1883.

Bulkhead at East Side of Corlears Street, E. R.

Secretary's Order No. 3164.—Repairs made by the alleged owners, by order of the Board; John Monks, contractor; began July 30 and finished September 22, 1883.

Bulkhead opposite Nos. 745, 748, 755 Water Street, E. R.

Secretary's Order No. 3612.—Old work torn up and piles driven by Lawrence & Co., in beginning repairs, under permit of the Board; began April 21, 1884; in progress.

Platform at East Street, E. R.

Secretary's Order No. 2906.—42 piles were driven in the platform at Coe's stores, by Warren Roosevelt, contractor, under permit of the Board, to Messrs. Lawrence & Co; began May 7 and finished May 25, 1883.

Bulkhead South of Cherry Street, E. R.

Secretary's Order No. 3331.—About 20 feet in length repaired by the alleged owners, by order of the Board; began October 30 and finished November 14, 1883.

Pier 55, E. R.

Secretary's Order No. 3061.—A floating bath placed at the pier by the East River Bathing Company, under permit of the Board; began May 28 and finished June 2, 1883.

Pier 56, E. R.

Secretary's Order No. 2607.—The deck of the westerly half patched by the lessee, by order of Board; work done at various times, from September, 1882, to February, 1884.

Secretary's Order No. 3198.—Repairs to the easterly half made by the lessee, by order of the Board; began and finished September 1, 1883.

Bulkhead between Piers 59 and 60, E. R.

Secretary's Order No. 3474.—A derrick painted by Burns Bros., by order of the Board; began March 14 and finished March 18, 1884.

Pier 61, E. R.

Secretary's Order No. 3122.—The dumping-board on the south side repaired and extended by the Street Cleaning Department, under permit of the Board; began July 5 and finished July 20, 1883.

Bulkhead between Stanton and Houston Streets.

Secretary's Order No. 3352.—12 piles driven by Messrs. Henken & Co., under permit of the Board; John Gillies, contractor; began November 28 and finished December 1, 1883.

Houston Street Ferry, E. R.

Secretary's Order No. 3041.—The bulkhead repaired and raised to grade at the inner end of the upper ferry bridge for about fifty feet in length, by the Houston Street Ferry Company, under permit of the Board; began and finished in May, 1883.

Secretary's Order No. 3365.—19 piles driven around the corner of the ferry slip, by the Nassau Ferry Company, under permit of the Board; began and finished November 8, 1883.

Pier at East Houston Street, E. R.

Secretary's Order No. 3041.—3 new bearing piles driven at the outer end of the pier to replace broken piles, by the Houston Street Ferry Company, under permit of the Board; began and finished May, 1883.

Pier at East Third Street, E. R.

Secretary's Order No. 3061.—A floating bath placed at the pier, by the East River Bathing Company, under permit of the Board; began May 28 and finished June 2, 1883.

Bulkhead South of East Fourteenth Street, E. R.

Secretary's Order No. 2957.—The river bottom in front of the bulkhead dredged to a depth of 15 feet at mean low water, by the alleged owner, by order of the Board; began May 15 and finished June 13, 1883.

Bulkhead at East Fourteenth Street, E. R.

Secretary's Order No. 3567.—The bulkhead at the south side repaired by John S. Shultze, under permit of the Board; began March 27 and finished April 2, 1884.

Bulkhead between East Eighteenth and East Nineteenth Street, E. R.

Secretary's Order No. 3335.—The crib excavated and rebuilt from low water up, by the alleged owners, by order of the Board; Warren Rosevelt, contractor; began October 29 and finished November 24, 1883.

East Twenty-fifth Street, E. R.

Secretary's Order No. 3377.—A gangway to connect the floating dump with the solid filling, placed by F. P. Eastman, under permit of the Board; began about November 16 and finished November 19, 1883.

Bulkhead Platform north of East Twenty-eighth Street, E. R.

Secretary's Order No. 3021.—Some new piles were driven, and new caps, rangers, deck, backing-log and fenders placed thereon, by John Gillies, contractor, under permit of the Board to W. H. Harrison; began April 28 and finished May 9, 1883.

Bulkhead at East Twenty-ninth Street, E. R.

Secretary's Order No. 3098.—A passage cut for the sewer outlet, by the Department of Public Works, under permit of the Board; began June 28 and finished August 29, 1883.

Bulkhead North and South of East Twenty-ninth Street, E. R.

Secretary's Order No. 3401.—Repairs made by the alleged owners, by order of the Board; a row of piles, 3-feet centres, driven in front of the crib for a distance of 60 feet to the north, chocked at the level of the backing-log, and enclosed back to the bed-log with iron rods; began April 3 and finished April 7, 1884; work to south not yet begun.

Bulkhead South of East Thirty-first Street, E. R.

Secretary's Order No. 3072.—An ice platform 9 feet wide and 87 feet long, in sections of about 12 feet in length, resting on "horses," erected on the bulkhead by John M. Briggs, under permit of the Board; began May 23 and finished May 30, 1883.

Secretary's Order No. 3414.—A derrick erected by John H. Briggs, under permit of the Board; began December 15 and finished December 29, 1883.

Bulkhead between East Thirty-first Street and East Thirty-second Street, E. R.

Secretary's Order No. 3476.—Repaired by Lowther Bros., under permit of the Board; began February 17 and finished April 9, 1884.

Secretary's Order No. 3635.—8-inch drain-pipe laid through the bulkhead, by Messrs. Lowther Bros., under permit of the Board, prior to April 26, 1884.

Secretary's Order No. 3637.—A coal-shed erected by Lowther Bros., under permit of the Board; in April, 1884.

Bulkhead between East Forty-second and East Forty-third Streets, E. R.

Secretary's Order No. 3103.—A new string-piece and backing-log, and new fenders, placed by Wilson & Adams, under permit of the Board; began June 11, and finished June 23, 1883.

East Forty-second Street, E. R.

Secretary's Order No. 3059.—Obstructions at foot of street removed by Mr. Eastman, by order of Board; March 17, 1884.

Dump at East Forty-third Street, E. R.

Secretary's Order No. 3296.—Removed by R. J. Wright, by order of the Board; began and finished October 6, 1883.

East Fifty-fourth Street, E. R.

Secretary's Order No. 3505.—A platform on piles, erected by Patrick Norton and others, under permit of the Board; began February 26 and finished March 10, 1884.

Bulkhead at East Sixty-first Street, E. R.

Secretary's Order No. 3473.—Coal derrick erected by Patrick Birmingham, under permit of the Board; began February 11 and finished February 26, 1884.

Bulkhead North of East Sixty-second Street, E. R.

Secretary's Order No. 3214.—9 spruce bearing piles and 6 spruce fender piles driven; 95 lineal feet of backing-log; 120 lineal feet of caps, and 23 rangers 22 feet long, of 9 inches by 14 inches placed, and the whole area, 95 feet by 20 feet, planked with 4-inch yellow pine, by Jabez A. Bostwick, by order of the Board; began January 3 and finished January 11, 1884.

Pier at East Sixty-third Street, E. R.

Secretary's Order No. 3322.—The oil-pipe under the pier repaired by J. A. Bostwick, under permit of the Board; began October 17 and finished November 1, 1883.

