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DEPARTMENT OF DOCKS.

Fifteenth Annual Report, for the Year Ending April 30, 1885.

CITY OF NEW YORK—DEPARTMENT OF DOCKS,
NOS. 117 AND 119 DUANE STREET,
NEW YORK, September 10, 1885.

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

SIR—By the direction of the Board governing this Department, and in accordance with the provisions of section 719, chapter 410, Laws of 1882, I transmit herewith the annual report of the operations of this Department for the fiscal year ending April 30, 1885.

Very respectfully,
JOSEPH KOCH, President.

DEPARTMENT OF DOCKS,
NOS. 117 AND 119 DUANE STREET,
NEW YORK, September 10, 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, 1884, to the 30th day of April, 1885, being its Fifteenth Annual Report.

The following-named Commissioners composed the Board on the 30th day of April, 1885:

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, 1885, showing the name, occupation and compensation of each, respectively:

Commissioners' 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 " |
| Edward G. Ames, Clerk | 1,000 00 " |
| George W. Wanmaker, Dock Master | 1,500 00 " |
| John M. Smith, Dock Master | 1,500 00 " |
| Edward Gilon, Dockmaster | 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 " |
| Abram Duryee, Dock Master | 1,500 00 " |
| Joseph F. Sharkey, Dock Master | 1,500 00 " |
| George S. Hunt, Messenger | 6 00 per week. |
| Louis S. Kellogg, Messenger | 75 00 per month. |
| William T. Johnston, Messenger | 65 00 " |
| Bernard Garvey, Doorman and Watchman | 20 per hour. |
| J. Dewitt Foshay, Doorman and Watchman | 20 " |
| Michael Magee, Doorman and Watchman | 20 " |
| 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 " |
| John E. Bartlett, Assistant Engineer | 1,200 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. |
| Alex. M. Goge, Draughtsman | 1,000 00 per annum. |
| Patrick M. Dowd, Draughtsman | 1,000 00 " |
| N. J. Vander Weyde, Draughtsman | 1,000 00 " |
| 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, Inspector of Pier Building | 50 " |
| John Regan, Inspector of Pier Building | 50 " |

| | |
|---|-------------------|
| Charles H. Thompson, Inspector of Pier Building | \$50 50 per hour. |
| John Blew, Foreman Dock builder | 35 " |
| Thomas Hanly, Foreman Dock Builder | 35 " |
| Daniel Hart, Foreman Dock Builder | 35 " |
| Martin Miller, Foreman Dock Builder | 35 " |
| Michael O'Neil, Foreman Dock Builder | 35 " |
| Edwin A. Gregory, Foreman Laborers | 35 " |
| John Jackson, Foreman Laborers | 35 " |
| Adoniram Fairchild, Diver | 7 00 per day. |
| John Bundick, Diver | 5 00 " |
| William J. Carle, Diver | 5 00 " |
| Joseph Wenneberg, Diver | 5 00 " |
| Frank Paul, Assistant Diver | 5 00 " |
| Patrick Griffin, Divers' Tender | 35 per hour. |
| John R. Leary, Divers' Tender | 35 " |
| Edward Kelly, Inspector of Paving | 50 " |
| John Hoopes, Timekeeper | 900 00 per annum. |
| Effingham V. Smith, Timekeeper | 900 00 " |

On Floating Property.

| | |
|---|-----------------------|
| William Shedlock, Superintendent of Machinery | \$1,500 00 per annum. |
| 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. Eagan, Engineer | 35 " |
| William H. Burnham, Engineer | 35 " |
| James Vandegrift, Fireman | 15 00 per week. |
| 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, Leveler | 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 " |
| Henry C. Freeman, Clerk | 1,000 00 per annum. |
| 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 " |
| John Post, Boatman | 15 00 " |
| Charles Thompson, Boatman | 15 00 " |
| James J. White, Boatman | 15 00 " |
| Randolph Gardnere, Inspector of Dumping of Dredged Material | 15 00 " |
| Thomas J. Mallon, Inspector of Dumping of Dredged Material | 15 00 " |
| George Hegarty, Inspector of Dumping of Dredged Material | 15 00 " |
| George W. Carpenter, Inspector of Dredging | 25 per hour. |
| William McDermott, Inspector of Dredging | 25 " |
| William J. Ward, Inspector of Dredging | 25 " |
| Charles Williams, Scowman | 15 00 per week. |
| John Olssen, Scowman | 15 00 " |
| Henry Crum, Scowman | 15 00 " |
| John S. Markham, Scowman | 15 00 " |
| William Murphy, Scowman | 15 00 " |
| Thomas Skelly, Scowman | 15 00 " |
| Charles Swanson, Scowman | 15 00 " |

General Repair 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 " |

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 " |
| Theodore F. Alling, Blacksmith | 35 " |
| James Bagley, Jr., Blacksmith Helper | 20 " |
| William H. Cunliffe, Painter | 30 " |
| William H. McEvoy, Inspector of Scows | 20 " |
| William Fisher, Rigger | 15 00 per week. |
| Louis J. Quistwater, Rigger | 15 00 " |

Masons and Stone Cutters, 40 Cents per Hour.

| | | |
|---------------------|-------------------|-----------------|
| John Archbold. | Michael Flaherty. | Patrick Langan. |
| George Archbold. | William Harrison. | Daniel Murray. |
| John Bruton. | Laughlin Harty. | John L. Murray. |
| William Chambers. | Joseph Jaques. | John O'Brien. |
| Daniel R. Doody. | James Kelly. | William Watson. |
| William Fitzgerald. | | |

Carpenters, 35 Cents per Hour.

| | | |
|--------------------|----------------|------------------|
| John J. Boyle. | John R. Grant. | Michael Monahan. |
| William H. Burras. | Henry Hess. | Edward Wright. |
| Hugh Daly. | James Johnson. | John J. Whitty. |

Ship Carpenters, 35 Cents per Hour.

| | | |
|--------------------|---------------------|--------------------|
| William H. Burns. | Marcellus Grant. | Daniel McLaughlin. |
| Owen Clark. | Arthur McAdams. | John A. Thomas. |
| Cornelius Donovan. | Charles McLaughlin. | |

Watchmen, 16 2/3 Cents per Hour.

| | | |
|----------------------|----------------------|--------------------|
| John Atkinson. | Charles W. Crossen. | James Fitzsimmons. |
| John H. Boyle. | Patrick Derry. | John Gannon. |
| Christopher Cassidy. | Patrick Donohue. | Peter Graney, Jr. |
| John W. Cooper. | Patrick Donnelly. | Michael Hens. |
| John Crandall. | John Driscoll. | B. J. Hanifee. |
| William Cringle. | William J. Ferguson. | Thomas Horan. |

Alexander Hunt.
Thomas Hynes.
James Keane.
Michael Kinsella.
Thomas J. Larkin.
Albert G. Lawson.
Patrick Leahy.
Cornelius McAuliffe.
D. J. McDonald.
Patrick McFadden.
Edward McGlynn.

Terence McGough.
Hugh McGovern.
Patrick McNary.
Francis M. Madden.
Patrick Maguire.
Frank Mitchell.
Edward P. Mulhare.
John J. Murphy, Jr.
James F. Murphy.
John Murray.
Charles O'Rourke.

Lawrence J. O'Brien.
James O'Reilly.
Bernard Partland.
Frank Quinn.
Michael Rafferty.
Timothy Scully.
Amos Stokely.
Edward C. Smith.
William Strowbridge.
Dennis Tracy.
David Van Wart.

Dock Builders, 28 Cents per Hour.

William Barr.
Edward Brady.
John Brady.
Patrick Brennan.
Thomas Cheevers.
James Clark.
Thomas Connolly.
William Costello.
Henry Crum.
William Dally.
John Daniels.
Charles Dimse.
Cornelius Donovan.
John Fitzpatrick.
Michael Fox.
James Fitzsimmons.
Edward Freel.
David W. Fulton.
Luke A. Gallagher.
Patrick Geoghegan.

Patrick Horan.
James J. Hughes.
William Jordan.
Frank Kavanagh.
Thomas Kenny.
Thomas Kiernan.
John Love.
John McAleer.
Peter McArdle.
John McDonald.
Matthew McDonald.
Ronald McDonald.
John McEntee.
Thomas McMahon.
Francis A. Madden.
John S. Markham.
Martin Miller.
Thomas Moran.
Thomas Molloy.
Patrick H. Murray.

Daniel Nolan.
Peter Nolan.
Michael O'Neill.
Ole Olsen.
John O'Neill.
Charles Raynor.
Patrick Ryan.
Samuel Rolston.
James J. Sheehy.
James Smith.
John Stokely.
Joseph Shivan.
D. Swanson.
Ambrose C. Tanner.
Lorenzo D. Tompkins.
Patrick Ward.
Patrick Whalen.
James Woods.

Laborers, 23 Cents per Hour.

Samuel Alexander.
William J. Alling.
Joseph F. Anderson.
James Bagley.
William Bailey.
Edward Barry.
William J. Beard.
William J. Beers.
Gustave Bendit.
William Bradley.
Owen Bree.
Thomas Brennan.
James T. Brooks.
Michael Broderick.
James Buchanan.
Peter Buckley.
Peter Burke.
William Burke.
Patrick Butler.
Patrick Callahan.
John W. Campbell.
Patrick Campbell.
Peter Canty.
William H. Carman.
George W. Carpenter.
James Carroll.
Bartholomew Carr.
James W. Carson.
John Clifford.
Thomas Corland.
Jere Collins.
Thomas Crowell.
Charles W. Crossen.
William Cull.
Charles Curran.
Robert C. Denton.
Patrick Devine.
Patrick Dickson.
John Dillon.
James Donnelly.
Hugh Donnelly.
Patrick Donnelly.
Martin Donohue.
Peter Dougherty.
James Dowling.
Timothy Duggan.
John Dunn.
James Farley.
Michael Farrell.
Michael Fernen.
Edward Finnegan.
Frederick Finnegan.
Patrick Fitzmaurice.
Jeremiah Fitzpatrick.
Thomas Fitzpatrick.
Patrick Fleming.
William B. Foley.
John Fox.
John Fulton.
Andrew Garry.
James Gibbons.
John Gillen.

John Gilmore.
George C. Glatt.
Samuel Glenn.
Martin Griffin.
Patrick Griffin.
Cornelius Grimes.
Edward Grady.
Andreas C. Haase.
Thomas Handlin.
Charles A. Hawkes.
John Hannon.
Peter Harrison.
Frederick Hartig.
Michael Hays.
Patrick Harkins.
Patrick Hearn.
David Hennessy.
Michael Horan.
Peter Horan.
August Johnson.
James Kane.
Richard Kearney.
Owen Keenan.
William Kehoe.
Matthew Keefe.
Bernard Kelly.
Michael Kelly, No. 1.
Michael Kelly, No. 2.
Patrick Kelly.
William Kelly.
James Kennedy.
Martin Kett.
Owen Kettle.
Charles F. Kubler.
Michael Laughlin.
Michael H. Leach.
Thomas Leonard.
John Leary.
Owen Lynch.
John Lyons.
John McCabe.
Luke McAviney.
Hugh McCann.
William McCarthy.
Dennis McCarthy.
James McCormick.
John J. McCormick.
John McGrath.
Hugh McGrath.
Daniel McGuire.
James T. McMahon.
Dennis McLaughlin.
Henry McMullen.
John McNamara.
John McNulty.
Manus McNulty.
John McShorley.
Michael Maher.
Thomas Mahon.
Edward Mack.
John Mullen.
William Miller.

Thomas Mitchell.
Dennis Meehan.
Martin Monaghan.
Richard Moran.
Samuel Morrison.
Charles Muller.
John Murphy, No. 1.
John Murphy, No. 2.
James Murray.
John Murray.
Lawrence Mulligan.
Dennis O'Donald.
John O'Neill.
James O'Neill.
William H. Penny.
Gustave Peterson.
Frank Quinn.
James Quinn.
Michael Quinn.
Patrick Quinn.
Thomas Quinlan.
William J. Rainer.
Daniel Reagan.
John Regan.
John Reeves.
William H. Reeves.
Patrick Reynolds.
John Rice.
William H. Riley.
Patrick Rinn.
Henry Robinson.
John Roddy, No. 1.
John Roddy, No. 2.
Henry Roche.
Michael Ryan.
Patrick Seary.
Francis Scanlon.
Thomas Scully.
Michael Skelly.
Peter Snedden.
Thomas Shannahan.
Charles Smith.
James Smith.
Walter Smith.
Max Stangler.
Alexander Stringer.
Daniel Sullivan.
Thomas Sullivan.
William Sullivan.
Edward Tyrrel.
James Tuile.
Samuel Ward.
Roger Waters.
John Whalen.
James J. Whalen.
Edward Walsh.
John Whearty.
John Wiseman.
John White.
William Woodbridge.
Arthur Woods.

During the year the following appointments were made:

May 1, 1884.—David Van Wart, Watchman.
May 1, 1884.—James Keane, Watchman.
May 1, 1884.—John Crandall, Watchman.
May 1, 1884.—Edward Stokely, Watchman.
May 12, 1884.—John Regan, Inspector of Pier Building.
May 12, 1884.—William H. Burnham, Engineer.
May 12, 1884.—Dennis F. Egan, Engineer.
May 21, 1884.—Charles McLaughlin, Ship Carpenter.
May 21, 1884.—Cornelius McAuliffe, Watchman.
May 21, 1884.—Michael Fernen, Laborer.
May 21, 1884.—Patrick Donnelly, Watchman.
June 5, 1884.—Thomas Cheevers, D. Swanson, Henry Crum, James J. Sheehy, John McAleer, Michael Fox, Dock Builders.
June 5, 1884.—Bernard Partland, Thomas Hynes, John W. Cooper, Christopher Cassidy, Frank Quinn, Patrick Derry, Alexander Hunt, Watchmen.
June 5, 1884.—Francis Scanlon, Laborer.
June 5, 1884.—Arthur McAdam, Ship Carpenter.
June 12, 1884.—Wm. H. Reeves, Laborer.
June 12, 1884.—Wm. J. Ward, Inspector of Dredging.
June 27, 1884.—Francis A. Madden, Ronald McDonald, Dock Builders.
June 27, 1884.—Martin Miller, Michael O'Neill, Foremen Dock Builders.
June 27, 1884.—Wm. McDermott, Inspector of Dredging.
June 27, 1884.—Patrick Langan, Mason and Stone Cutter.
July 18, 1884.—Owen Clark, Wm. H. Burns, Ship Carpenters.
July 18, 1884.—Dennis Tracy, Watchman.
July 18, 1884.—Edward Barry, Samuel Alexander, James T. Brooks, Peter Buckley, James Buchanan, John Clifford, John Dunn, Patrick Devine, Martin Donohue, Peter Dougherty, Patrick Fitzmaurice, Hugh Donnelly, Andrew Garry, Samuel Glenn, Martin Griffin, Edward Grady, John Hannon, John Leary, Manus McNulty, John McNamara, Charles Muller, John O'Neill, William H. Penny, John Rice, Michael Ryan, Charles Smith, Michael Skelly, Edward Tyrrel, Samuel Ward, James J. Whalen, Laborers.
July 24, 1884.—William H. Burras, James Johnson, Henry Hess, Edward Wright, Carpenters.