East Seventy-third Street to East Seventy-fourth Street, E. R.

Secretary's Order No. 1458.—Blasting rock outside the bulkhead-line to make 15 feet depth of water at low water, by John McArthur, under permit of the Board; a small amount done during year; still in progress.

East Ninety-seventh Street—Half Block South, E. R.

Secretary's Order No. 3537.—Filling with rip-rap slope, deposited by Michael Kane, under permit of the Board; began March 15, 1884; work in progress.

Bulkhead at East Ninety-ninth Street, E. R.

Secretary's Order No. 3269.—Coal derrick erected by John Cavanagh, under permit of the Board; began September 20, 1883, and finished February 1, 1884.

HARLEM RIVER.

East One Hundredth Street to East One Hundred and First Street, H. R.

Secretary's Order No. 3244.—Crib-work bulkhead built on the bulkhead-line from the north line of East One Hundredth street to the south line of East One Hundred and First street, about 584 feet in all, including a slip in the centre, 60 feet wide by 170 to 200 feet long; and dredging done in front, and filling deposited in the rear, by Wm. H. Simonson, under permit of the Board; began October 25, 1883; crib-work finished about April 1, 1884; filling in progress.

Secretary's Order No. 3483.—Close piling, anchored and backed by rip-rap from the crib-bulkhead westerly on the northerly line of East One Hundredth street, and southerly line of East One Hundred and First street, by Wm. H. Simonson, under permit of the Board; began February, 1884; work in progress.

East One Hundred and Fourth Street, H. R.

Secretary's Order No. 3172.—Dredging to a depth of 10 feet at mean low water, done north of the bulkhead platform, by Richard Kelly, by order of the Board; began September 19 and finished September 26, 1883.

Secretary's Order No. 3380.—An earth embankment to protect lots from the tide, made by Wilhelmina Juch, under permit of the Board; began November 23, 1883, and finished about January 1, 1884.

East One Hundred and Fourth and East One Hundred and Fifth Streets, H. R.

Secretary's Order No. 3475.—A dumping-board erected by Wright Ketchum between the streets, under permit of the Board; began February 11 and finished February 14, 1884.

Secretary's Order No. 3166.—A bulkhead platform between the streets, and with its face on the bulkhead-line, built by Richard Kelly, under permit of the Board; began September 19, 1883, and finished January 22, 1884.

East One Hundred and Fifth to East One Hundred and Sixth Street, H. R.

Secretary's Order No. 3523.—Bulkhead platform, 20 feet wide, with filling in rear from north line of East One Hundred and Fifth street to south line of East One Hundred and Sixth street, built by Thomas R. A. Hall and others, under permit of the Board; began March 22, 1884; work in progress.

East One Hundred and Sixth and East One Hundred and Seventh Streets, H. R.

Secretary's Order No. 3370.—Stone derrick foundations, built by Messrs. Robinson & Gale, under permit of the Board; began November 12, 1883, and finished April 12, 1884.

Bulkhead between One Hundred and Thirteenth and One Hundred and Fourteenth Streets, H. R.

Secretary's Order No. 3580.—6 spring piles driven by the National Ice Company, under permit of the Board; began and finished April 10, 1884.

East One Hundred and Twenty-fifth and East One Hundred and Twenty-sixth Streets, H. R.

Secretary's Order No. 3129.—Piles driven for retention of booms to enclose space, about 300 feet by 175 feet, for storage of timber and lumber, by G. T. Gaden & Co., under permit of the Board; began July 10 and finished July 14, 1883.

Pier at East One Hundred and Twenty-seventh Street, H. R.

Secretary's Order No. 3418.—A shed, 100 feet long and 23 feet wide, built thereon by G. F. & E. C. Swift, under permit of the Board; began January 14 and finished about April 30, 1884.

Secretary's Order No. 3381.—Repaired by G. F. & E. C. Swift, under permit of the Board; S. A. Jenks & Co., contractors; began December 10, 1883, and finished January 10, 1884.

Pier between East One Hundred and Twenty-eighth and East One Hundred and Twenty-ninth Streets, H. R.

Secretary's Order No. 3638.—Deck repaired by D. P. Ingraham, under permit of the Board; began April 28, 1884; work in progress.

Second Avenue, H. R.

Secretary's Order No. 3442.—Earth filling deposited under water to support the Croton water-pipe, by Drake, Dwight & Co., under permit of the Board; began January 11, 1884; partially finished.

Platform at East One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 3566.—30 bearing and 6 fender piles driven by James J. Ebert, under permit of the Board; began March 21 and finished April 19, 1884.

Lincoln Avenue, H. R.

Secretary's Order No. 3186.—A pier, 45 feet wide and 100 feet long, on piles, on the north side of the premises between the Morrisania Steamboat Dock and Lincoln avenue, Harlem river, built by Green Wright and B. Lawrence, under permit of the Board; Peter Walls, contractor; began October 19, 1883, and finished January 23, 1884.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 3008.—A platform on piles built, and filling deposited, by T. L. Sturgis, under permit of the Board; began April 18, 1883, and has not been completed.

Pier above High Bridge, H. R.

Secretary's Order No. 2292.—Repairs made by owner by order of Board; began April 15, 1884; work in progress.

Bulkhead East of Morrisania Dock, H. R.

Secretary's Order No. 3010.—About 144 lineal feet of the bulkhead easterly of the Morrisania Steamboat Dock, Harlem river, repaired by Green Wright, under permit of the Board; began April 17 and finished May 12, 1883.

Statement of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1884.

For Years ending April 30.	Total Gross Revenue from Leased Wharves and Wharfage.	Total Annual Expenditures Audited.	Salaries of Commissioners.	Salaries of Secretaries and Subordinates.	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.
1871...	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 36	\$34,258 68	\$40,015 20	\$313,992 68	...
1872...	442,859 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	66,791 45	428,545 08	...
1874...	479,361 51	932,710 32	14,574 73	48,738 55	20,913 32	38,383 62	816,100 10	...
1875...	589,361 06	1,536,204 33	12,443 52	52,783 12	24,029 20	37,674 30	1,409,269 19	...
1876...	65,781 83	692,623 96	12,500 00	31,973 61	15,844 34	28,560 33	603,725 68	...
1877...	706,607 78	433,089 90	12,500 00	24,664 53	10,999 82	29,965 95	354,959 60	...
1878...	853,816 92	486,934 69	11,850 81	21,817 40	9,957 41	31,505 72	388,234 93	\$23,568 42
1879...	762,122 37	373,428 68	11,281 18	20,859 62	13,021 17	28,449 84	240,068 36	50,745 51
1880...	810,465 41	599,768 63	6,000 00	19,766 94	12,786 96	28,450 00	458,338 89	44,485 84
1881...	865,071 59	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	515,044 45	57,492 83
1882...	1,062,162 54	1,180,097 44	9,000 00	22,503 48	12,391 48	32,869 91	829,050 27	274,282 37
1883...	1,162,893 90	973,007 85	9,000 00	25,999 07	13,756 80	33,084 00	715,641 01	155,526 97
1884...	1,246,838 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,280 87	94,725 96

FINANCE DEPARTMENT.