July 24, 1884.—John A. Thomas, Cornelius Donovan, Daniel McLaughlin, Ship Carpenters.
July 24, 1884.—William J. Carle, John Bundick, Divers.
July 24, 1884.—D. J. McDonald, Watchman.
July 24, 1884.—Patrick M. Dowd, Draughtsman.
July 30, 1884.—Owen Bree, Gustave Bendit, Thos. Brennan, Patrick Butler, Robert C. Denton, James Carroll, Charles A. Hawkes, David Hennessy, Thomas Fitzpatrick, Geo. C. Glatt, James Gibbons, John Gilmore, Patrick Kelly, Charles F. Kubler, Michael Kelly, James Kennedy, Frederick Hartig, Frederick Finnegan, Owen Lynch, Dennis McLaughlin, Daniel McGuire, James McCormick, Owen Kettle, John Murphy, No. 1, John Murphy, No. 2, John Reeves, Henry Robinson, Patrick Reynolds, Patrick Seary, Arthur Woods, Laborers.
July 30, 1884.—John J. Whitty, Carpenter.
July 30, 1884.—John R. Leary, Divers' Tender.
July 30, 1884.—Hugh McMullen, Laborer.
July 30, 1884.—Abram Duryee, Dock Master.
August 8, 1884.—Marcellus Grant, Ship Carpenter.
August 8, 1884.—James Tuile, Thomas Crowell, Laborers.
August 8, 1884.—William J. Ferguson, Patrick Leahy, Michael Kinsella, John H. Boyle, Francis M. Madden, Timothy Scully, Charles O'Rourke, Watchmen.
August 14, 1884.—Michael Horan, Peter Snedden, William J. Beard, Laborers.
August 14, 1884.—David F. McCarthy, Inspector of Pier Building.
August 20, 1884.—Nicholas J. Vander Weyde, Draughtsman.
August 20, 1884.—Charles H. Thompson, Inspector of Pier Building.
August 20, 1884.—William J. Beers, Patrick Callahan, James Dowling, Patrick Fleming, John Fulton, John Fox, Michael Hays, Patrick Hearn, Jeremiah Fitzpatrick, Richard Kearney, Martin Kett, Michael Loughlin, Thomas Mitchell, Dennis McCarthy, Edward Mack, Samuel Morrison, Martin Monaghan, Thomas Mahon, Gustave Peterson, William H. Riley, John Roddy No. 1, John Roddy No. 2, James Smith, John Murray, Laborers.
August 20, 1884.—Patrick Donohue, B. J. Haniffee, Watchmen.
August 27, 1884.—Joseph Wenneberg, Diver.
August 27, 1884.—John J. Boyle, Carpenter.
August 27, 1884.—William Murphy, Scowman.
August 27, 1884.—George W. Carpenter, Inspector of Dredging.
August 27, 1884.—John E. Bartlett, Assistant Engineer.
September 17, 1884.—William J. Alling, William Baily, Joseph F. Anderson, John W. Campbell, Thomas Corland, Charles W. Crossen, Edward Finnegan, Patrick Griffin, Thomas Handlin, William Kehoe, Michael Kelly, John S. McMahon, Hugh McGrath, John J. McCormick, John Mallon, Michael Maher, Michael Quinn, John Regan, Daniel Reagan, Walter Smith, Thomas Shannahan, Edward Walsh, William Woodbridge, William Sullivan, Laborers.
October 1, 1884.—Richard Moran, Laborer.
October 23, 1884.—John Archbold, William Chambers, James Kelly, Masons and Stonecutters.
October 28, 1884.—Edward Dickel, Clerk, reinstated by order of the Supreme Court.
November 6, 1884.—Edward Kelly, Inspector of Paving.
December 3, 1884.—Laughlin Hart, Daniel Murray, John L. Murray, Masons and Stonecutters.
December 31, 1884.—James W. Carson, Laborer.
January 14, 1885.—James Woods, Dock Builder, reinstated.
January 22, 1885.—George Hegarty, Inspector of Dumping of Dredged Material.
January 22, 1885.—Michael Flaherty, Joseph Jaques, John O'Brien, William Watson, Masons and Stonecutters.
January 22, 1885.—Henry Crum, Thomas Skelly, Charles Swanson, Scowmen.
February 4, 1885.—Frank Quinn, Laborer.
February 13, 1885.—John S. Markham, Scowman.
February 18, 1885.—Hugh Daly, Carpenter.
February 25, 1885.—Henry C. Freeman, Clerk.
March 11, 1885.—John Archbold, Mason and Stonecutter.
March 11, 1885.—Edward Brady, James Clark, Charles Dimse, James Fitzsimmons, David W. Fulton, Luke A. Gallagher, Patrick Geoghegan, Peter McArdle, Thomas McMahon, Thomas Moran, Patrick H. Murray, Peter Nolan, Charles Rayner, Dock Builders.
March 25, 1885.—Samuel Rolston, Dock Builder.
March 25, 1885.—Daniel R. Doody, Mason and Stonecutter.
April 1, 1885.—Joseph F. Sharkey, Dock Master.
April 13, 1885.—William Bradley, Bartholomew Carr, Andreas C. Haase, Luke McAviney, John McNulty, Dennis Meehan, William Miller, Lawrence Mulligan, Thomas Scully, Laborers.
April 22, 1885.—Daniel Sullivan, Laborer.
April 22, 1885.—William Harrison, Mason and Stonecutter.
The following were promoted during the year:
David McCarthy, Assistant Inspector of Pier Building, to Inspector of Pier Building.
George W. Carpenter, Laborer, to Inspector of Dredging.
Patrick Donnelly, Laborer, to Watchman.
Michael O'Neill, Martin Miller, Dock Builders, to Foreman Dock Builders.
Cornelius Donovan, Dock Builder, to Ship Carpenter.
Dennis F. Egan, Wm. H. Burnham, Firemen to Engineers.
John R. Leary, Laborer, to Diver's Tender.
The following were reappointed during the year:
James Clark, Edward Brady, Luke A. Gallagher, James Fitzsimmons, Peter McArdle, Peter Nolan, Patrick Geoghegan, Charles Rayner, Thomas Moran, Dock Builders.
Charles Swanson, Henry Crum, Scowmen.
Hugh Daly, Carpenter.
Resigned, Discharged, etc., from May 1st, 1884, to April 30th, 1885.
May 1, 1884.—Edward C. Smith, Watchman, resigned.
May 21, 1884.—Peter Grane, Jr., Watchman, discharged.
May 21, 1884.—Frank Kavanagh, Dock Builder, discharged.
May 21, 1884.—John Gillen, Laborer, discharged.
May 21, 1884.—Edward McGlynn, Watchman, resigned.
June 5, 1884.—Michael Fernen, Laborer, discharged.
June 5, 1884.—David Van Wart, Watchman, discharged.
June 20, 1884.—John Driscoll, Watchman, discharged.
June 20, 1884.—James J. Sheehy, Dock Builder, discharged.
July 18, 1884.—Frank Quinn, Watchman, discharged.
July 24, 1884.—John Olsen, Scowman, discharged.
July 30, 1884.—Michael O'Neill, Foreman Dock Builder, discharged.
July 30, 1884.—Hugh Donnelly, Laborer, discharged.
July 30, 1884.—Alexander Hunt, Watchman, discharged.
July 30, 1884.—Theodore S. Croft, Dock Master, resigned.
August 8, 1884.—John Clifford, Michael Skelly, Laborers, discharged.
August 14, 1884.—Robert C. Denton, John McNamara, Gustave Bendit, Laborers, discharged.
August 20, 1884.—Wm. J. Ferguson, Watchman, discharged.
August 27, 1884.—John Dunn, Laborer, discharged.
August 27, 1884.—John Stevenson, Sounder, resigned.
September 3, 1884.—Timothy Scully, Charles W. Crossen, John H. Boyle, Watchmen, discharged.
September 3, 1884.—Daniel Nolan, Michael Fox, Lorenzo D. Tompkins, Dock Builders, discharged.
September 3, 1884.—James Dowling, Manus McNulty, Thomas Brennan, Laborers, discharged.
September 10, 1884.—James Quinn, Laborer, discharged.
September 17, 1884.—James Carroll, Thomas Crowell, Thomas Fitzpatrick, W. Kelly, John McCabe, John O'Neill, Henry Roche, Max Stangler, James Truite, Daniel McGuire, Laborers, discharged.
September 17, 1884.—Michael Kinsella, Edward P. Mulhare, Charles O'Rourke, Watchmen, discharged.
September 17, 1884.—Thomas Cheevers, James J. Hughes, Dock Builders, discharged.
September 24, 1884.—Patrick Donohue, Watchman, discharged.
October 15, 1884.—Peter Buckley, Laborer, discharged.
October 20, 1884.—Charles Muller, Francis Scanlon, Charles F. Kubler, Patrick Fleming, Michael Laughlin, Laborers, discharged.
November 5, 1884.—Alexander Stringer, Laborer, discharged.
November 12, 1884.—Thomas Handlin, Laborer, discharged.
November 20, 1884.—Irving Hunter, Sounder, resigned.
November 26, 1884.—Edward Freel, Dock Builder, discharged.
December 3, 1884.—Francis M. Madden, John W. Cooper, Watchmen, discharged.
December 3, 1884.—Patrick Reynolds, Laborer, discharged.
December 10, 1884.—Gustave Peterson, George C. Glatt, Laborers, discharged.
December 10, 1884.—William Murphy, Scowman, discharged.
December 17, 1884.—Edward Dickel, Clerk, resigned.
December 24, 1884.—Joseph F. Anderson, James Donnelly, John Fulton, John S. McMahon, Arthur Woods, Laborers, discharged.
December 24, 1884.—James Woods, Dock Builder, discharged.
December 24, 1884.—D. J. McDonald, James F. Murphy, Lawrence J. O'Brien, Watchmen, discharged.

December 31, 1884.—Robert Hall, Dock Master, resigned.
 January 14, 1885.—William J. Beers, Dennis McCarthy, Edward Mack, James O'Neill, James Murray, Laborers, discharged.
 January 14, 1885.—Francis A. Madden, Dock Builder, discharged.
 January 14, 1885.—John Archbold, Patrick Langan, Masons and Stonecutters, discharged.
 January 14, 1885.—Joseph Wenneberg, Diver, discharged.
 January 14, 1885.—B. J. Hanifec, Watchman, discharged.
 January 14, 1885.—Charles McLaughlin, Ship Carpenter, discharged.
 January 24, 1885.—Charles H. Thompson, Inspector of Pier Building, discharged.
 January 24, 1885.—Edward Brady, John Brady, Patrick Brennan, James Clark, Thomas Connelly, James Fitzsimmons, Luke A. Gallagher, Patrick Geoghegan, Patrick Horan, John McAleer, Peter McArdle, John McDonald, Thomas Moran, Peter Nolan, Ole Olsen, Matthew McDonald, John S. Markham, Patrick Ward, Charles Rayner, Patrick Ryan, James Smith, James J. Smith, John Stoekey, James Woods, Dock Builders, discharged.
 January 24, 1885.—William H. Burras, Hugh Daly, Michael Monahan, Carpenters, discharged.
 January 28, 1885.—Samuel Alexander, William J. Alling, James Buchanan, William Burke, Patrick Butler, John W. Campbell, Charles Curran, Patrick Devine, Patrick Dickson, Timothy Dugan, Edward Finnegan, Frederick Finnegan, Jeremiah Fitzpatrick, William B. Foley, John Fox, Samuel Glenn, John Gilmore, Martin Griffin, Cornelius Grimes, Peter Harrison, Frederick Hartig, Charles A. Hawkes, Michael Hayes, Peter Hogan, Michael Horan, James Kane, Owen Keenan, Michael Kelly (No. 2), Owen Lynch, John J. McCormick, Hugh McGrath, Henry McMullen, Michael Maher, Thomas Mahon, John Mallon, Dennis Meehan, Thomas Mitchell, Richard Moran, Samuel Morrison, John Murphy (No. 1), John Murphy (No. 2), John Murray, Martin Monahan, Dennis O'Donald, John O'Neil, Thomas Quinlan, Frank Quinn, Michael Quinn, John Reeves, William H. Reeves, John Rice, Patrick Rinn, Henry Robinson, John Roddy (No. 1), John Roddy (No. 2), Patrick Seary, Thomas Shanahan, Charles Smith, Edward Tyrrell, Edward Walsh, Samuel Ward, Roger Waters, John Whelan, James J. Whelan, John Wiseman, Laborers, discharged.
 February 18, 1885.—Thomas Skelly, Scowman, discharged.
 February 18, 1885.—Thomas Hynes, Patrick Leahy, Watchmen, discharged.
 February 25, 1885.—John D. Walsh, Inspector of Pier Building, resigned.
 February 25, 1885.—John Hooper, Timekeeper, resigned.
 February 25, 1885.—Patrick Campbell, Laborer, discharged.
 February 25, 1885.—Bernard Partland, Watchman, discharged.
 March 25, 1885.—William Jaques, Daniel Murray, Masons and Stonecutters, discharged.
 April 4, 1885.—Michael Flaherty, Mason and Stonecutter, discharged.
 April 4, 1885.—Patrick M. Dowd, Draughtsman, discharged.
 April 8, 1885.—Thomas McMahon, Dock Builder, discharged.
 April 15, 1885.—James White, Laborer, discharged.
 April 22, 1885.—William Cull, Patrick Griffin, John Hannon, James McCormick, John Regan, William Bradley, Lawrence Mulligan, Laborers, discharged.
 April 29, 1885.—Otto Sibeth, Draughtsman, resigned.
 April 29, 1885.—John E. Bartlett, Assistant Engineer, resigned.
 The following changes in rates of compensation and official designation of employees occurred between May 1, 1884, and April 30, 1885:
 July 24, 1884.—Compensation of Watchmen employed at the offices of the Department at Chambers street and West Twenty-seventh street, North river, fixed at \$15 per week of six days.
 December 3, 1884.—Compensation of Louis S. Kellogg, Messenger, increased from \$65 to \$75 per month.

SECOND.

The Board submits the following statement of the subjects and duties which have engaged its attention during the year ending April 30, 1885:

I.—ORGANIZATION.

June 4, 1884.—Commissioner Stark re-elected President for the year ending April 30, 1885.
 June 4, 1884.—Commissioner Voorhis re-elected Treasurer of the Board.

II.—GENERAL DUTIES.

The duties which this Department is authorized by the provisions of law to perform are varied, and 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 examining into and 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 to report that they have succeeded during the year in arranging for and completing the purchase of several pieces of private wharf property on the North river water-front, negotiations for which have been carried on during the past two years, and the acquisition of which was necessary for the prosecution and continuation of the work of the permanent improvement along West street, south of Canal street.

The following is the description of the several pieces of bulkhead property so acquired, from whom purchased, the price paid, the date of contract, and when the deeds of conveyance were executed and delivered respectively:

1st. The bulkhead and wharf property on West street, commencing at the southerly line of Warren street extended, and running thence southerly 26 feet 6 inches to a point distant about 161 feet northerly of the north line of Murray street extended, the said premises being purchased subject to an existing lease thereon, which, by its terms, is to expire May 1, 1890, without any covenant of renewal or provision for payment for any improvements or betterments which may have been made by the lessee to the said wharf premises; and it being also agreed that the said annual rental to be paid to the city by the said lessor or his legal representative, for the said wharf property be fixed and apportioned at the sum of one dollar per annum, until the expiration or sooner termination of the said existing lease thereon, from Charles Drake, for the sum of \$14,250. Contract dated November 13, 1884. Deed dated November 29, 1884. Purchase money paid and deed delivered March 7, 1885.

2d. The bulkhead and wharf property on West street, commencing at the northerly line of Franklin street extended, and running thence northerly 87 feet 6 inches to the centre line of the block between Franklin and North Moore streets, the said premises being agreed to be purchased subject to the existing lease thereon to W. S. Tompkins, which, by its terms, expires on March 1, 1885, from Wm. L. Skidmore and others, for the sum of \$52,500. Contract dated November 20, 1884. Deed dated December 11, 1884. Purchase money paid and deed delivered December 23, 1884.

3d. The bulkhead and wharf property on West street, commencing at the northerly line of North Moore street extended, and running thence northerly 50 feet to a point about 125 feet distant from the southerly line of Beach street extended, the said premises being purchased subject to the existing lease thereon to Morgan's Louisiana and Texas Railroad and Steamship Company, which, by its terms, expires on May 1, 1886, from the Southern Development Company, for the sum of \$32,500. Contract dated December 1, 1884. Deed dated December 12, 1884. Purchase money paid and deed delivered February 11, 1885.

4th. The bulkhead and wharf property on West street, commencing at the southerly line of Hubert street extended, and running thence southerly 50 feet to a point distant about 150 feet from the northerly line of Beach street extended, the said premises being agreed to be purchased subject to the existing lease thereon to James D. Wynkoop, which, by its term, expires on May 1, 1888, from John Lefoy Brower and Abraham T. H. Bower, executors and trustees, for the sum of \$30,000. Contract dated November 20, 1884. Deed dated December 13, 1884. Purchase money paid and deed delivered January 19, 1885.

5th. The bulkhead and wharf property on West street, commencing at a point 50 feet southerly from the southerly line of Hubert street extended, and running thence southerly 50 feet to about the centre line of the block between Beach and Hubert streets, the said premises being agreed to be purchased subject to the existing lease thereon to James G. Wynkoop, which, by its terms, expires on May 1, 1888, from Ogden and Charles De Hart Brower, executors and trustees, for the sum of \$30,000. Contract dated November 20, 1884. Deed dated December 13, 1884. Purchase money paid and deed delivered December 23, 1884.

6th. The bulkhead and wharf property on West street, commencing at the southerly line of North Moore street extended, and running thence southerly 87 feet 6 inches to the centre line of the block between Franklin and North Moore streets, the said premises being agreed to be purchased subject to the existing lease thereon to Morgan's Louisiana and Texas Railroad and Steamship Company, which, by its terms, expires on May 1, 1886, from Charles F. Southmayd, for the sum of \$55,562.50. Contract dated November 20, 1884. Deed dated December 16, 1884. Purchase money paid and deed delivered December 23, 1884.

7th. The bulkhead and wharf property on West street, commencing at the southerly line of Franklin street extended, and running thence southerly 100 feet to a point about 75 feet distant

from the northerly line of Harrison street extended, the said premises being agreed to be purchased subject to the terms and conditions of the existing lease thereon to Reuben M. Van Sicken, John R. Hunt and James W. Donaldson, which expires on May 1, 1885, from Emily V. Clarkson and others, for the sum of \$60,000. Contract dated November 29, 1884. Deed dated December 20, 1884. Purchase money paid and deed delivered April 14, 1885.

8th. The bulkhead property and wharf rights on the North river, commencing at a point 242 feet 11 inches south of the southerly line of Charlton street extended, and running thence southerly 45 feet 3 inches to a point about 182 feet 1 inch northerly from the north line of Spring street extended, for the sum of \$550 per lineal foot, and agreeing to release and discharge the Corporation of the City of New York of and from all claims for damages sustained by reason of the taking of the said premises for the work of the permanent improvement of the water-front, and expressly waiving and releasing the Corporation of the City of New York from any liability for or by reason of the same, from Mary T. and Elizabeth V. Cockcroft and others, for the sum of \$24,889.50. Contract dated January 31, 1884. Deed dated February 26, 1885. Purchase money paid and deed delivered March 21, 1885.

9th. The bulkhead property and wharf rights on the North river, commencing at a point 104 feet 2 inches south of the southerly line of Charlton street extended, and running thence southerly 50 feet to a point about 316 feet 1 inch northerly from the north line of Spring street extended, for the sum of \$550 per lineal foot, and agreeing to release and discharge the Corporation of the City of New York of and from all claims for damages sustained by reason of the taking of the said premises for the work of the permanent improvement of the water-front, and expressly waiving and releasing the Corporation of the City of New York from any liability for or by reason of the same, from D. Willis James and Wm. E. Dodge, Jr., for the sum of \$27,500. Contract dated February 26, 1885. Purchase money paid and deed delivered March 24, 1885.

The purchase of these several pieces of wharf property has, it is believed by the Commissioners, been made at prices fair and reasonable, and the Board expected that by the acquisition of this property it would have been enabled to carry on the work of the permanent improvement in the section between Chambers and Canal streets, North river, and that the public would have been consequently afforded increased and better wharfage facilities, which are so much needed in that particular section to accommodate the wants of the business community, and for the purpose of practically carrying out this intention, in order to provide the necessary means for prosecuting the work of improvement, and to avoid any question as to the effect of the Constitutional Amendment limiting the amount of bonded indebtedness of the city to not more than 10 per cent. of the assessed valuation of the property contained therein, this Board, on December 3, 1884, made requisition on the Board of the Commissioners of the Sinking Fund for the issue of dock bonds to the amount of one million nine hundred thousand dollars, the proceeds thereof to be applied for the uses and purposes of this Department, that amount being within the limit of the amount authorized by law to be issued in any one year; but the then Commissioners of the Sinking Fund, in the exercise of the discretion assumed to be conferred upon them, and disregarding the statements made by this Board, showing the manner in which the said sum of \$1,900,000 was intended to be applied, and the specific purposes for which the same was stated to be necessarily required, only authorized by resolution the issue by the Comptroller of the city of dock bonds to the amount of \$700,000 for the uses of the Department. In consequence of this lamentable action on the part of the Commissioners of the Sinking Fund this Board has been compelled to practically stop the work for the permanent improvement of the water-front, not even having the necessary means at its disposal to justify it in commencing work for the permanent improvement of the property recently acquired, as above stated.

The amount provided by the Commissioners of the Sinking Fund for this Department is only sufficient to enable it to keep the property committed to its care in reasonable and proper repair for use by the public without expending any portion of the amount upon any new or permanent work.

The Board of Commissioners regret exceedingly that the action taken by the Sinking Fund Commissioners has compelled them to defer the work of the continuation of the improvement of the water-front south of Canal street, on the North river, a work much needed to provide improved wharfage facilities for the large business interests centering in that section of the city; as it is, much valuable property capable of being improved, and of paying large dividends to the city on the cost of the same, and of the improvements intended to be made thereat, remains unimproved and incapable of producing the revenue which the city ought to expect, and which it should derive from its property.

The Board have also during the year been engaged in the consideration of plans for the improvement of the East river water-front from the foot of Eighty-sixth street, East river, to the easterly side Third avenue, Harlem river. And on the 27th day of April, 1885, adopted a resolution approving of the plans so made and prepared pursuant to the provisions of chapter 517, Laws of 1884, and transmitted the plans so adopted to the Commissioners of the Sinking Fund for their consideration and action, as required by law, with the following communication, explanatory of and giving full details of the advantages to be derived from the adoption of the proposed plan:

MAY 2, 1885.

Hon. WILLIAM R. GRACE, Mayor and Chairman of the Commissioners of the Sinking Fund of the City of New York:

SIR—At a meeting of the Board governing this Department, held April 27th ultimo, the following resolutions were adopted:

"Resolved, That the plans for the water-front on the westerly side of the East and Harlem rivers, extending from the northerly side of Eighty-sixth street, East river, to the easterly side of the Third avenue, Harlem river, made and prepared pursuant to the provisions of chapter 517, Laws of 1884, be and the same are hereby approved, adopted and declared to be the sole plan determined upon by the Department of Docks, for the section of territory embraced therein, subject to the approval of the Commissioners of the Sinking Fund, as required by law.

"Resolved, that the Secretary be and hereby is directed to transmit the said plans to the Commissioners of the Sinking Fund, and to respectfully request their approval of and adoption of the same, in accordance with the requirements of chapter 517 of the Laws of 1884."

In accordance with the foregoing resolutions, I beg leave to transmit herewith the plans referred to therein to the Commissioners of the Sinking Fund for their action. The plans submitted are in four sheets.

The first, extending from the northerly side of Eighty-sixth street to the northerly side of Ninety-eighth street.

The second, from the northerly side of Ninety-eighth street to the northerly side of One Hundred and Eleventh street.

The third, from the northerly side of One Hundred and Eleventh street to the northerly side of One Hundred and Twenty-third street.

And the fourth, from the northerly side of One Hundred and Twenty-third street to the easterly line of Third avenue.

These plans show, in black lines with a blue shading, the existing water-front, and the present established lines of bulkheads and pierheads of 1857, and the line of the water-grant to the City, of 1871.

In red, there are shown the proposed improvements, consisting of a new bulkhead line and a new pierhead line, and also the line of forty (40) new piers.

A marginal street, 125 feet in width and parallel to the bulkhead line, is shown upon the plans, its westerly line being drawn in red, except when it would come upon a street already laid out, it is proposed that the outer fifty feet of the width of this street next to and adjoining the proposed bulkhead line shall be reserved for bulkhead and wharfage purposes.

The depth of water at mean low tide, and the depth from mean low water to rock or other hard bottom as obtained by borings and test piles, are also shown, expressed in feet.

In general, the bulkhead line has been kept as far inshore as practicable, while the pierhead line has been placed as far outshore as practicable.

Beginning at the northerly side of Eighty-sixth street, the bulkhead and pierhead lines are coincident, as far as the southerly line of Eighty-ninth street, and the line being 730 feet long, has been placed where there is about 20 feet depth of water at mean low water.

Thence the line extends to a point in a line 75 feet north of the northerly line of Eighty-ninth street, as shown on the map or plan.

At the point 75 feet northerly of the northerly line of Eighty-ninth street, the lines diverge, the bulkhead line running westerly and parallel to Eighty-ninth street, and distant 75 feet northerly from it, until a depth of 10 feet at mean low water to the rock is reached; thence having regard to the depth of the rock below mean low water in a straight line to the southerly line of Ninety-first street, and thence to the existing bulkhead at Ninety-third street, and along the existing bulkhead to Ninety-fourth street.

The bulkhead line is placed along the existing line of solid filling between Ninety-fifth and Ninety-sixth streets.

Following similar general methods and principles, the bulkhead line is similarly placed throughout the entire distance to the Third Avenue Bridge, as is shown on the map.

The pierhead line, as stated above separates from the bulkhead line at a point 75 feet northerly of the north side of Eighty-ninth street, and is laid out as shown on the map, it being generally in from about 30 to 50 feet depth of water (beyond which depth it is very expensive to build piers, and consequently unadvisable to do so), to One Hundred and Fourth street, keeping on or inside the line of the water-grant to the city; but between One Hundred and Fourth street and One Hundred and Fifteenth street, it has been placed, as will be seen by the map, outside the line of the said water-grant, in order to obtain room for length of piers and wharfage room.

In doing this it has been assumed that whenever it is necessary to build the piers outside the line of the water-grant of 1871 that the State would convey the land under water to the City, or in some other way authorize the erection of the piers.

See section 720 Consolidation Act, and section 712 of same as amended by chapter 517, Laws of 1884.

The channel between the existing bulkhead and pierhead lines, between One Hundred and Fourth and One Hundred and Fourteenth streets, as laid out by the Harbor Commissioners in 1857.

is from 700 to 900 feet wide, but the clear channel width is reduced by this proposed pierhead line and the line of 1857, along Ward's Island to an uniform width of about 600 feet, which it is considered sufficient for passageway of vessels, and also for the movement of the tides. The bulkhead lines remain as they were, or are further apart than before.

Between One Hundred and Seventeenth street and One Hundred and Twenty-second street, in order to give room for small piers, the pierhead line is placed outside the existing bulkhead and pierhead line of 1857, as far as the water grant line of 1871, and in order to do this and maintain the width of channel at about 420 feet, the bulkhead and pierhead lines on Randall's Island, opposite, have been placed further to the eastward, and nearer the shore of Randall's Island, as shown on the map. While it is not certain that the Board of Docks is vested with authority to make or propose this change of the line on Randall's Island, it has the control of any filling to be done about Randall's Island, and can limit it to the line proposed, so that the channel would not be improperly narrowed.