Abstract of the transactions of the Bureau of the City Chamberlain for the week ending March 14, 1885.

Hon. WM. R. GRACE, Mayor :

SIR—In pursuance of section 165 of the Consolidation Act of 1882, I have the honor to transmit herewith a report to March 14 of all moneys received by me and the amount of all warrants paid by me since my last report, March 7, and the amount remaining to the credit of the City of New York on the 14th inst.

OFFICE OF THE CITY CHAMBERLAIN,
NEW YORK, March 21, 1885. }

Very respectfully,
T. S. RUMNEY, Deputy Chamberlain.

DR. THE MAYOR, ALDERMEN AND COMMONALTY OF THE CITY OF NEW YORK, *in account with* HENRY B. LAIDLAW, *Chamberlain, during the week ending March 14, 1885.*

1885. Mar. 14	To Additional Water Fund.....	\$43,107 31	1885. Mar. 7	By Balance.....	\$3,162,142 02
	American Society for Prevention of Cruelty to Animals.....	183 00		Arrears of Taxes.....	
	Assessment Commission Awards.....	131 05		Interest on Taxes.....	
	Assessment Fund—June 9, 1880.....	1,270 00		Assessment Fund.....	
	Charges on Arrears of Taxes.....	141 00		Street Improvement Fund.....	
	Croton Water Fund.....	11,786 62		Interest on Assessments.....	
	Croton Water Rent—Refunding Account.....	46 90		Charges on Arrears of Taxes.....	
	Dock Fund.....	17,536 87		Charges on Arrears of Assessments.....	
	Excise Licenses.....	21,127 59		Land Drainage Fund.....	
	Land Drainage Fund.....	538 27		Water Meter Fund No. 1.....	
	Morningside Park Improvement Fund.....	46 24		Street Improvement Fund.....	
	Refunding Taxes Paid in Error.....	292 70		Taxes.....	
	Restoring and Repaving—Department of Public Works.....	623 00		Interest on Taxes.....	
	Street Improvement Fund—June 9, 1880.....	14,396 05		Licenses.....	
	Tax Sales—Moneys Refunded.....	48 30		Permits.....	
				Tapping Pipes.....	
	Advertising.....	1884. \$106 20		Water Meter Fund No. 2.....	
	Advertising.....	1885. 1,074 60		Restoring and Repaving.....	
	Aqueduct—Repairs, Maintenance and Strengthening.....	1884. 561 03		Dock Fund.....	
	Aqueduct—Repairs, Maintenance and Strengthening.....	1885. 962 71		County Clerk's Fees.....	
	Assessment Commission, Expenses of.....	" 416 06		Forfeited Recognizances.....	
	Armories and Drill Rooms—Wages.....	" 1,596 03		Public Instruction, 1885.....	
	Bronx River Works.....	" 452 00		General Fund.....	
	Contingencies—Comptroller's Office.....	1884. 4 20			
	Contingencies—Comptroller's Office.....	1885. 102 43			
	Contingencies—Department of Public Works.....	1884. 34 50			
	Contingencies—Department of Public Works.....	1885. 80 00			
	Contingencies—Law Department.....	1884. 17 50			
	Contingencies—Law Department.....	1885. 1,059 00			
	Contingencies—Mayor's Office.....	" 17 40			
	Coroners—Salaries and Expenses.....	" 757 00			
	Civil Service of the City of New York.....	1884. 40 00			
	Civil Service of the City of New York.....	1885. 111 18			
	College of the City of New York.....	1884. 4 60			
	College of the City of New York.....	1885. 132 34			
	Cleaning Streets—Department of Street Cleaning.....	1883. 125 00			
	Cleaning Streets—Department of Street Cleaning.....	1884. 48 40			
	Cleaning Streets—Department of Street Cleaning.....	1885. 50,212 82			
	Drainage and Irrigation of the Central Park.....	1884. 407 88			
	Free Floating Baths.....	" 604 48			
	For Claims of Janitors, etc.....	1885. 929 02			
	For Special Counsel, etc.....	" 1,000 00			
	For Burial of Honorably Discharged Soldiers, Sailors and Marines.....	" 35 00			
	For Redemption of Debt of the Annexed Territory.....	" 6,000 00			
	Fire Department Fund—Apparatus.....	1884. 628 47			
	Fire Department Fund—Apparatus.....	1885. 1,806 47			
	Health Fund.....	" 3,381 33			
	Harlem River Bridges—Repairs, Improvements and Maintenance.....	" 850 34			
	Hospital for the Care of Contagious Diseases.....	1884. 61 75			
	Hospital for the Care of Contagious Diseases.....	1885. 2 89			
	Interest on Revenue Bonds, 1884, 1885.....	" 363 56			
	Interest on the City Debt.....	1882. 25 70			
	Interest on the City Debt.....	1883. 50 00			
	Interest on the City Debt—Before January, 1884.....	1884. 1,115 00			
	Interest on the City Debt—Before January, 1885.....	1885. 2,635 00			
	Judgments.....	" 2,789 06			
	Lamps and Gas and Electric Lighting.....	1884. 1,741 69			
	Lamps and Gas and Electric Lighting.....	1885. 26,269 64			
	Maintenance and Government of Parks and Places—Supplies.....	" 8,994 14			
	Maintenance and Government of Parks and Places—Museums.....	" 5 65			
	Maintenance and Government of Parks and Places—Police.....	" 5,100 64			
	Maintenance and Government of Parks and Places—Zoological Department.....	" 331 07			
	New York Catholic Protectory.....	" 17,735 47			
	New York Infirmary for Women and Children.....	" 200 00			
	Printing, Stationery and Blank Books.....	1884. 191 21			
	Printing, Stationery and Blank Books.....	1885. 3,876 36			
	Public Buildings—Construction and Repairs.....	1884. 857 37			
	Public Buildings—Construction and Repairs.....	1885. 780 11			
	Public Charities and Correction—Supplies.....	1881. 918 70			
	Public Charities and Correction—Supplies.....	1884. 2,287 20			
	Public Charities and Correction—Supplies.....	1885. 25,872 23			
	Public Instruction.....	1883. 23 00			
	Public Instruction.....	1884. 5,087 60			
	Public Instruction.....	1885. 251,281 89			
	Rents.....	1884. 141 66			
	Riverside Avenue.....	1885. 339 52			
	Riverside Park.....	" 263 57			
	Real Estate—Expenses.....	1884. 3 80			
	Repairs and Renewal of Pipes, Stop cocks, etc.....	" 11 50			
	Refunding Interest and Charges on Lands Sold for Taxes and Assessments.....	1882. 10 08			
	Salaries—Inspectors and Sealers of Weights and Measures.....	1884. 100 00			
	Salaries of the Engineer and Assistant Engineer of the County Jail.....	1885. 83 33			
	Salaries—Mayor's Office.....	" 833 33			
	Supplies for and Cleaning Public Offices.....	1884. 1,983 22			
	Supplies for and Cleaning Public Offices.....	1885. 341 43			
	Skate Building.....	1884. 6,147 69			
	Surveys, Maps and Plans.....	1885. 902 23			
	Surveying, Laying-out, etc.—Tax and Assessment Maps—Twenty-third and Twenty-fourth Wards.....	" 1,635 05			
	Street Improvements—Surveying, etc.....	" 72 00			
	Steam Heating—City Hall.....	1884. 43 50			
	Sewers—Repairing and Cleaning.....	1885. 1,015 20			
	Balance.....				
		445,306 97			
		2,761,134 64			
		\$3,317,716 51			

1885. Mar. 7	By Balance.....	\$3,162,142 02
	Arrears of Taxes.....	
	Interest on Taxes.....	
	Assessment Fund.....	
	Street Improvement Fund.....	
	Interest on Assessments.....	
	Charges on Arrears of Taxes.....	
	Charges on Arrears of Assessments.....	
	Land Drainage Fund.....	
	Water Meter Fund No. 1.....	
	Street Improvement Fund.....	
	Taxes.....	
	Interest on Taxes.....	
	Licenses.....	
	Permits.....	
	Tapping Pipes.....	
	Water Meter Fund No. 2.....	
	Restoring and Repaving.....	
	Dock Fund.....	
	County Clerk's Fees.....	
	Forfeited Recognizances.....	
	Public Instruction, 1885.....	
	General Fund.....	

E. & O. E.
NEW YORK, March 14, 1885.

1885.
Mar. 14 By Balance \$2,761,134 64
T. S. RUMNEY, Deputy Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, *in account with* HENRY B. LAIDLAW, *Chamberlain, for and during the week ending* March 14, 1885.

			SINKING FUND FOR THE REDEMPTION OF THE CITY DEBT.	SINKING FUND FOR THE PAYMENT OF INTEREST ON THE CITY DEBT.
1885. Mar. 7	By Balance, as per last account current.....	Cady	\$634 60	\$1,312,744 89
" 14	Assessment Fund.....	Tomes	3,539 43	
	Street Improvement Fund	Byrnes	3,460 22	
	Market Rent and Fees	Voorhis	20 00	
	Licenses	Squire	10,708 11	
	Dock and Slip Rent	Importers and Traders' National Bank	980 31	
	Street Vaults	Phenix National Bank	938 54	
	Interest on Deposits.....	Gallatin National Bank.....	194 45	
	"	Mercantile National Bank.....	479 45	
	"		95 89	
	Croton Water Rent and Penalties.....	Chambers	21,051 00	
	Croton Water Arrears and Interest	Cady	\$12,885 78	
	Croton Water Arrears.....	McMahon.....	306 79	
	Fines.....	Britton	1,070 05	
	Court Fees and Fines	Gilroy	14 00	
	"	Smyth	100 75	
	"	Creegan	290 00	
	Stenographers' Fees	Keenan	164 00	
	House Rent.....	Tomes	453 00	
	To Sinking Fund Redemption		1,016 39	
	Balances.....			16,300 76
			\$301 50	
			1,333,494 39	\$199,590 23
			\$1,333,795 89	\$199,590 23
			\$1,333,795 89	\$199,590 23

Mar. 14, 1885. By Balances.....
E. & O. E.
NEW YORK, March 14, 1885.

T. S. RUMNEY, Deputy Chamberlain.

POLICE DEPARTMENT

The Board of Police met on the 24th day of March, 1885.
Present—Commissioners French, Matthews, Porter and McClave.

Leaves of Absence Granted.

Patrolman Patrick Murphy, Third Precinct, five days, half pay.

John Huntzinger, Fifth Precinct, one and one-half days, half pay.

Weekly statement of the Comptroller, showing condition of the several accounts of the Police Department, was referred to the Treasurer.

Report of the Superintendent, inclosing \$95 fees for mask ball permits for week ending 21st instant, was referred to the Treasurer to pay over to the Pension Fund.

Report of Captain Webb, Fourth Precinct, on complaint of property-owners in neighborhood of Water and Roosevelt streets relative to houses of ill-fame, was ordered on file and copy to be forwarded to the Mayor.

Report of Captain Cortright, Thirty-second Precinct, inclosing \$25 received by Patrolman Lawrence J. Lynch from Thomas Pond, alias Thomas Clark, as a bribe to permit violation of the Excise Law, was ordered on file and the money returned to the officer with direction to return it to the owner.

Report of the Treasurer's Bookkeeper of Property Clerk's sale receipts, \$450.15, was referred to the Treasurer to pay over to the City Chamberlain.

Mask Ball Permits Granted.

John J. Harrison, at No. 116 East Thirteenth street, April 8. Fee, \$10.

Emil R. Hoffman, at St. Ann's avenue, near One Hundred and Sixty-first street, April 14. Fee, \$10.

Application of Patrolman Martin Fay, Eighth Precinct, for full pay while sick, was denied.

Application of Roundsman John J. Donohue, Tenth Precinct, for permission to be examined by the Civil Service Examiners for promotion, was referred to the Superintendent for report as to conduct and efficiency.

Application of Patrolman Francis McCarton, Ninth Precinct, for promotion, was referred to the Superintendent to cite for examination.

The following applications for promotion of Captain Alex. S. Williams to rank of Inspector were ordered on file:

A. W. Peters and others, members of Consolidated Stock and Petroleum Exchange.

W. de Goicouira and others, members of New York Stock Exchange.

Geo. Henriques and others, Alex. Henriques and Charles Delmonico.

Communication from Sheridan Shook, offering the Union Square Theatre for series of performances for benefit of the Pension Fund, was referred to the Chief Clerk to answer.

Communication from Louis J. Grant, attorney, demanding moneys deducted from salary of late Patrolman Samuel Pabor, was referred to the Counsel to the Corporation.

Communication from J. A. Brown, relative to unlicensed liquor dealers in Pearl and Chatham streets, was referred to the Superintendent.

Communication from Patrolman George Dennerlein, Thirty-third Precinct, relative to his duties as Roundsman, was referred to Commissioners Matthews and McClave.

Transfers and Detail.

Sergeant Joseph Stewart, from Thirty-fourth Precinct to Twenty-sixth Precinct, in command.

Patrolman Henry H. Pellett, from Eighth Precinct to Sixth Precinct.

Patrolman James Flynn, Tenth Precinct, detail to house duty.

Resolved, That the Superintendent and Inspector Murray be directed to select a competent Sergeant to take command of the Eleventh Precinct, and to make such transfers for the purpose as may be required.

Whereas, Doubts are entertained by this Board as to whether a Captain of Police may be promoted to the grade of Inspector without competitive examination, as provided in the regulations adopted for the government of the Civil Service Examining Boards; therefore

Resolved, That Captain Henry V. Steers be and he is hereby promoted to the grade of Inspector of Police, provisionally, subject to the Civil Service examination, if such be required under the law, and not to qualify as such Inspector until it shall be determined whether he is subject to such Civil Service examinations.

Resolved, That the Superintendent be directed to assign him to duty as Acting Inspector.

Special Patrolmen Appointed.

Sidney W. Curtis, for August T. Post, 25 Nassau street.

Pensions Granted.

Elizabeth Walker, widow of late Pensioner John Walker, \$300 per year, from February 7, 1885.

Doretta Wohltman, widow of late Patrolman Claus Wohltman, \$300 per year, from March 11, 1885.