Randall's Island is owned by the City of New York, and no record of any water-grants about it have been found.

It is proper to further state that the Board of Docks in 1871 determined and sent plans for the improvement of this portion of the water-front of the City, to the Commissioners of the Sinking Fund, for adoption, but these plans have never been acted upon, and it would seem that under chapter 517, Laws of 1884, it is not necessary to act upon them.

The wharfage room upon the lines as now established within the district embraced in these plans is about 14,000 feet, while upon the plan proposed it is about 30,000 feet.

As it is very desirable to have the lines for the permanent improvement of this section established as soon as possible, in order to enable private owners, as well as the city, to improve the wharf property within the territory embraced therein, this Board would respectfully request your Honorable Body to take action upon the same as soon as practicable, and should any further information be desired in reference to the matter, or additional explanations of the advantages to be derived by the adoption of the plans submitted, the Commissioners will be pleased to promptly furnish the same.

Very respectfully,

(Signed) JOHN T. CUMING, Secretary.

It is confidently hoped by the Commissioners that prompt action will be taken on these plans, so as to enable the owners of private property along the water-front affected thereby, who are desirous of improving their premises by the erection of proper wharf structures, to proceed with the work of such improvement without unnecessary delay. Many owners of water-front property in the section mentioned, have made applications for permission to erect bulkheads and other structures; but until the establishment of the permanent bulkhead lines, this Board have deemed it unwise to grant permits for proceeding with any work which would be likely to interfere with or prove an obstruction on the permanent bulkhead line of this section, when the same should be determined and finally fixed and established, and in justice to the interests of private owners, action should be taken on the plans submitted with all possible dispatch, and thereby afford to such owners the opportunity to improve to the utmost the water-front property which belongs to them, which would correspondingly increase in value the property belonging to the Corporation of the city, as well as materially benefit the commercial interests of the city generally.

REVENUES, EXPENSES, ETC.

The total revenues of the Department which have accrued within the year amount to \$1,187,217.14. In addition to the above, there was collected by the Finance Department for rent of slips for ferry purposes, all under the care of this Department, the sum of \$284,280.26.

The Department deposited during the year with the City Chamberlain, for the redemption of the city debt, \$1,185,403.22.

The audited expenses during the year amount to \$1,020,207.51, being for new work; construction, \$470,754.70; for repairs to piers, etc., not built on the new plan, \$178,493.66; for office rent, clerk hire and general expenses of principal office, \$42,796.40; for addition to floating plant, \$100, and for purchase of wharf property, \$328,062.75.

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.

July 2, 1884.—Resolution adopted directing the Engineer-in-Chief to cause the dumping of all dredged material hereafter excavated to be done only during the hours between sunrise and sunset.

II.—DESCRIPTION OF CONTRACTS MADE BY THE BOARD.

May 14, 1884.—Awarded James D. Leary, No. 73 William street, for building a new wooden pier at Twenty-sixth street, East river; No. 205, dated May 20, 1884; expiration, October 17, 1884. Contract price, \$32,390.

June 16, 1884.—Awarded Charles DuBois, 119 South street, for dredging at foot of Twenty-second street, East river, at foot of Nineteenth street, North river, and north side of Pier, old 34, North river; No. 206, dated June 19, 1884; expiration, July 23, 1884. Contract price, \$2,668, and No. 207, dated June 19, 1884; expiration, July 15, 1884. Contract price, \$2,000.

July 2, 1884.—Awarded Union Dredging Company, No. 34 Pine street, for dredging at bulkhead south of Pier, old 54, North river; Pier foot of Jane street, North river; Pier foot of Horatio street, North river; Pier at Little West Twelfth street; Pier at West Fifteenth street; Pier at West Sixteenth street; Pier at West Forty-sixth street, North river; Pier 60, East river, and bulkhead north side of Rivington street, East river; No. 208, dated July 10, 1884; expiration, September 30, 1884. Contract price, \$19,800.

July 23, 1884.—Awarded Flaherty & O'Connell, No. 41 Peck Slip, for repairing Piers at Bethune street, Jane street, and north of Bloomfield street, North river; No. 209 A, dated July 28, 1884; expiration, August 30 and October 15, 1884. Contract price, \$8,950.

July 23, 1884.—Awarded William P. Kelly, No. 187 West street, for repairing Pier at Horatio street, North river; No. 209 B, dated July 31, 1884; expiration, October 15, 1884. Contract price, \$2,900; and for building a crib-bulkhead from One Hundred and Twenty-ninth street to One Hundred and Thirtieth street, North river; No. 212, dated July 31, 1884; expiration, October 15, 1884. Contract price, \$5,317.

July 23, 1884.—Awarded Joseph Walsh, No. 114 Wall street, for repairing the northerly half of Pier, old 34, North river; No. 211, dated July 30, 1884; expiration, September 15, 1884. Contract price, \$2,500.

July 23, 1884.—Awarded Walls & Van Riper, of One Hundred and Thirty-third street and Southern Boulevard, for building bulkhead platform foot of One Hundred and Fifth and One Hundred and Sixth streets, Harlem river; No. 210, dated July 30, 1884; expiration, September 30, 1884. Contract price, \$6,775.50.

September 10, 1884.—Awarded Walls & Van Riper, of One Hundred and Thirty-third street and Southern Boulevard, for rebuilding Branch Workhouse Pier at Hart's Island, dredging at same, and also at Branch Lunatic Asylum Pier at Hart's Island; No. 214, dated September 12, 1884; expiration, November 15, 1884. Contract price, \$6,962.

October 15, 1884.—Awarded Flaherty & O'Connell, of No. 41 Peck Slip, for repairing Pier 43, East river, and Piers foot of East Thirty-first and East Thirty-second streets; No. 215, "A," dated October 20, 1884; expiration, November 20 and December 20, 1884. Contract price, \$7,255.

October 15, 1884.—Awarded James D. Leary, No. 73 William street, for repairing Pier No. 44, East river; No. 215, "B," dated October 17, 1884; expiration, December 20, 1884. Contract price, \$2,490.

October 29, 1884.—Awarded James D. Leary, No. 73 William street, for repairing and extending the Pier foot of West Thirty-fifth street; No. 216, dated October 30, 1884; expiration, March 20, 1885. Contract price, \$24,430.

October 29, 1884.—Awarded P. Sanford Ross, No. 104 Hudson street, Jersey City, for repairing the Pier and its approach foot of West Forty-sixth street, No. 217, dated October 31, 1884; expiration, December 20, 1884. Contract price, \$3,850.

November 26, 1884.—Awarded the Atlantic Dredging Company, No. 361 Fulton street, Brooklyn, for dredging at West Seventeenth street, and other places on the North and East rivers; No. 218, dated December 1, 1884; expiration, April 30, 1885. Contract price, \$23,450.

December 17, 1884.—Awarded William P. Kelly, No. 187 West street, for repairing Pier foot of West One Hundred and Twenty-ninth street; No. 219, dated December 19, 1884; expiration, March 20, 1885. Contract price, \$10,847.

December 17, 1884.—Awarded William P. Kelly, No. 187 West street, for repairing Pier at West Sixteenth street; No. 220 "B," dated December 19, 1884; expiration, March 14, 1885. Contract price, \$4,200.

December 24, 1884.—Awarded Flaherty & O'Connell, of No. 41 Peck Slip, for repairing Pier at West Fifteenth street; No. 220 "A," dated December 26, 1884; expiration, February 14, 1885. Contract price, \$3,446.

January 28, 1885.—Awarded Joseph Walsh, No. 114 Wall street, for repairing Pier 61 East river; No. 222 "B," dated January 30, 1885; expiration, April 1, 1885. Contract price, \$4,290.

February 11, 1885.—Awarded John Kelly, of Elizabeth and Richard streets, Brooklyn, for repairing and extending the Homoeopathic Hospital Pier at Ward's Island; No. 221, dated February 14, 1885; expiration, April 1, 1885. Contract price, \$6,650.

February 11, 1885.—Awarded John Kelly, of Elizabeth and Richard streets, Brooklyn, for repairing crib-bulkhead on Rivington street, East river; No. 222 "A," dated February 14, 1885; expiration, April 1, 1885. Contract price, \$2,475.

February 18, 1885.—Awarded Flaherty & O'Connell, of No. 41 Peck Slip, for repairing approach to Piers, new, 46 and 47, North river; No. 223 "A," dated March 21, 1885; expiration, April 22 and May 22, 1885. Contract price, \$2,375.

February 18, 1885.—Awarded John D. Walsh, No. 159 Second street, Brooklyn, for repairing Pier and approach, foot West Twenty-first street; No. 223 "B," dated March 18, 1885; expiration, April 22, 1885. Contract price, \$2,447.

February 18, 1885.—Awarded Morris & Cumings Dredging Company, No. 45 Duane street, for dredging half slip south of Pier, new 43, North river; No. 224, dated March 18, 1885; expiration, April 22, 1885. Contract price, \$2,145.

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, 1884, to April 30, 1885, amounting in all to the sum of \$1,020,207.51, 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.—Leases or permits for the following-named premises have been terminated by the Board: May 15, 1884.—North half Pier 56, south half Pier 57, East river, and bulkhead between, to Wm. H. Wood, revoked.

February 11, 1885.—For Float at Fifty-second street, East river, to Patrick Murray, revoked.

April 28, 1885.—Pier at Thirty-seventh street, East river, to Morris Wasel, surrendered from May 1, 1885.

All of which is very respectfully submitted.

L. J. N. STARK,
WM. LAMBEER,
JOHN R. VOORHIS, } 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, 1885.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1885.

DOCK AND SLIP RENT.

| | |
|---|----------------|
| I.—REVENUE: | |
| 1. Amount of accrued rents and wharfage uncollected April 30, 1884, as per report for the year ending that date— | |
| Rents | \$26,130 00 |
| Wharfage | 8,643 46 |
| | \$34,773 46 |
| Amount of rents and wharfage accrued during the year ending April 30, 1885, to wit: | |
| 2. To leases of corporation wharf property | \$969,042 05 |
| 3. To occupants of land under water, the property of the Corporation, covered by wharf improvements erected by permission of the Department | 70,132 17 |
| 4. Amount of wharfages accrued within the year from unleased corporation wharf property | 143,042 92 |
| | 1,187,217 14 |
| | \$1,221,990 60 |

II.—DISTRIBUTION:

| | |
|--|----------------|
| Cash— | |
| Amount of moneys deposited with the Chamberlain prior to May 1, 1884, being in payment, in advance, of rents accruing therefor | \$5,552 50 |
| Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund, for the redemption of the City Debt | 1,187,280 62 |
| | \$1,192,833 12 |
| Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit: | |
| Proceeds of sales of old material | \$1,877 40 |
| 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; which leases are to date from May 1, 1885, or subsequently, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or, in default, to become forfeited to the City | 9,881 25 |
| Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1884 | 25 00 |
| | 11,783 65 |
| 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) | \$1,187,049 47 |
| Claims for unpaid rents during the year, placed in the hands of the Counsel to the Corporation for collection | 31,726 76 |
| | 1,218,776 23 |

III.—BALANCE:

| | |
|---|------------|
| Amount of accrued wharfage remaining uncollected April 30, 1885, in process of collection | \$9,214 37 |
|---|------------|

DOCK BONDS.

| | |
|---|-----------------|
| Amount of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund prior to May 1, 1884 | \$10,603,500 00 |
| Amount of requisitions for Dock Bonds made in and during the year ending April 30, 1885 | 1,450,000 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, 1885, to be | \$12,053,500 00 |
| Of the above the balance in Comptroller's hands May 1, 1885, was | 562,752 69 |
| Leaving net expenditure for fifteen years | \$11,490,747 31 |
| (The law authorizes \$3,000,000 per annum; \$45,000,000 for fifteen years.) | |
| The Department has purchased by and with the advice and consent of the Sinking Fund Commissioners, wharf property to the amount of | \$531,592 75 |
| And has also on hand dredges, scows, derricks, and steam tug, valued at | 128,958 00 |
| All paid for from proceeds of above Bonds | 660,550 75 |
| Deducting from which, leaves the expenditure for new wharves, bulkheads and improvements, repairs to old wharves, dredging, etc. | \$10,830,196 56 |
| While the accrued revenue of the Department for the fifteen years, pledged for the redemption of the city debt, has been | \$11,552,433 13 |

DOCK FUND.

| | |
|---|----------------|
| I.—RECEIPTS: | |
| 1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1884, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1884 | \$99,785 35 |
| 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, 1885 | 1,450,000 00 |
| Premium on 700,000 bonds sold | 15,712 50 |
| | \$1,565,497 85 |
| 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. | 17,509 02 |
| | \$1,583,006 87 |
| Less amount paid by Comptroller, deducted from pay-roll, June, 1881 | 46 67 |
| | \$1,582,960 20 |

II.—EXPENDITURES:

| | |
|---|------------|
| Amount of bills and claims audited in and during the year ending April 30, 1885, 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. | \$382 50 |
| Cement | 20,185 00 |
| Coal for tug, pile-drivers, etc. | 4,800 85 |
| Contracts for building new piers and bulkheads | 189,555 14 |
| Dredging materials and surveying instruments | 43 50 |
| Dredging | 7,295 88 |
| 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 | 13,300 42 |

| | |
|---|-------------|
| Granite, rip-rap, broken-stone, cobble-stone, sand and brick..... | \$22,221 72 |
| Iron, steel, spikes, nails and mooring posts | 15,735 59 |
| Lumber, piles and creosoting | 17,524 71 |
| Stationery, printing and maps | 861 36 |
| Towing | 247 50 |

| | |
|---|------------|
| As per annexed Schedule C: | |
| Salaries of the Commissioners of Docks..... | \$9,000 00 |
| Salaries of the Office of the Engineer-in-Chief | 24,193 15 |
| Salaries of the Construction Force..... | 21,508 26 |

| | |
|---|------------|
| As per annexed Schedule D: | |
| Pay-rolls— | |
| Surveying force | \$8,838 28 |
| Captains, engineers, crews and watchmen on floating property..... | 22,476 67 |
| Blacksmiths, laborers and watchmen in Department Yards | 24,247 56 |
| Masons, dock-builders, laborers and watchmen on works of construction | 68,334 61 |

| | |
|--|-----------|
| 2. For General Repairs— | |
| As per annexed Schedule E: | |
| Advertising for estimates..... | \$827 10 |
| Contracts for repairing piers, etc..... | 79,266 81 |
| Dredging | 49,700 88 |
| Lumber | 13,094 94 |
| Miscellaneous expenses, including painting, cleaning piers, etc..... | 1,212 14 |
| Printing..... | 1,214 25 |

| | |
|--|-----------|
| As per annexed Schedule F: | |
| Pay-rolls of dock-builders, laborers and watchmen on Repairs | 33,177 54 |

| | |
|--|----------|
| 3. For Annual Expense— | |
| As per annexed Schedule G: | |
| Advertising public sales, etc..... | \$459 15 |
| Office rent and contingent expenses..... | 9,573 55 |
| Stationery and printing for Commissioners' offices | 1,347 03 |

| | |
|--|-----------|
| As per annexed Schedule H: | |
| Salaries of officers and appointees..... | 31,416 67 |

| | |
|--|----------|
| 4. For Floating Plant— | |
| Metallic life-boat for tug "Manhattan" | \$100 00 |

| | |
|---|------------|
| 5. For Acquired Property— | |
| Purchase of wharf property on West street, North river..... | 328,062 75 |

III.—BALANCE:

| | |
|---|--------------|
| Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1885, for use of this Department..... | \$562,752 69 |
|---|--------------|

NEW YORK, April 30, 1885.