Judgments—Fines Imposed.

Patrolman James A. Wilson, Eighth Precinct, two days' pay.

William H. Hughes, Thirteenth Precinct, three days' pay.

Charles F. Flay, Thirteenth Precinct, one day's pay.

Thomas Meehan, Eighteenth Precinct, one day's pay.

John J. Campbell, Twenty-seventh Precinct, one day's pay.

Wilbur F. Carpenter, Twenty-ninth Precinct, one-half day's pay.

Wilbur F. Carpenter, Twenty-ninth Precinct, one-half day's pay.

Mathias Jennings, Twenty-ninth Precinct, one day's pay.

Henry Heinz, Thirty-third Precinct, one day's pay.

James Fahey, Thirty-third Precinct, one day's pay.

Thomas Mongan, Fourth Precinct, two days' pay.

Robert Potter, Eighth Precinct, one day's pay.

John H. Repper, Tenth Precinct, one day's pay.

James Duncan, Eighteenth Precinct, one day's pay.

Matthew J. Colbert, Twenty-ninth Precinct, one day's pay.

Henry Gregg, Twenty-ninth Precinct, one day's pay.

John F. Byrnes, Thirty-third Precinct, one day's pay.

James Timony, Seventeenth Precinct, two days' pay.

Thomas Cassidy, Eighteenth Precinct, one day's pay.

Fredk. J. Cregier, Twenty-ninth Precinct, one day's pay.

James J. Perkins, Twenty-ninth Precinct, one day's pay.

Lawrence J. Lynch, Thirty-second Precinct, two days' pay.

Reprimands.

Patrolman James Goodison, Twenty-seventh Precinct.

Francis P. Ryan, Twenty-seventh Precinct.

Complaints Dismissed.

Precinct.	Complaint.	Precinct.
4	James Griffin	9
7	William J. Collins	18
8	Edward J. Quirk	32
8	Edward J. Quirk	

Adjourned.

WM. DELAMATER, First Deputy Clerk.

APPROVED PAPERS.

Resolved, That permission be and the same is hereby given to James Hamel to fill in, regulate, grade, curb and flag One Hundred and Second street, commencing at Tenth avenue and running westerly about one hundred feet, the work to be done at his own expense, under the direction of the Commissioner of Public Works.

Adopted by the Board of Aldermen, March 9, 1885.

Approved by the Mayor, March 16, 1885.

Resolved, That permission be and the same is hereby given to George S. Payson to lay a plank walk, two feet wide, on Inwood street, from the railroad station to the Kingsbridge road, the work to be done at his own expense, under the direction of the Commissioner of Public Works; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, March 9, 1885.

Approved by the Mayor, March 16, 1885.

METEOROLOGICAL OBSERVATORY

OF THE

DEPARTMENT OF PUBLIC PARKS,

CENTRAL PARK, NEW YORK.

Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the Ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS,

For the Week ending March 21, 1885.

Barometer.

DATE.	MARCH.	7 A. M.	2 P. M.	9 P. M.	MEAN FOR THE DAY.	MAXIMUM.		MINIMUM.	
		Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Time.	Reduced to Freezing.	Time.
Sunday,	15	29.650	29.492	29.500	29.547	29.798	0 A. M.	29.488	5 P. M.
Monday,	16	29.638	29.706	29.814	29.736	29.900	12 P. M.	29.578	0 A. M.
Tuesday,	17	30.042	29.992	30.034	30.022	30.076	9 A. M.	29.900	0 A. M.
Wednesday,	18	29.984	29.822	29.758	29.855	30.044	0 A. M.	29.708	12 P. M.
Thursday,	19	29.618	29.482	29.546	29.548	29.708	0 A. M.	29.468	4 P. M.
Friday,	20	29.500	29.552	29.798	29.616	29.836	12 P. M.	29.490	4 A. M.
Saturday,	21	29.982	29.946	30.062	29.997	30.100	12 P. M.	29.886	0 A. M.

Mean for the week 29.760 inches.

Maximum " at 12 P. M., March 21 30.100 "

Minimum " at 4 P. M., " 19 29.468 "

Range "632 "

Thermometers.

DATE.	MARCH.	7 A. M.	2 P. M.	9 P. M.	MEAN.	MAXIMUM.		MINIMUM.		MAXIMUM.
		Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	In Sun.
Sunday,	15	40	36	45	41	43	40	39	45	45
Monday,	16	30	27	33	32	31	31.6	30.0	36	36
Tuesday,	17	10	8	20	19	16	15.3	13.0	25	25
Wednesday,	18	8	7	23	22	22	17.6	17.0	25	25
Thursday,	19	20	19	30	29	18	23.0	22.0	30	30
Friday,	20	11	10	20	19	16	15.6	14.6	21	21
Saturday,	21	10	8	19	19	19	16.0	15.3	21	21

Mean for the week 23.1 degrees 21.5 degrees.
Maximum for the week, at 3 P. M., 15th 45. " at 3 P. M., 15th 41. "
Minimum " " at 7 A. M., 18th 8. " at 7 A. M., 18th 7. "
Range " " 37. " 34. "

Wind.

DATE.	MARCH.	DIRECTION.			VELOCITY IN MILES.				FORCE IN POUNDS PER SQUARE FOOT.				
		7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Distance for the Day.	7 A. M.	2 P. M.	9 P. M.	Max.	Time.
Sunday,	15....	SSE	SSW	WNW	61	73	41	175	¾	½	0	5¾	9.20 A. M.
Monday,	16....	WNW	WNW	NNW	92	70	47	209	0	2¾	0	7½	1.30 A. M.
Tuesday,	17....	NNW	WNW	NW	114	66	72	252	2	1	0	5½	2.10 A. M.
Wednesday,	18....	NE	NNW	NNE	59	28	25	112	¼	0	0	¾	11.30 P. M.
Thursday,	19....	E	SSW	NW	40	29	85	154	0	1	2	6¼	7.10 P. M.
Friday,	20....	WNW	NW	WNW	117	140	155	412	1¼	9	8	16	1.40 P. M.
Saturday,	21....	WNW	WNW	NW	176	109	89	374	2¼	5	0	10	1.10 A. M.

Distance traveled during the week 1,688 miles.

Maximum force " " 16 pounds.

DATE. MARCH.	Hygrometer.						Clouds.			Rain and Snow. Ozone.					
	FORCE OF VAPOR.			RELATIVE HUMIDITY.			CLEAR, O. OVERCAST, 10.			DEPTH OF RAIN AND SNOW IN INCHES.					
	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	7 A. M.	2 P. M.	9 P. M.	Time of Beginning.	Time of Ending.	Duration. H. M.	Amount of Water.	Depth of Snow.	O. 10.
Sunday, 15	.160	.205	.203	64	68	75	10	10	10	7.20 A.M.	5 P.M.	9.40	.29	....	3
Monday, 16	.113	.168	.162	67	89	89	1 S.	0	10	8 P.M.	9 P.M.	1.00	.04	½"	9
Tuesday, 17	.040	.092	.029	58	85	32	2 Cir.	10	0	.....	.....	.....	.....	.....	7
Wedn'day, 18	.048	.107	.118	77	86	100	2 Cir. S.	3 Cir. S.	0	.....	.....	.....	.....	.....	1
Thursday, 19	.092	.149	.087	85	89	84	5 Cir.	10	0	2.40 P.M.	4 P.M.	1.20	.03	½"	5
Friday, 20	.057	.092	.074	79	85	83	0	4 Cir. Cu.	0	.....	.....	.....	.....	.....	7
Saturday, 21	.040	.103	.103	58	100	100	0	0	0	.....	.....	.....	.....	.....	6

Total amount of water for the week36 inch.

Duration for the week 12 hours, 00 minutes.

Depth of snow 1 inch.

DANIEL DRAPER, Ph. D., Director.

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, 9 A. M. to 3 P. M.
WILLIAM R. GRACE, Mayor; RICHARD J. MORRISON, Secretary; WILLIAM L. TURNER, Chief Clerk.

Mayor's Marshal's Office.

No. 1 City Hall, 9 A. M. to 4 P. M.
THOMAS W. BROWN, First Marshal.
GEORGE W. BROWN, Jr., Second Marshal.

Permit Bureau Office.

No. 13 City Hall, 9 A. M. to 4 P. M.
HENRY WOOD, Registrar.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 9 A. M. to 4 P. M.
WM. PITT SHEARMAN, J. B. ADAMSON.

AQUEDUCT COMMISSIONERS.

Room 78, Tribune Building, 9 A. M. to 5 P. M.
THE MAYOR, President; JAMES W. MCCULLOH, Secretary; BENJAMIN S. CHURCH, Chief Engineer.

LEGISLATIVE DEPARTMENT.

Office of Clerk of Common Council.

No. 8 City Hall, 10 A. M. to 4 P. M.
ADOLPH L. SANGER, President Board of Aldermen.
FRANCIS J. TWOMEY, Clerk Common Council.

City Library.

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

DEPARTMENT OF PUBLIC WORKS.

Commissioner's Office.

No. 31 Chambers street, 9 A. M. to 4 P. M.
ROLLIN M. SQUIRE, Commissioner; DAVID 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.
GEORGE A. JEREMIAH, Superintendent.

Engineer-in-Charge of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M.
STEVENSON TOWLE, Engineer-in-Charge.

Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P. M.
THOMAS H. MCAVOY, 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.
GEO. E. BABCOCK, Superintendent.

Bureau of Incumbrances.

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

Keeper of Buildings in City Hall Park.

MARTIN J. KREESE, City Hall.

FINANCE DEPARTMENT.

Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
EDWARD V. LOWE, 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.
WM. J. LYON, Auditor of Accounts.
DAVID E. AUSTEN, Deputy 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.
FRANCIS TOMES, Collector of the City Revenue and Superintendent of Markets.

Bureau for the Collection of Taxes.
First floor, Brown-stone Building, City Hall Park.
MARTIN T. McMAHON, Receiver of Taxes; ALFRED VREDENBURG, Deputy Receiver of Taxes.

Bureau of the City Chamberlain.
Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
HENRY B. LAIDLAW, City Chamberlain.

Office of the City Paymaster.
Room 1, New County Court-house, 9 A. M. to 4 P. M.
MOOR FALLS, 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.
E. HENRY LACOMBE, 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.
ALGERNON S. SULLIVAN, Public Administrator.

Office of the Corporation Attorney.

No. 49 Beekman street, 9 A. M. to 4 P. M.
WILLIAM A. BOYD, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.
STEPHEN B. FRENCH, President; 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, 8.30 A. M. to 5.30 P. M.
JACOB HESS, President; GEORGE F. BRITTON, Secretary.

FIRE DEPARTMENT.

Office hours for all except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, to 3 P. M.

Headquarters.

Nos. 155 and 157 Mercer street.
CORNELIUS VAN COTT, 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. SHELDON, Fire Marshal.

Bureau of Inspection of Buildings.

ALBERT F. D'OENCH, Inspector of Buildings.

Attorney to Department.

WM. L. FINDLEY, Nos. 155 and 157 Mercer street.

Fire Alarm Telegraph.

J. ELLIOT SMITH, Superintendent of Telegraph, Nos. 155 and 157 Mercer street.

Central Office Fire Alarm Telegraph 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.

ALEXANDER SHALER, President; EMMONS CLARK, Secretary.

DEPARTMENT OF PUBLIC PARKS.

No. 36 Union Square, 9 A. M. to 4 P. M.

JOHN D. CRIMMINS, President; EDWARD P. BARKER, 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.

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

LUCIUS J. N. STARK, President; JOHN T. CUMING, Secretary.

Office hours from 9 A. M. to 4 P. M. daily, except Saturdays; on Saturdays as follows: from September 15 to June 15, from 9 A. M. to 3 P. M.; from June 15 to September 15, 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, 3 P. M.

THOMAS B. ASTEN, 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 COMBERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 33 Park Row, "World" Building, Rooms 8 and 9, 9 A. M. to 4 P. M.

JAMES S. COLEMAN, Commissioner; JACOB SEABOLD, Deputy Commissioner; M. J. MORRISON, Chief Clerk.

CIVIL SERVICE ADVISORY AND EXAMINING BOARDS.

No. 23 East Twentieth street.

EVERETT P. WHEELER, Chairman of the Advisory Board; CHARLES H. WOODMAN, 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.

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

BOARD OF EXCISE.

Corner Bond street and Bowery, 9 A. M. to 4 P. M.

NICHOLAS HAUGHTON, President; JOHN K. PERLEY, Secretary and Chief Clerk.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 39),
No. 300 MULBERRY STREET,
NEW YORK, 1884.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 39, 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, March 25, 1885.

PROPOSALS FOR TWO THOUSAND BARRELS BEST QUALITY ROSENDALE CEMENT.

BIDS OR ESTIMATES, INCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder endorsed thereon, will be received at this office until Tuesday, April 7, 1885, at 12 o'clock M., at which place and hour they will be publicly opened by the head of the Department and read, for

FURNISHING AND DELIVERING TWO THOUSAND BARRELS BEST QUALITY ROSENDALE CEMENT.

To be furnished and delivered on the line of the Aqueduct in 50-barrel lots as follows: Second Division, 100 barrels; Third Division, 100 barrels; Fourth Division, 500 barrels; Sixth Division, 500 barrels; Seventh Division, 200 barrels.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person

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

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

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

No estimate will be considered unless accompanied by either a certified check upon one of the national banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall neglect or refuse, 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 be 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 the office of the Chief Engineer of the Croton Aqueduct, Room 10, No. 31 Chambers street.

ROLLIN M. SQUIRE,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
ROOM 6, NO. 31 CHAMBERS STREET,
NEW YORK, March 14, 1885.

PROPOSALS FOR COMPOSITION TAPPING-COCKS, PLUGS AND CAST-IRON TAPPING-COCK BOXES.

BIDS OR ESTIMATES, INCLOSED IN A SEALED envelope, with the title of the work and the name of the bidder endorsed thereon, will be received at this office until Friday, March 27, 1885, at 12 o'clock M., at which place and hour they will be publicly opened by the head of the Department and read for the following:

FOR FURNISHING AND DELIVERING COMPOSITION TAPPING-COCKS, PLUGS AND CAST-IRON TAPPING-COCK BOXES.