Approved and adopted.

LUCIUS J. N. STARK, } Commissioners
WILLIAM LAMBEER, } of
JOHN R. VOORHIS, } 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, 1885.

| DR. | | CR. |
|--|----------------|----------------|
| To deposits of money made prior to May 1, 1884, being for payments in advance of rents accruing after that date and credited in this account..... | \$5,552 50 | |
| To deposits of money with the Chamberlain..... | 1,204,789 64 | |
| To bills and claims audited for materials and supplies furnished and for services rendered, to wit: | | |
| On Construction account..... | \$470,754 70 | |
| On General Repairs account..... | 178,493 66 | |
| On Annual Expense account..... | 42,796 40 | |
| Claim for rent south side Pier 51, E. R., decided for defendant, now charged back by advice of Corporation Counsel, per letter of June 27, 1884..... | 375 00 | |
| Paid by Comptroller—previously deducted from pay-roll of June, 1881..... | 46 67 | |
| To estimated depreciation in value of floating plant, say 10 per cent. for the year, and loss on two scows sold..... | 18,622 00 | |
| Balance carried forward..... | 1,499,093 49 | |
| | \$3,420,524 06 | \$3,420,524 06 |

NEW YORK,

By balance, April 30, 1885.....\$1,499,093 49

LUCIUS J. N. STARK, } Commissioners
WM. LAMBEER, } the Board of the
JOHN R. VOORHIS, } Department of Docks.

| DR. | | CR. |
|--|----------------|----------------|
| Contingent Fund..... | \$1,000 00 | |
| Accrued Wharfage uncollected (as per Schedule I)..... | 9,214 37 | |
| 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)..... | 152,204 47 | |
| Dock Fund..... | 562,752 69 | |
| Floating Plant (as per Schedule L)..... | 128,958 00 | |
| Acquired real property..... | 531,592 75 | |
| | \$1,508,974 74 | \$1,508,974 74 |

SCHEDULE A.

LEDGER BALANCES, APRIL 30, 1885.

| DR. | FOLIO. | | CR. |
|----------------|--------|---|----------------|
| | 48 | Fines and penalties..... | \$663 00 |
| | 90 | Sales of maps..... | 5 00 |
| \$178,493 66 | 60 | General repairs..... | |
| 42,796 40 | 2 | Annual expense..... | |
| | 18 | Rents in advance of May 1, 1885..... | 9,881 25 |
| 1,000 00 | 410 | Contingent Fund..... | |
| 152,204 47 | 34 | Unpaid rents in hands of Counsel to the Corporation..... | |
| 545,243 67 | 30 | Dock Fund..... | |
| | 84 | Dock and slip rent..... | 1,187,217 14 |
| | 76 | The Mayor, Aldermen and Commonalty of the City of New York..... | 2,190,437 31 |
| 531,592 75 | 1 | Repairs for private owners, etc..... | 5,926 02 |
| | 38 | Acquired property..... | |
| 123,252 46 | 70 | Dump tickets..... | 10,915 00 |
| 147,580 00 | 50 | Judgments recovered..... | |
| 1,204,789 64 | 80 | Floating plant..... | |
| 470,754 70 | 74 | H. B. Laidlaw, Chamberlain..... | |
| 9,214 37 | 94 | Construction account..... | |
| | 92 | Uncollected wharfages..... | |
| | | Sales old material..... | 1,877 40 |
| \$3,406,922 12 | | | \$3,406,922 12 |

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

| | |
|----------------------------------|----------|
| Advertising. | |
| New York Tribune..... | \$12 00 |
| The Evening Post..... | 28 40 |
| Journal of Commerce..... | 21 20 |
| New York Staats Zeitung..... | 18 80 |
| New York News Publishing Co..... | 279 60 |
| Sunday Mercury..... | 22 50 |
| | \$382 50 |

| | |
|--------------------------|------------|
| Cement. | |
| A. C. Babson, agent..... | \$3,735 00 |
| James Brand..... | 16,450 00 |
| | 20,185 00 |

| | |
|----------------------------------|----------|
| Coal for Tug, Pile-drivers, etc. | |
| Edgar W. Youmans..... | \$397 00 |
| Meeker & Co..... | 4,403 85 |
| | 4,800 85 |

| | |
|---|-------------|
| Contracts for Building New Piers and Bulkheads and Cement Shed. | |
| John Gillies..... | \$50,494 16 |
| Joseph Walsh..... | 45,457 95 |
| John Kelly..... | 1,738 80 |
| Walls & Van Riper..... | 14,185 30 |
| Charles Guidet..... | 9,500 30 |
| John B. Devlin..... | 2,675 00 |
| Joseph Richardson..... | 9,450 00 |
| James D. Leary..... | 49,062 20 |
| William P. Kelly..... | 6,389 63 |
| George F. Doak..... | 601 80 |
| | 189,555 14 |

| | |
|--|---------|
| Drawing Materials and Surveying Instruments. | |
| R. M. Beatty & Bro..... | \$15 50 |
| Albert Levy..... | 15 00 |
| Stackpole & Bro..... | 13 00 |
| | 43 50 |

| | |
|------------------------|----------|
| Dredging. | |
| Union Dredging Co..... | 7,295 88 |

General Expenses, including Insurance, Plumbing, Gas-fitting, Workmen's Tools, and Maintenance of Floating Plant and Department Yards.

| | |
|---|-----------|
| Bradley, Kurtz & Co..... | \$378 75 |
| George H. Toop..... | 114 84 |
| Metropolitan Telephone and Telegraph Co..... | 308 02 |
| Stevens Institute of Technology..... | 72 75 |
| Robert M. Gilmour..... | 4 80 |
| J. C. Saxton..... | 75 00 |
| A. J. Davis..... | 45 00 |
| John B. Barazzi..... | 37 25 |
| Hodgman & Co..... | 628 50 |
| John Merry..... | 67 56 |
| W. B. Ferguson & Son..... | 14 00 |
| A. Schmidt & Bros..... | 8 00 |
| Geo. H. Irving & Bro..... | 60 00 |
| Gutta Percha Rubber Manufacturing Co..... | 117 81 |
| Consumers' Ice Co..... | 35 50 |
| Commonwealth Ice Co..... | 33 60 |
| Fairbanks & Co..... | 213 85 |
| Manufacturers and Builders' Insurance Co..... | 60 00 |
| Greenwich Fire Insurance Co..... | 109 19 |
| Eagle Fire Insurance Co..... | 28 13 |
| Williamsburgh City Fire Insurance Co..... | 93 75 |
| Long Island Fire Insurance Co..... | 66 03 |
| Citizens' Fire Insurance Co..... | 25 01 |
| Stuyvesant Fire Insurance Co..... | 56 25 |
| Knickerbocker Fire Insurance Co..... | 52 67 |
| Brooklyn Fire Insurance Co..... | 50 00 |
| Guardian Fire Insurance Co..... | 25 00 |
| John F. Walsh..... | 902 00 |
| F. W. Devoe & Co..... | 714 52 |
| N. Y. Coal Tar and Chemical Co..... | 224 00 |
| D. Shields & Son..... | 52 00 |
| Franklin and Emporium Fire Insurance Co..... | 50 00 |
| Nassau Fire Insurance Co..... | 12 50 |
| Fireman's Insurance Co..... | 50 00 |
| French & Choate..... | 15 00 |
| Samuel A. Suydam..... | 170 22 |
| William Wall's Sons..... | 1,082 98 |
| Wm. H. Gildersleeve..... | 18 00 |
| Robert Biggart..... | 35 60 |
| Cobanks & Theall..... | 1,248 03 |
| Donegan & Reilly..... | 19 13 |
| Dudley Kelly..... | 9 00 |
| Smith & Lockwood..... | 35 70 |
| T. G. Sellow..... | 61 20 |
| Taunton Copper Co..... | 10 20 |
| Richard Dudgeon..... | 20 50 |
| John W. Chittenden..... | 1,530 00 |
| John Morris..... | 77 50 |
| Jacob Lawson..... | 180 00 |
| W. & B. Douglas..... | 25 20 |
| Vought & Williams..... | 16 00 |
| W. & J. Sloane..... | 66 40 |
| W. H. Wells & Co..... | 30 24 |
| C. H. Delamater & Co..... | 15 00 |
| McLaughlin & Lloyd..... | 708 65 |
| E. Imhauser..... | 80 50 |
| Pacific Fire Insurance Co..... | 12 50 |
| Davis & Sibley..... | 37 50 |
| J. S. Barron & Co..... | 1,038 54 |
| Muller & Wood..... | 491 57 |
| American Supply Co..... | 171 80 |
| McNab & Harlin Manufacturing Co..... | 172 11 |
| Incidentals..... | 140 49 |
| T. E. Crimmins..... | 225 00 |
| Burnet & Co..... | 318 60 |
| N. Y. Belting and Packing Co..... | 129 00 |
| Pollock & Van Wagenen..... | 22 68 |
| Colgate & Co..... | 19 20 |
| Thomas Fitzsimmons..... | 15 00 |
| Joseph Edwards & Co..... | 30 00 |
| Ansonia Clock Co..... | 5 00 |
| Mason & Co..... | 129 95 |
| Michael Ryan..... | 44 00 |
| W. G. Brewer..... | 48 75 |
| C. E. Zimdars..... | 6 50 |
| | 13,300 42 |

| | |
|--|------------|
| Granite Rip-rap, Broken Stone, Cobble, Sand and Brick. | |
| John A. Bouker..... | \$1,821 70 |
| Brown & Fleming..... | 8,779 10 |
| Christopher Havican..... | 7,648 51 |
| Christopher Binder's Sons..... | 3,972 41 |
| | 22,221 72 |

| <i>Iron, Steel, Spikes, Nails and Mooring Posts.</i> | |
|--|-------------|
| A. R. Whitney & Co. | \$13,441 46 |
| Patterson Bros. | 1,123 44 |
| Peter Timmes' Son. | 352 00 |
| Pierson & Co. | 147 69 |
| Adolph Stark. | 671 00 |
| | \$15,735 59 |

| <i>Lumber, Piles and Creosoting.</i> | |
|--------------------------------------|------------|
| Alfred C. Hoe & Co. | \$2,386 00 |
| Beard & Kimpland | 1,965 00 |
| Bacon, Pike & Co. | 384 13 |
| Bell Bros. | 2,906 71 |
| Ogden & Co. | 118 75 |
| Robinson & Booth | 27 75 |
| L. Bucki & Son. | 448 00 |
| Eppinger & Russell | 1,149 56 |
| A. Duryee | 15 12 |
| Garret E. Green | 24 86 |
| Alfred J. Murray | 7,636 27 |
| Isaac E. Smith & Son. | 259 70 |
| Decker & Rapp. | 202 86 |
| | 17,524 71 |

| <i>Stationery Printing and Maps.</i> | |
|--------------------------------------|---------|
| Evening Post Job Printing Office. | \$80 00 |
| John J. Bloomfield. | 214 76 |
| Edward A. Kingsland. | 338 60 |
| Isaac J. Oliver | 160 75 |
| Fletcher McDonald. | 67 25 |
| | 861 36 |

| <i>Towing.</i> | |
|----------------|--------------|
| Victor Vierow | 247 50 |
| | \$292,154 17 |

| <i>Additional Floating Plant.</i> | |
|-----------------------------------|--------------|
| Lewis H. Raymond. | 100 00 |
| | \$292,254 17 |

SCHEDULE C.