Bidders for the above contracts must be regularly engaged in the business and well prepared for furnishing the materials they propose for; and no contract will be made with any bidder who is not prepared to furnish satisfactory evidence to that effect.

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

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

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

No estimate will be considered unless accompanied by either a certified check upon one of the national banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must not be included in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall neglect or refuse, 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 be 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 the office of the Chief Engineer of the Croton Aqueduct, Room 10, No. 31 Chambers street.

ROLLIN M. SQUIRE,
Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,

COMMISSIONER'S OFFICE,

No. 31 CHAMBERS STREET,
NEW YORK, Nov. 1, 1884.

PUBLIC NOTICE IS HEREBY GIVEN to the property-owners of the City of New York that, by the New York City Consolidated Act of 1882, among other matters relating to Croton water rates and affecting all properties liable for Croton water charges, is embraced the following, in "Title 2, Duties and Powers of the Department of Public Works as to Procuring and Distributing Water":

§ 350. The Commissioner of Public Works shall, from time to time, establish scales of rents. * * * * * Such rents 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 shall become a charge and lien upon such houses and lots, respectively, as provided by law.

It becomes my duty to state that on and after the first day of April, 1885, all extra charges, such as steam-engines, bakeries, barbers, bathing-tubs, boarding-houses, boarding-schools, building purposes, horses, horse-troughs, hotels, porter-houses, taverns, etc., printing offices, stone cutting or dressing, slaughter-houses, dyeing, water-closets and urinals, laundries, restaurants, soda fountains, extra families, oyster and coffee saloons, water by meter measurement, meters and meter setting, and all other purposes for which the use of Croton water is chargeable according to law, are liens, and unless paid on or before the 30th day of April next must be returned to the Clerk of Arrears, with the amount due on each lot.

HUBERT O. THOMPSON,

Commissioner of Public Works.

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS,
STAATS ZEITUNG BUILDING,
NEW YORK.

IN COMPLIANCE WITH SECTION 817 OF THE City Consolidation Act of 1882, it is hereby advertised that the books of "The Annual Record of the Assessed Valuations of Real and Personal Estate" of the City and County of New York, for the year 1885, will be open for examination and correction from the second Monday of January, 1885, until the first day of May, 1885.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on personal estate must be made by the person assessed, to the said Commissioners, between the hours of 10 A. M. and 2 P. M. at this office during the same period.

THOMAS B. ASTEN,
EDWARD C. DONNELLY,
THOMAS L. FEITNER,
Commissioners of Taxes and Assessments.

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, 1883.

APPLICATIONS FOR EXEMPTIONS WILL BE heard here, from 10 to 3 daily, from all persons hitherto liable or recently serving who have become exempt, and all needed information will be given.

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

Persons "enrolled" as liable must serve when called or pay their fines. No mere excuse will be allowed or interference permitted. The fines if unpaid will be entered as judgments upon the property of the delinquents.

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

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

GEORGE CAULFIELD,
Commissioner of Jurors.

AQUEDUCT COMMISSION.

COMMISSIONERS OF APPRAISAL OF REAL ESTATE
TO BE TAKEN FOR THE NEW
AQUEDUCT WITHIN THE COUNTY OF NEW YORK.

EVERY OWNER OR PERSON IN ANY WAY interested in any real estate between the Harlem river and the northern boundary of the City and County of New York, intended to be taken or entered upon and used and occupied for the purposes of the new Aqueduct; also any owner or person interested in any real estate contiguous thereto, and which may be affected by the construction and maintenance of said aqueduct, or of any of the works connected therewith, is hereby required to present his claim to the Commissioners of Appraisal appointed for the purpose of appraising such lands and easements, or ascertaining such damages, at the offices of said Commissioners, Room 303, in the Mutual Life Insurance Building, No. 32 Nassau street, in the City of New York.

All said claims may be filed on and after the first day of October, 1884. The maps showing the location of the Aqueduct, and the lands and interests to be acquired will be on file at the said offices on and after that date.

E. ELLERY ANDERSON,
HENRY F. SPAULDING,
ROBERT MURRAY,
Commissioners

DEPARTMENT OF PUBLIC PARKS.

DEPARTMENT OF PUBLIC PARKS,
36 UNION SQUARE,
NEW YORK, March 18, 1885.

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

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

The quality of the articles, supplies, goods, wares, and merchandise must conform in every respect to the samples of the same, respectively, at the office of the said Department. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required, before making their estimates.

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

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

Payment will be made by a requisition on the Comptroller, issued on the completion of the contract, or from time to time, as the Commissioners may determine.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Commissioners of Public Charities and Correction.

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

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

Dated New York, March 16, 1885.

THOMAS S. BRENNAN,
HENRY H. PORTER,
JACOB HESS,
Commissioners of the Department of
Public Charities and Correction.

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

TO CONTRACTORS.

PROPOSALS FOR THE SEVERAL WORKS, MATERIALS, MATTERS AND THINGS REQUIRED FOR THE ALTERATION AND REPAIR OF THE OLD GOUVERNEUR SLIP, FOR THE PURPOSE OF CONVERTING THE SAME INTO A RECEPTION HOSPITAL SOUTH OF CANAL STREET, IN THE CITY OF NEW YORK.

THE SPECIFICATIONS AND PLANS FOR which are at this office—will be received at the office of the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A. M., of Friday, March 27, 1885. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for RECEPTION HOSPITAL SOUTH OF CANAL STREET, for which there is one separate set of specifications, and the work for which is to be let in one contract, and with his or her name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of the Board 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 a contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

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 TEN THOUSAND (\$10,000) 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 27 of chapter 8 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered to be approved by the Comptroller of the City of New York.

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

Should the lowest formal estimate be accepted by the Board of Public Charities and Correction, due notice of this fact will be given forthwith upon the receipt of the Comptroller's approval of the sureties, presented by the bidder as consenting to be bound for the faithful execution of this contract if awarded. Thereupon, if the Board shall not deem it for the best interests to reject all the proposals, the contract for this aforesaid work shall be awarded to this lowest bidder, who shall execute the contract and bond of even date therewith in due form, to the satisfaction of said Board, within five days after the award aforesaid. If the party or parties to whom said contract is awarded neglect or refuse to execute the same as aforesaid, the said contract shall be regarded as having been abandoned, the party or parties notified as in default to the Corporation of the City of New York, and the work will be re-advertised as provided in section 64, chapter 410, Laws of 1882.

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, as the Commissioners may determine.

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, AND ARE PARTICULARLY CAUTIONED TO EXAMINE WITH CARE THE PROVISIONS OF ARTICLE 5 OF THE PRINTED CONTRACT FORM.

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, March 11, 1885.

THOMAS S. BRENNAN, President,
HENRY H. PORTER, Commissioner,
JACOB HESS, Commissioner,
Public Charities and Correction.

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 1899, No. 1. Paving Lexington avenue, from One Hundred and Fourth to One Hundred and Thirty-first street, with granite-block pavement.

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 Lexington avenue, from One Hundred and Fourth to One Hundred and Thirty-first street, and to the extent of half the block at the intersecting streets.