SALARIES AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners of Docks.

| | |
|---------------------|------------|
| Lucius J. N. Stark. | \$3,000 00 |
| Wm. Laimbeer. | 3,000 00 |
| John R. Voorhis. | 3,000 00 |
| | \$9,000 00 |

Office of Engineer-in-Chief.

| | |
|-----------------------|------------|
| George S. Greene, Jr. | \$6,000 00 |
| Willard A. Nichols | 3,000 00 |
| Thomas J. Long | 1,500 00 |
| Edward C. Reynolds. | 1,200 00 |
| Winfield S. Lasher. | 1,500 00 |
| Robert M. Kid. | 1,174 20 |
| James W. Dorsett. | 1,200 00 |
| George W. Nicholson. | 1,000 00 |
| William Livingstone. | 1,500 00 |
| Otto Sibeth. | 819 00 |
| Frederick Lange. | 1,200 00 |
| Henry Singer. | 1,100 00 |
| Alexander M. Goge. | 1,000 00 |
| John E. Bartlett. | 800 00 |
| Patrick M. Dowd. | 519 15 |
| N. J. Vander Weyde. | 682 80 |
| | 24,195 15 |

Construction Force.

| | |
|--|-------------|
| William W. Maclay, Superintendent of Section. | \$2,500 00 |
| Hiram C. Calkins, Hydrographer | 900 00 |
| Irving K. Taylor, Hydrographer | 900 00 |
| Thomas Murphy, Master Mason | 1,200 00 |
| Wm. Shedlock, Superintendent Machinery. | 1,500 00 |
| J. Frank Johnson, Leveler. | 900 00 |
| David H. Lane, Clerk Floating Property | 900 00 |
| John W. Ingalls, Clerk. | 900 00 |
| John Hooper, Timekeeper. | 600 00 |
| Effingham V. Smith, Timekeeper. | 900 00 |
| John C. Donohue, Clerk General Repairs Force. | 900 00 |
| Henry C. Freeman, Clerk Surveying Force | 166 67 |
| 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. | 1,200 00 |
| William Rainer, Foreman of Floating Property | 1,173 85 |
| Robert M. Sterritt, Foreman of Gansevoort Street Yard. | 1,167 74 |
| Patrick H. McCullough, Roundsman. | 1,200 00 |
| | 21,508 26 |
| | \$54,703 41 |

SCHEDULE D.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Surveying Force.

| | |
|---|------------|
| 24 half-monthly rolls, May 1, 1884, to May 1, 1885. | \$8,838 28 |
|---|------------|

Captains, Engineers, Crews and Watchmen, on Floating Property.

| | |
|---|-------------|
| 24 half-monthly rolls, May 1, 1884, to May 1, 1885. | \$17,899 57 |
| 12 monthly rolls (Tug "Manhattan") | 4,577 10 |
| | 22,476 67 |

Blacksmiths, Laborers and Watchmen, in Department Yards.

| | |
|---|-----------|
| 24 half-monthly rolls, May 1, 1884, to May 1, 1885. | 24,247 56 |
|---|-----------|

Masons, Dock Builders, Laborers and Watchmen, on Works.

| | |
|---|--------------|
| 24 half-monthly rolls, May 1, 1884, to May 1, 1885. | 68,334 61 |
| | \$123,897 12 |

SCHEDULE E.

BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS ACCOUNT.

Advertising.

| | |
|---------------------------|----------|
| N. Y. Truth | \$148 00 |
| The Evening Post | 80 20 |
| New York Staats Zeitung | 72 30 |
| Journal of Commerce | 28 60 |
| The New York World | 89 40 |
| Sunday Mercury | 21 00 |
| N. Y. News Publishing Co. | 387 60 |
| | \$827 10 |

Contracts for Repairing Piers.

| | |
|----------------------|-------------|
| Flaherty & O'Connell | \$26,448 48 |
| Wm. P. Kelly | 9,452 44 |
| James D. Leary | 18,480 00 |
| Joseph Walsh | 10,397 29 |
| Warren Roosevelt | 7,645 60 |
| John D. Walsh | 1,980 00 |
| Ross & Sanford | 973 00 |
| P. Sanford Ross | 3,850 00 |
| | 79,266 81 |

Dredging.

| | |
|---------------------------------|-------------|
| Union Dredging Co. | \$26,989 75 |
| Atlantic Dredging Co. | 15,203 80 |
| Henry Du Bois' Sons. | 324 54 |
| Charles Du Bois. | 4,949 26 |
| Morris & Cumming's Dredging Co. | 2,233 53 |
| | \$49,700 88 |

Lumber.

| | |
|-----------------------|-----------|
| L. Bucki & Son. | \$250 59 |
| A. Duryee | 539 79 |
| Robinson & Booth | 788 19 |
| Decker & Rapp | 1,100 11 |
| Bell Bros. | 7,212 17 |
| John Kelly | 222 00 |
| Eppinger & Russell | 30 40 |
| John Monks | 740 00 |
| Alfred J. Murray | 1,705 74 |
| Bacon, Pike & Co. | 295 70 |
| Geo. P. Platt, agent. | 190 25 |
| W. B. Ferguson & Son. | 20 00 |
| | 13,094 94 |

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

| | |
|---------------------------------|----------|
| Isaac Hall's Son. | \$90 00 |
| L. L. Goodrich | 53 26 |
| Patterson Bros. | 42 86 |
| Walls & Van Riper | 500 00 |
| Cobanks & Theall | 51 00 |
| Stevens Institute of Technology | 29 75 |
| M. Thompson | 14 75 |
| T. New | 80 00 |
| Fairbanks & Co. | 155 80 |
| Robert Biggart | 63 75 |
| Guy C. Hotchkiss, Field & Co. | 13 60 |
| Muller & Wood | 117 27 |
| | 1,212 14 |

Printing.

| | |
|---------------------------------------|----------|
| The Evening Post Job Printing Office. | \$453 25 |
| Isaac J. Oliver | 761 00 |
| | 1,214 25 |

\$145,316 12

SCHEDULE F.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

| | |
|---|-------------|
| 24 half-monthly rolls, May 1, 1884, to May 1, 1885. | \$33,177 54 |
|---|-------------|

SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Advertising.

| | |
|----------------------------------|----------|
| New York Commercial Advertiser. | \$14 00 |
| The New York News Publishing Co. | 188 40 |
| Sunday Mercury | 1 75 |
| Tribune Association. | 255 00 |
| | \$459 15 |

Office Rent and Contingent Expenses.

| | |
|---|------------|
| Edward Dickel, by order of Court. | \$1,347 00 |
| Thomas Duffy | 10 30 |
| J. H. Caulfield | 58 40 |
| E. Robinson | 100 00 |
| Brooklyn Fire Ins. Co. | 26 00 |
| James S. Barron & Co. | 14 75 |
| T. M. Stewart | 26 42 |
| Popham & Co. | 89 50 |
| Consumers' Ice Co. | 18 06 |
| The Met. Telephone and Telegraph Co. | 100 00 |
| John B. Barazzi | 132 85 |
| Manhattan Real Estate Association | 6,750 00 |
| S. A. Suydam | 31 11 |
| New York Gas-light Co. and Consolidated Gas Co. | 460 72 |
| Incidentals | 345 43 |
| George W. Hojer | 16 00 |
| F. W. Devoe & Co. | 20 00 |
| J. J. Feeny | 9 25 |
| W. G. Brewer | 17 76 |
| | 9,573 55 |

Stationery and Printing.

| | |
|--------------------|----------|
| E. A. Kingsland | 793 35 |
| John J. Bloomfield | 264 43 |
| Martin B. Brown | 269 75 |
| Isaac J. Oliver | 19 50 |
| | 1,347 03 |

\$11,379 73

Acquired Property Account.

| | |
|---|--------------|
| Wharf property purchased during the year on West street, North river. | \$328,062 75 |
|---|--------------|

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 | 205 65 |
| James Weir, Apportionment Clerk | 1,800 00 |
| Charles Miller, Jr., Recording Clerk | 1,200 00 |
| Edward G. Ames, Clerk | 994 62 |
| Frederic Perry, Bookkeeper | 2,000 00 |
| George O. Beach, Clerk to Treasurer | 1,800 00 |
| John M. Smith, Dock Master | 1,500 00 |
| George W. Wannmaker, Dock Master | 1,500 00 |
| Theodore S. Croft, Dock Master | 375 00 |
| George S. Hunt, Messenger | 313 00 |
| Mary Dowling, Cleaner | 313 00 |
| Charles H. Thompson, Dock Master | 1,500 00 |
| Edward Abeel, Dock Master | 1,500 00 |
| Bernard Kenney, Dock Master | 1,500 00 |
| Edward Gilon, Dock Master | 1,500 00 |
| Robert Hall, Dock Master | 1,000 00 |
| John Callan, Dock Master | 1,500 00 |
| Geo. H. Laughlin, Jr., Engrossing Clerk | 1,200 00 |
| Louis S. Kellogg, Messenger | 830 00 |
| William T. Johnson, Messenger | 780 00 |
| J. De Witt Foshay, Doorman and Watchman | 584 00 |
| Michael Magee | 584 00 |
| Bernard Garvey | 574 40 |
| Catherine Lyons, Cleaner | 313 00 |
| Joseph F. Sharkey, Dock Master | 125 00 |
| Abram Duryee | 1,125 00 |
| | \$31,416 67 |

SCHEDULE I.

WHARFAGE FROM UNLEASED WHARVES FOR THE YEAR ENDING APRIL 30, 1885.

On North River.

| | Accrued this Year. |
|--|--------------------|
| Bulkhead north of Pier, new 1..... | \$156 00 |
| " between Piers, old 21 and 22..... | 556 00 |
| South half Pier, old 22..... | 1,356 59 |
| New made ground between Chambers and Duane streets..... | 396 00 |
| South half Pier, old 33 and bulkhead south..... | 3,859 54 |
| North half Pier, old 34..... | 4,233 44 |
| Bulkhead between Piers, old 35 and old 36..... | 309 32 |
| " " " 41 " 42..... | 2,056 00 |
| Pier, old 42..... | 3,374 97 |
| Bulkhead between Piers, new 35 and new 36..... | 190 54 |
| " " " 36 " 37..... | 236 43 |
| " " " 37 " 38..... | 316 68 |
| " " " 38 " 39..... | 323 85 |
| " " " 39 " 40..... | 313 20 |
| " " " 40 " 41..... | 99 28 |
| " " " 41 " 42..... | 296 29 |
| " " " 42 " 43..... | 262 93 |
| Pier, new 43..... | 6,304 74 |
| " 46..... | 6,519 03 |
| Bulkhead south of Pier, old 54..... | 360 00 |
| Pier, old 54..... | 1,420 23 |
| Pier at West Eleventh street..... | 751 33 |
| Bulkhead at Bank street..... | 355 00 |
| Pier at Bethune street..... | 602 83 |
| Dumping-board at West Twelfth street..... | 959 00 |
| Bulkhead at Gansevoort street..... | 554 00 |
| " Bogart street..... | 476 91 |
| Pier and bulkhead north of Bogart street..... | 51 25 |
| Pier north of Bloomfield street..... | 707 58 |
| Bulkhead south of Little West Twelfth street..... | 603 83 |
| Pier at Little West Twelfth street..... | 498 80 |
| " West Thirteenth street..... | 1,755 26 |
| Bulkhead at West Fourteenth street..... | 318 50 |
| Pier at West Fifteenth street..... | 463 19 |
| " West Sixteenth street..... | 324 09 |
| " West Seventeenth street..... | 2,309 36 |
| " West Eighteenth street..... | 1,040 58 |
| " West Nineteenth street..... | 558 34 |
| " West Twenty-first street..... | 2,771 83 |
| Bulkhead at West Twenty-fourth street..... | 91 67 |
| " between Piers, new 54 and new 55..... | 410 33 |
| " " " 56 " 57..... | 1 50 |
| Pier, new 57..... | 2,370 13 |
| " at West Twenty-eighth street..... | 42 80 |
| " new 59..... | 1,943 62 |
| " " 60..... | 1,217 21 |
| " at West Thirty-fourth street..... | 3,129 94 |
| " " Thirty-fifth street..... | 1,977 39 |
| " " Thirty-seventh street..... | 714 75 |
| " " Fortieth street..... | 2,666 55 |
| " " Forty-fourth street..... | 1,492 08 |
| Bulkhead at West Forty-fifth street..... | 27 50 |
| Pier at West Forty-sixth street..... | 2,151 35 |
| " West Forty-seventh street..... | 712 87 |
| " West Fifty-fifth street..... | 2,873 52 |
| Bulkhead between Seventy-eighth and Seventy-ninth streets and Pier at West Seventy-ninth street..... | 1,594 83 |
| Pier at West Ninety-sixth street..... | 693 11 |
| " West One Hundred and Twenty-ninth street..... | 429 77 |
| " West One Hundred and Thirtieth street..... | 318 04 |
| " West One Hundred and Thirty-first street..... | 573 34 |
| " West One Hundred and Fifty-second street..... | 36 14 |
| " West One Hundred and Fifty-fifth street..... | 1 50 |

\$73,512 78

On East River.

| | |
|--|------------|
| Bulkhead at Battery..... | \$1,462 50 |
| Pier 7..... | 8,506 97 |
| Bulkhead between Piers 7 and 8..... | 2 42 |
| West half Pier 12..... | 1,449 56 |
| East half Pier 18..... | 2,724 50 |
| Bulkhead between Piers 18 and 19..... | 258 11 |
| West half Pier 19..... | 6,187 20 |
| Bulkhead between Piers 20 and 21..... | 32 47 |
| East half Pier 25, West half Pier 26, and bulkhead between..... | 4,469 40 |
| Pier 37..... | 1,400 38 |
| Pier 41..... | 6,355 26 |
| Bulkhead east side of Pier 41..... | 167 53 |
| Pier 43..... | 2,972 93 |
| Pier 44..... | 6,679 99 |
| Bulkhead west side Pier 44..... | 595 51 |
| Pier 46..... | 5,186 31 |
| Pier 48..... | 917 16 |
| East half Pier 53 and west half Pier 54..... | 81 03 |
| Pier 55..... | 1,670 35 |
| Bulkhead at Corlears street..... | 99 86 |
| " East street..... | 46 |
| North half Pier 56, South half Pier 57, and bulkhead between..... | 676 37 |
| Pier 58..... | 841 81 |
| East half Pier 59..... | 142 00 |
| Pier 60 and bulkhead, north side..... | 1,911 94 |
| Pier 61 and bulkhead, north side..... | 591 27 |
| Pier 62..... | 4,411 76 |
| Pier at East Third street..... | 1,751 27 |
| " Fifth street..... | 1,714 47 |
| " Fourteenth street..... | 41 49 |
| " Fifteenth street..... | 25 00 |
| Bulkhead at Sixteenth street..... | 9 01 |
| " Eighteenth street..... | 268 25 |
| " Twentieth street..... | 226 45 |
| " Twenty-second street..... | 280 00 |
| " Twenty-fourth street..... | 2 68 |
| Pier at Twenty-fifth street..... | 504 86 |
| " Twenty-sixth street..... | 52 88 |
| " Twenty-eighth street..... | 40 15 |
| Bulkhead at Twenty-ninth street..... | 145 00 |
| " Thirtieth street..... | 17 83 |
| Pier at Thirty-second street..... | 706 68 |
| " Thirty-eighth street..... | 442 80 |
| Bulkhead between Thirty-eighth and Thirty-ninth streets..... | 560 34 |
| Bulkhead at Forty-second street..... | 42 43 |
| " East Forty-third street..... | 250 30 |
| " East Forty-eighth street..... | 24 27 |
| Pier at East Fifty-third street..... | 632 20 |
| " " Fifty-fourth street..... | 243 00 |
| " " Fifty-fifth street..... | 62 00 |
| Bulkhead between Sixtieth and Sixty-second streets..... | 2,010 70 |
| Bulkhead at East Sixty-fourth street..... | 160 00 |
| " East Sixty-fifth street..... | 62 00 |
| " East Seventieth street..... | 40 00 |
| " East Seventy-third street..... | 21 50 |
| Bulkhead platform at East Seventy-fifth street..... | 81 56 |
| Bulkhead between East Seventy-eighth and East Seventy-ninth streets..... | 1,290 38 |
| Pier at East Eighty-sixth street..... | 513 79 |

72,018 34

Harlem River.

| | |
|---|--------------|
| Bulkhead at East Ninety-third street..... | \$771 00 |
| Crib bulkhead at East Ninety-ninth street..... | 203 60 |
| Pier at East One Hundred and Second street..... | 250 53 |
| Bulkhead at East One Hundred and Fourth street..... | 193 48 |
| Bulkhead and platform at East One Hundred and Fifth street..... | 30 10 |
| Bulkhead at East One Hundred and Sixth street..... | 312 05 |
| " East One Hundred and Seventh street..... | 106 08 |
| Pier at East One Hundred and Ninth street..... | 200 77 |
| Bulkhead at East One Hundred and Tenth street..... | 6 00 |
| Pier at East One Hundred and Seventeenth street..... | 281 61 |
| Bulkhead and Platform at East One Hundred and Twentieth street..... | 2 32 |
| Pier at East One Hundred and Twenty-fifth street..... | 64 65 |
| " East One Hundred and Twenty-ninth street..... | 89 61 |
| | \$2,511 80 |
| Total wharfage for the year..... | \$148,042 92 |
| Total uncollected April 30, 1885..... | \$9,214 37 |

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1885.

| Against | Date | Amount |
|--|-------------------------------------|--------------|
| John Darrow..... | Nov. 1, 1870..... | \$1,200 00 |
| John G. Hayland..... | Nov. 1, 1873..... | \$14,085 00 |
| Less paid..... | Aug., 1883..... | 2,000 00 |
| | | 12,085 00 |
| William Bradley..... | July 1, 1874..... | 8,750 00 |
| Oyster Bay and Huntington Steamboat Co..... | Dec. 17, 1874..... | 125 00 |
| Jonas Sonneborn..... | Feb. 1, 1875..... | 1,500 00 |
| Henry Smith..... | Feb. 1, 1875..... | 9,750 00 |
| Benjamin Terwilliger..... | May 1, 1875..... | 900 00 |
| Daniel Darrow..... | May 1, 1875..... | 2,500 00 |
| David Tracy..... | May 1, 1878..... | 2,017 50 |
| Alexander Mason and Robert Foster..... | May 1, 1878..... | 4,227 50 |
| James W. Boyle..... | May 1, 1879..... | 3,946 25 |
| Morrisania Steamboat Co..... | May 1, 1879..... | 250 00 |
| John G. Dale..... | Sept. 23, 1879..... | 322 78 |
| Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department..... | | 28,038 45 |
| Thomas C. Burke..... | July 12, 1880..... | 852 99 |
| Thomas Fitzpatrick..... | Sept. 15, 1880..... | 1,237 50 |
| Erie Railway Co..... | May 1, 1881..... | 9,375 00 |
| | Aug. 12, 1881..... | 2,119 56 |
| James McClenahan..... | Aug. 1, 1882..... | 502 50 |
| Steam yacht "Yosemite"..... | June 1, 1882..... | 935 93 |
| Owner or owners Dry Dock, Pier 62, East river..... | To April 30, 1885..... | 9,832 50 |
| Joseph Cooper..... | Feb. 1, 1883..... | 1,375 00 |
| John H. Baxter..... | Feb. 1, 1883..... | 175 00 |
| Joseph Cooper..... | May 1, 1883, to May 1, 1884..... | 2,750 00 |
| William H. Wood..... | May 1, 1883, to May 15, 1884..... | 1,562 50 |
| Peter H. Walsh..... | Aug. 1, 1883, to May 1, 1885..... | 2,718 75 |
| Collis P. Huntington..... | Sept. 19, 1883..... | 17,500 00 |
| Booth and Edgar..... | Dec. 5, 1883..... | 250 00 |
| Alexander Mason..... | Mar. 5, 1884..... | 1,750 00 |
| Morris Wasel..... | Aug. 1, 1884, to May 1, 1885..... | 900 00 |
| Fulton Market Fish Mongers' Association..... | May 1, 1884, to May 1, 1885..... | 6,500 00 |
| Samuel L. Storer..... | May 1, 1884, to May 1, 1885..... | 7,225 00 |
| Patrick Murray..... | Nov. 1, 1884, to Feb. 11, 1885..... | 28 01 |
| New York, West Shore and Buffalo R. R. Co..... | Oct. 8, 1884, to May 1, 1885..... | 8,445 21 |
| Francis Connolly..... | For wharfage, May 1, 1885..... | 120 00 |
| Dennis Devine..... | For wharfage, May 1, 1885..... | 58 90 |
| William H. Dimond..... | For wharfage, May 1, 1885..... | 20 14 |
| Thomas Dore..... | For wharfage, May 1, 1885..... | 235 50 |
| Edward Teague..... | For wharfage, May 1, 1885..... | 62 00 |
| | | \$152,204 47 |

SCHEDULE K.

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

| WHOM AGAINST. | DATE FILED. | INTEREST INCLUDED. | AMOUNT. |
|--|---------------------|--------------------|--------------|
| John D. Tracy..... | April 14, 1880..... | \$504 75 | \$3,479 75 |
| David Tracy..... | Dec. 14, 1880..... | 1,319 80 | 5,919 80 |
| "..... | Dec. 29, 1880..... | 3,133 56 | 14,213 96 |
| "..... | Mar. 9, 1881..... | 4,063 67 | \$17,687 42 |
| Less received..... | Apr. 25, 1883..... | | 780 00 |
| | | | 16,907 42 |
| David Tracy..... | Mar. 10, 1881..... | 2,436 34 | 10,430 46 |
| "..... | Mar. 15, 1881..... | 377 18 | 1,839 68 |
| "..... | Apr. 26, 1881..... | 637 85 | 3,105 56 |
| "..... | July 29, 1881..... | 1,366 67 | 6,240 53 |
| James H. Graham..... | June 4, 1880..... | 99 60 | 540 35 |
| H. A. Tiedemann..... | Mar. 30, 1881..... | 871 53 | 4,721 53 |
| "..... | Oct. 6, 1881..... | 611 10 | 2,604 43 |
| Thomas Gaynor..... | April 9, 1881..... | 439 22 | 2,531 72 |
| Thomas C. Burke..... | Jan. 15, 1881..... | 2,389 60 | 13,139 60 |
| "..... | Oct. 20, 1881..... | 739 05 | 6,114 05 |
| James Savage..... | Mar. 16, 1881..... | 16 70 | 141 70 |
| Herman Hastorf..... | May 17, 1880..... | 439 63 | 2,214 63 |
| "..... | Apr. 30, 1881..... | 1,806 36 | 7,426 36 |
| John E. Hoagland..... | Nov. 26, 1881..... | 292 13 | 942 13 |
| Jesse Ryder..... | Nov. 26, 1881..... | 193 86 | 658 86 |
| Empire City Ice Co..... | Jan. 27, 1882..... | 43 15 | 193 15 |
| Wm. H. Brown..... | Feb. 16, 1882..... | 636 31 | 2,011 31 |
| John Burns..... | Apr. 29, 1882..... | 7 35 | 57 35 |
| John Brennan and others, composing West India Fruit Dealers' Association..... | July 6, 1882..... | 2,405 55 | 11,780 55 |
| Daniel Dailey..... | Sept. 14, 1882..... | 3 05 | 140 55 |
| "..... | Oct. 13, 1882..... | 1 45 | 138 95 |
| Frederick Schecker..... | Oct. 12, 1882..... | 46 47 | 883 97 |
| Collateral Judgment against estate of Thomas Tone, surety for David Tracy..... | Oct. 23, 1882..... | 231 67 | 231 67 |
| John D. Tracy..... | | | 991 10 |
| Dillon Ransom..... | | | 1,000 00 |
| Patrick Grace..... | | | 251 25 |
| Adolph L. Kerker..... | Oct. 9, 1882..... | | 2,100 00 |
| | | | \$123,252 46 |

SCHEDULE L.

Statement of Valuation of Floating Plant, April 30, 1885.

| | |
|---|--------------|
| The 100-ton derrick "City of New York"..... | \$70,000 00 |
| " 10-ton derrick..... | 2,800 00 |
| " derrick-scow "Joe" and engine..... | 560 00 |
| " tug "Manhattan"..... | 17,500 00 |
| " two dredges, Nos. "3" and "4"..... | 11,200 00 |
| " ten pocket-scows..... | 6,540 00 |
| " seven pile-drivers, Nos. "1," "2," "3," "5," "7," "8" and "9" @ \$800 each..... | 4,900 00 |
| " pile-driver No. "6"..... | 840 00 |
| " two pile-drivers, Nos. "10" and "11"..... | 8,400 00 |
| " deck-scows "B," "C," "D" and "E" @ \$1,200 each..... | 4,800 00 |
| " deck-scows "May" and "Willie" @ \$240 each..... | 420 00 |
| " deck-scows, "Jim" @ \$400, and "F," @ \$80..... | 420 00 |
| " boring-machine "Woodcock"..... | 700 00 |
| " two diver's scows..... | 70 00 |
| " twelve yawl-boats, two skiffs, two bateaux and three row-boats..... | 318 00 |
| " metallic life-boat..... | 90 00 |
| | \$128,958 00 |