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 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 20th day of April ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, March 17, 1885.

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 1877, No. 1. Regulating, grading, setting curb-stones and flagging sidewalks four feet wide, in Ninth avenue, from the centre line of Eighty-first street to the south curb-line of One Hundred and Tenth street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Ninth avenue, from Eighty-first to One Hundred and Tenth street, and to the extent of half the block at the intersecting streets.

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 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 16th day of April ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, March 14, 1885.

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 1793, No. 1. Sewer in Fourth avenue (east side), between Eighty-second and Eighty-third 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. East side of Fourth avenue, between Eighty-second and Eighty-third streets.

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 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 13th day of April ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, March 11, 1885.

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 1344, No. 1. Regulating, grading, setting curb, gutter stones and flagging on Lexington avenue, from One Hundred and Second street to Harlem river.

List 1629, No. 2. Drains for the lands bounded on the north by Fordham and Pelham avenues, on the south by the Kingsbridge road, on the east by the Southern Boulevard, and on the west by Arthur street, in the Twenty-fourth Ward.

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 Lexington avenue, from One Hundred and Second street to Harlem river, and to the extent of one-half the block at the intersecting streets.

No. 2. Quarry and Kingsbridge road on the south, College street, Fordham and Pelham avenues on the north, both sides of the Southern Boulevard on the east, and both sides of Arthur street on the west, in the Twenty-fourth Ward.

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 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 13th day of April ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, March 10, 1885.

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 1457, No. 1. Regulating, grading, curb and gutter stones, and flagging Tenth avenue, from One Hundred and Tenth to Manhattan street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Tenth avenue, from One Hundred and Tenth to Manhattan street, and to the extent of one-half the block at the intersecting streets.

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 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 April ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, March 7, 1885.

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 1987, No. 1. Regulating and paving with granite block pavement Fourth avenue, on the west side from One Hundred and Twenty-fourth to One Hundred and Thirty-third street and on the east side from One Hundred and Twenty-fourth to One Hundred and Thirty-second street.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Fourth avenue, from One Hundred and Twenty-fourth to One Hundred and Thirty-third street and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Fourth avenue, from One Hundred and Sixteenth to One Hundred and Twenty-fourth street and to the extent of half the block at the intersecting streets.

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 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 30th day of March ensuing.

JOHN R. LYDECKER,
JOHN W. JACOBUS,
JOHN MULLALLY,
HENRY A. GUMBLETON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, February 26, 1885.

THE CITY RECORD.

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

BOARD OF EDUCATION.

SEALED PROPOSALS WILL BE RECEIVED AT the Hall of the Board of Education, corner of Grand and Elm streets, by the School Trustees of the Fourteenth Ward, until 4 o'clock P. M. on Monday, the 30th day of March, 1885, for Erecting Two Iron Stairways at Grammar School-house No. 30, on Baxter street, near Grand street.

Plans and specifications may be seen, and blanks for proposals and all necessary information may be obtained, at the office of the Superintendent of School Buildings, No. 146 Grand, corner of Elm street, third floor.

The party submitting a proposal, and the parties proposing to become sureties, must each write his name, place of residence and place of business on said proposal. Two responsible and approved sureties, residents of this city, are required in all cases.

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

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

JOHN D. KINNER,
FRANKLIN SMITH, M. D.
HENRY IDEN, JR.,
JOHN O'NEILL,
Board of School Trustees, Fourteenth Ward.

Dated New York, March 16, 1885.

FINANCE DEPARTMENT.

INTEREST ON CITY STOCKS.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due May 1, 1885, will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from March 28 to May 1, 1885.

EDWARD V. LOEW,
Comptroller.

FINANCE DEPARTMENT—COMPTROLLER'S OFFICE,
NEW YORK, March 23, 1885.

CITY OF NEW YORK,
FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE,
March 16, 1885.

NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 916 OF THE "New York City Consolidation Act of 1882," the Comptroller of the City of New York hereby gives public notice to all persons, owners of property affected by the following assessment lists, viz.:

Chatham street sewer, between New York and Brooklyn Bridge and Frankfort street, with alteration and improvement to sewer in Frankfort street, between Chatham and William streets.

Twentieth street sewer, between Fourth avenue and Irving place, from end of present sewer in Twentieth street, east of Irving place.

Eighty-second street sewer, between Eighth and Tenth avenues.

One Hundred and Fourth street sewer, between Eighth and Ninth avenues.

Fourth avenue paving, from One Hundred and Second to One Hundred and Sixteenth street, with granite-block pavement.

One Hundred and Thirty-sixth street regulating, grading, setting curb-stones and flagging, from Fifth to Eighth avenue.

One Hundred and Seventy-fifth street regulating and grading, between Tenth avenue and the Kingsbridge road.

Lincoln avenue crosswalks, from Southern Boulevard to One Hundred and Thirty-seventh street.

One Hundred and Fifty-eighth street crosswalks, at the intersections of Melrose, Courtland, College and Railroad avenues.

—which were confirmed by the Board of Revision and Correction of Assessments, March 11, 1885, and entered on the same date in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon as provided in section 917 of said "New York City Consolidation Act of 1882."

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

The above assessment is payable to the Collector of Assessments and Clerk of Arrears, at the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," between the hours of 9 A. M. and 2 P. M., and all payments made thereon, on or before May 20, 1885, will exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

EDWARD V. LOEW,
Comptroller.

NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID TAXES AND CROTON WATER RENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives Public Notice that the sale at public auction of lands and tenements in said City for unpaid taxes levied in the year 1880, and Croton Water Rents laid for the year 1879, and now remaining due and unpaid, which sale is advertised to be held at the County Court-house, in the City Hall Park, in the City of New York, on Monday, December 22, 1884, at 12 o'clock noon, has been and is hereby postponed by him until Monday, May 11, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

EDWARD V. LOEW,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Dec. 20, 1884.

NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE CITY OF NEW YORK.

PURSUANT TO SECTION 928 OF THE NEW York City Consolidation Act of 1882, the Comptroller of the City of New York hereby gives PUBLIC NOTICE that the sale at public auction of lands and tenements in said City for unpaid assessments laid and confirmed during the year 1879 and prior thereto, for local improvements, which sale is advertised to be held at the County Court-house, in the City Hall Park, in the City of New York, on Monday, November 24, 1884, at 12 o'clock noon, has been and is hereby postponed by him until Monday, May 25, 1885, to be held on that day at the same hour and place.

A pamphlet containing a detailed statement of the property advertised for sale may be obtained at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

S. HASTINGS GRANT,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, Nov. 15, 1884.

REAL ESTATE RECORDS.

THE ATTENTION OF LAWYERS, REAL Estate Owners, Monetary Institutions engaged in making loans upon real estate, and all who are interested in providing themselves with facilities for reducing the cost of examinations and searches, is invited to these Official Indices of Records, containing all recorded transfers of real estate in the City of New York from 1653 to 1857, prepared under the direction of the Commissioners of Records.

Grantors, grantees, suits in equity, insolvents' and Sheriff's sales, in 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 Angell Comptroller's Office, New County Court-house."

EDWARD V. LOEW,
Comptroller.