RENT-ROLL, Showing the Occupancy, on May 1, 1885, 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, 1884. |
|--|--|---|-------------------------------------|---|-----------------------|---|
| <i>North River.</i> | | | | | | |
| Pier, new 1. | Iron Steamboat Co. | May 1, 1881, to May 1, 1891 | \$30,100 per ann. | By public sale, March 22, 1881. | \$30,100 00 | |
| Bulkhead north of Pier, new 1. | Cavanagh & Collins. | May 1, 1885, to May 1, 1888 | 950 " | By public sale, March 30, 1885. | | |
| 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. | 13,500 00 | |
| Platforms at bulkhead between Piers 6 and 8. | New York and Baltimore Transportation Line. | At pleasure of the Board. | 400 " | By resolution, January 2, 1878, and April 30, 1884. | 400 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. | 1,500 " | By resolution, October 9, 1879, and April 30, 1884. | 1,500 00 | |
| Extension to Pier 9. | William Cruikshank, agent. | At pleasure of the Board. | 800 " | By resolution, October 9, 1879, and April 30, 1884. | 800 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 | |
| North half Pier 12 and half bulkhead. | Central R. R. Co. of New Jersey. | May 1, 1885, to May 1, 1890 | 7,600 " | By public sale, March 30, 1885. | | |
| 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 | |
| Pier 13 and half bulkhead southerly. | Central R. R. Co. of New Jersey. | May 1, 1885, to May 1, 1890 | 15,000 " | By public sale, March 30, 1885. | | |
| 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. | 1,000 " | By resolution, July 9, 1879, and April 30, 1884. | 1,000 00 | |
| South half Pier 18 and part bulkhead adjoining. | Associates 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 | 1,500 " | By resolution, March 6, 1878, and April 30, 1884. | 1,500 00 | |
| Platforms between Piers 18 and 19, etc. | John H. Starin. | At pleasure of the Board. | 1,200 " | By resolutions, May 15, 1873, and December 15, 1875 | 900 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. | 6,750 00 | |
| Extension to Pier, old 20. | Francis MacDonald. | June 15, 1874, to 3 mos. notice | 2,500 " | By resolution, March 11, 1874. | 1,875 00 | |
| Pier, old 21, and bulkhead adjoining south side. | William Coverly. | May 1, 1880, to May 1, 1883 | 12,000 " | By public sale, April 13, 1880. | 12,000 00 | |
| South half Pier, old 23, and bulkhead adjoining. | Stephens & Condit Transportation Co. | June 1, 1881, to June 1, 1884 | 3,500 " | By public sale, March 22, 1884. | | |
| 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. | 33,100 00 | |
| Piers, new 23 and new 21, and 560 feet bulkhead northerly 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 | |
| Platform north side Pier 23. | Providence & Stonington Steamship Co. | At pleasure of the Board. | 350 " | By resolution, July 5, 1872. | 252 50 | |
| One hundred feet bulkhead southerly from Franklin street. | Van Sicken & Co. | May 1, 1885, to May 1, 1887 | 2,800 " | By purchase with lease, March 13, 1885. | | |
| Pier old 35. | Homer Ramsdell. | May 1, 1879, to removal for new pier. | 15,000 " | By resolution, November 27, 1878. | 15,000 00 | |
| Eighty-seven feet six inches bulkhead northerly from Franklin street. | W. S. Tompkins. | Dec. 23, 1884, to Mar. 1, 1885 | 2,200 " | By purchase, December 23, 1884. | 403 84 | |
| 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 | |
| Eighty-seven feet six inches bulkhead southerly from North Moore street. | Morgan's Louisiana & Texas R. R. and Steamship Co. | Dec. 23, 1884, to May 1, 1886 | 3,500 " | By purchase, December 23, 1884. | 373 97 | |
| Fifty feet bulkhead northerly from North Moore street. | Morgan's Louisiana & Texas R. R. and Steamship Co. | Feb. 11, 1885, to May 1, 1886 | 1,500 " | By purchase, February 11, 1885. | | |
| 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 | |
| One Hundred feet bulkhead southerly from Hubert street. | James D. Wynkoop. | Dec. 23, 1884, and Jan. 1, 1885, to May 1, 1888. | 1,000 " | By purchase, December 23, 1884, and January 19, 1885 | 60 86 | |
| Pier, old 38, and North Battery. | Pennsylvania R. R. Co. (assignee). | Terminated Sept. 1, 1884. | 18,000 " | (Holding over under lease by Commissioners of the sinking Fund, May 31, 1869). | 6,000 00 | |
| Pier, new 27 and new 28, and bulkhead between Pier, old 39. | Pennsylvania R. R. Co. | Sept. 1, 1884, to Sept. 1, 1894 | 55,000 " | By resolution, May 25, 1882. | 35,666 67 | |
| Platform north side of Desbrosses street. | Associates of the Jersey Co., and A. Van Santvoord and H. P. Farrington. | May 1, 1879, to removal for new pier. | 15,000 " | By resolution, November 27, 1878. | 15,000 00 | |
| Pier, old 40, and bulkhead northerly. | New Jersey R. R. and Transportation Co. | At pleasure of the Board. | 1,000 " | By resolution, November 2, 1871. | 750 00 | |
| Pier, new 34, and one-half bulkhead each side. | 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. | 26,250 00 | |
| Pier, new 35 (formerly old 43). | Pacific Mail Steamship Co. | Sept. 1, 1884, to Sept. 1, 1889 | 45,000 " | By resolutions, July 23 and 31, and August 3, 1874. | 22,750 00 | |
| Pier, new 36. | H. Yonge, Jr., agent. | May 1, 1883, to May 1, 1893 | 35,000 " | By resolutions, June 6, 1883. | 35,000 00 | |
| Pier, new 37. | 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 38. | C. P. Huntington. | May 1, 1883, to May 1, 1893 | 70,000 " | By public sale, April 27, 1883. | 70,000 00 | |
| Pier, new 39. | Williams & Guion. | May 1, 1878, to May 1, 1883 | 30,000 " | By resolutions, April 26, 1876, and January 30, 1878. | 30,000 00 | |
| Pier, new 40 (except use of water on north side). | Francis W. J. Hurst (National S. S. Co., Limited). | Feb. 1, 1878, to Feb. 1, 1888 | 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. | May 1, 1879, to May 1, 1889 | 7,500 " | By resolutions, April 26, 1876, and November 10, 1880. | 7,500 00 | |
| Pier, new 41. | Delaware, Lackawanna & Western R. R. Co. (assignee). | Sept. 1, 1881, to Sept. 1, 1891 | 30,000 " | By resolutions, April 29, 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; holding over. | 3,000 " | By resolution, March 23, 1881, and January 7, 1885. | 3,750 00 | |
| Land under water, southerly of Pier, new 42. | Hudson Tunnel Railway Co. | Jan. 1, 1881, to Jan. 1, 1886 | 1,000 per ann. (from July 1, 1881). | By resolution, March 23, 1881. | 1,250 00 | |
| Pier, new 42. | Compagnie Générale Transatlantique. | Nov. 1, 1876, to Nov. 1, 1886 | 30,000 per ann. | By resolution, February 18, 1875. | 30,000 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 resolution, December 4, 1873. | 18,750 00 | |
| Piers, new 44 and new 45, bulkhead between and one-half bulkhead north of new 45. | Oceanic Steam Navigation Co. | July 1, 1884, to July 1, 1889 | 45,500 " | By resolution, December 4, 1873. | 34,125 00 | |
| Pier, new 47, and bulkhead southerly. | Quebec Steamship Co. | May 1, 1881, to May 1, 1886 | 14,000 " | By public sale, March 22, 1881. | 14,000 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, March 22, 1881. | 3,200 00 | |
| Bulkhead south of Pier, old 54. | Tim Shea. | May 1, 1884, to May 1, 1887 | 6,500 " | By public sale, April 21, 1884. | 4,875 00 | 1,625 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, April 27, 1883. | 5,000 00 | |
| Pier at Jane street. | Decker & Rapp. | May 1, 1884, to May 1, 1887 | 1,600 " | By public sale, April 21, 1884. | 1,200 00 | 400 00 |
| Pier at Horatio street. | Consumers' Ice Co. | May 1, 1884, to May 1, 1887 | 1,250 " | By public sale, April 21, 1884. | 922 50 | 307 50 |
| Pier at Gansevoort street (with reservation to cancel, if required, for new public market). | Daniel Shea. | May 1, 1882, to May 1, 1885 | 2,500 " | By public sale, April 25, 1882. | 2,500 00 | |
| Pier at Gansevoort street with reservation to cancel, if required, for new public market. | Daniel Shea. | May 1, 1885, to May 1, 1888 | 3,000 " | By public sale, March 30, 1885. | | |
| Platform at bulkhead south of Thirtieth street. | Drew & Bucki. | At pleasure of the Board. | 500 " | By resolution, November 1, 1876. | 500 00 | |
| Pier at Twentieth street. | Knickerbocker Ice Co. | May 1, 1876, to May 1, 1886 | 1,505 " | By public sale, April 21, 1876. | 1,505 00 | |
| Extension to Pier at Twentieth street. | Knickerbocker Ice Co. | At pleasure of the Board. | 250 " | By resolution, November 26, 1879. | 250 00 | |
| Pier at Twenty-second street. | A. Van Santvoord. | May 1, 1876, to May 1, 1886 | 1,410 " | By public sale, April 21, 1876. | 1,410 00 | |
| Extension to Pier at Twenty-second street. | A. Van Santvoord. | June 20, 1876, to May 1, 1886 | 250 " | By resolutions, May 10, 1876, and March 2, 1881. | 250 00 | |
| Bulkhead at Twenty-third street, with land under water covered by ferry platform. | N. Y., Lake Erie & Western R. R. Co. | May 1, 1879, to May 1, 1881; holding over. | 500 " | By public sale, April 28, 1879. | | |
| Platform north of ferry at Twenty-third street. | Twenty-third Street Railway Co. | At pleasure of the Board. | 100 per mo. | By resolutions, June 5, 1882. | 1,200 00 | |
| Pier, new 54. | Funch, Eddy & Co., agents. | Jan. 1, 1882, to Jan. 1, 1892 | 20,000 per ann. | By resolutions, June 30, 1880, and November 16, 1881. | 20,000 00 | |
| Pier, new 55. | Pim, Forwood & Co., agents. | May 1, 1882, to Feb. 1, 1892 | 20,000 " | By resolutions, July 7, 1880; December 14, and December 25, 1881, and April 12, 1882. | 20,000 00 | |
| Pier, new 56. | Simpson & Spence, agents. | July 1, 1882, to July 1, 1892 | 25,000 " | By resolutions, December 8, 1880, and July 18, 1882. | 25,000 00 | |
| Pier at Thirty-sixth street. | N. Y. Central & Hudson R. R. Co. | Nov. 1, 1873, to Nov. 1, 1883; holding over. | 5,000 " | By resolution, September 13, 1873. | 5,000 00 | |
| Extension to Pier at Forty-third street. | N. Y., West Shore & Buffalo R. R. Co. | Oct. 8, 1884, to Oct. 8, 1894 | 15,000 " | By resolution, October 8, 1884. | | |
| Land under water south side Fifty-fifth street. | Knickerbocker Ice Co. | At pleasure of the Board. | 100 " | By resolutions, September 25 and November 21, 1873. | 100 00 | |
| Pier at Fifty-first street. | James Gillies. | At pleasure of the Board. | 250 " | By resolution, February 13, 1884. | 250 00 | |
| Pier at Fifty-eighth street. | Andrew Dettinger. | Nov. 1, 1881, to May 1, 1883 | 3,200 " | By public sale, October 31, 1881. | 3,200 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 9, 1881. | 5,000 00 | |
| Site for Pier at Fifty-ninth street. | John Chester. | At pleasure of the Board. | 365 " | By resolution, March 14, 1883. | 365 00 | |
| Land under water between 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 resolutions, August 16, 1876, and November 7, 1877. | 1,000 00 | |
| Land under water between south line of Sixty-fifth and south line of Seventy-second streets, 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 23, 1884. | 5,500 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 28, 1880. | 17,500 00 | |
| Pier at One Hundred and Twenty-ninth street. | John Dorshell. | At pleasure of the Board. | 30 per mo. | By resolution, June 20, 1884. | 90 00 | |
| | D. G. Yuengling, Jr. | May 1, 1885, to May 1, 1888 | 1,000 per ann. | By public sale, March 30, 1885. | | |
| Total. | | | | | \$917,804 34 | |
| <i>East River.</i> | | | | | | |
| Pier 1 and 8 1/2 feet bulkhead easterly. | John H. Starin (assignee). | May 1, 1874, to May 1, 1884 (held over until Aug. 1, 1884). | 10,000 per ann. | By resolution, January 19, 1874. | \$2,500 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 | 6,000 " | By public sale, March 7, 1876. | 6,000 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 | |
| West half Pier 8. | N. Y., Lake Erie & Western R. R. Co. | May 1, 1884, to May 1, 1887 | 8,000 " | By public sale, April 21, 1884. | 6,000 00 | \$2,000 00 |
| East half Pier 18. | William D. Morgan. | May 1, 1885, to May 1, 1888 | 4,000 " | By public sale, March 30, 1885. | | |
| Platform south of Pier 20. | C. H. Mallory & Co. | At pleasure of the Board. | 200 " | By resolution, March 27, 1878. | 200 00 | |
| East half Pier 20. | C. H. Mallory & Co. | Aug. 15, 1883, to May 1, 1888 | 5,500 " | By public sale, April 27, 1883. | 5,500 00 | |
| Bulkhead platform between Piers 20 and 21. | C. H. Mallory & Co. | May 1, 1885, to May 1, 1888 | 1,675 " | By public sale, March 30, 1885. | | |
| West half Pier 21. | C. H. Mallory & Co. | May 1, 1881, to May 1, 1886 | 5,200 " | By public sale, March 22, 1881. | 5,200 00 | |
| Widening Pier 21. | C. H. Mallory & Co. | Oct. 19, 1881, to May 1, 1886 | 800 " | By resolutions, June 8, 1881, and October 19, 1881. | 800 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, March 28, 1879. | | |
| Outer half east side Pier 22. | Samuel L. Storer. | May 1, 1882, to May 1, 1885 | 5,100 " | By public sale, April 25, 1882. | | |
| Outer 211 feet of west side Pier 23. | Samuel L. Storer. | June 1, 1882, to June 1, 1885 | 2,125 " | By public sale, April 25, 1882. | | |
| East half Pier 24 and half bulkhead adjoining. | Hartford and N. Y. Transportation Co. | May 1, 1881, to May 1, 1885 | 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 29, 1881. | 6,500 00 | |
| Platform between Piers 32 and 33. | Long Island R. R. Co. | Pleasure of the Board. | 2,000 " | Resolution December 24, 1884. | 1,000 00 | |
| East half Pier 33, west half Pier 34, and bulkhead between. | Thomas Clyde. | May 1, 1881, to May 1, 1886 | 13,000 " | By public sale, March 29, 1881. | 13,000 00 | |
| Platform between Piers 35 and 36. | S. F. Shortland & Brother. | At pleasure of the Board. | 50 " | By resolution May 2, 1877. | 50 00 | |

| PROPERTY. | LESSOR OR OCCUPANT. | TERM OF TENANCY. | RENT. | RIGHT OF TENANCY. | RECEIVED DURING YEAR. | RECEIVED IN ADVANCE PRIOR TO MAY 1, 1884. |
|--|--|---|---|--|-----------------------|---|
| Widening east side and extension to Pier 36..... | George H. Penniman | Nov. 1, 1878, to May 1, 1889 | \$700 per ann. | By public sale, December 16, 1878..... | \$700 00 | ..... |
| Pier 38 and half bulkhead westerly..... | Maine Steamship Co..... | Nov. 1, 1881, to May 1, 1887 | 12,000 " | By public sale, October 31, 1881..... | 12,000 00 | ..... |
| Platform between Piers 38 and 39..... | Peter Charles..... | At pleasure of the Board... | 400 " | By resolution, June 16, 1875..... | 300 00 | ..... |
| Pier 40 and half bulkhead easterly, including platform..... | Frank Phelps..... | May 1, 1882, to May 1, 1887 | 9,000 " | By public sale, March 29, 1881..... | 9,000 00 | ..... |
| Platform between Piers 49 and 50..... | Glen Cove Manufacturing Co..... | At pleasure of the Board... | 1,000 " | By resolution, November 22, 1880..... | 1,000 00 | ..... |
| Platform at bulkhead south of Pier 50..... | New York, New Haven & Hartford R. R. Co..... | At pleasure of the Board... | 4,000 " | By resolution, May 26, 1881..... | 4,000 00 | ..... |
| Platform between Piers 50 and 51..... | Harlem River & Port Chester R. R. Co..... | At pleasure of the Board... | 1,500 " | By resolution, May 7, 1874, and November 6, 1879..... | 1,500 00 | ..... |
| East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for public bath at Pier 51)..... | Joseph V. Brown..... | May 1, 1882, to May 1, 1885 | 2,200 " | By public sale, April 25, 1882..... | 2,200 00 | ..... |
| East half Pier 51, west half Pier 52, and bulkhead, etc., between (except reservation for public bath at Pier 51)..... | Joseph V. Brown..... | May 1, 1885, to May 1, 1888 | 2,500 " | By public sale, March 30, 1885..... | ..... | ..... |
| North half Pier 56, south half Pier 57, and bulkhead between..... | William H. Wood..... | Dispossessed May 15, 1884.. | 1,500 " | By public sale, April 25, 1882..... | ..... | ..... |
| Bulkhead, etc., at and south of Houston street..... | Nassau Ferry Co..... | Nov. 1, 1878, to May 1, 1894 | 2,000 per ann. (for first 5 years, 2,250 second 5 years)..... | ..... | ..... | ..... |
| Site for Pier, 130 feet south of Houston street..... | Nassau Ferry Co..... | May 1, 1879, to May 1, 1895 | 300 per ann. | By public sale, December 16, 1878..... | 2,250 00 | ..... |
| Pier at Third street (except reservation for police boat)..... | Ridgewood Ice Co..... | May 1, 1885, to May 1, 1888 | 2,000 " | By resolution, January 8, 1879..... | 300 00 | ..... |
| Bulkhead at Twentieth street..... | H. L. Herbert & Co..... | May 1, 1885, to May 1, 1888 | 700 " | By public sale, March 30, 1885..... | ..... | ..... |
| 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 Thirty-first street..... | Joseph V. Brown..... | May 1, 1884, to May 1, 1887 | 3,000 " | By public sale, April 21, 1884..... | 2,250 00 | \$750 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, 1886 | 500 " | By public sale, April 27, 1883..... | 500 00 | ..... |
| Pier at Thirty-seventh street (except reservation for public bath)..... | Morris Wasel..... | May 1, 1884, to May 1, 1887; terminated May 1, 1885.. | 1,200 " | By public sale, April 21, 1884..... | ..... | 300 00 |
| Bulkhead at Thirty-ninth street..... | George W. Ryerson..... | Nov. 1, 1881, to May 1, 1885 | 800 " | By public sale, October 31, 1881..... | 800 00 | ..... |
| Dumping-board at Thirty-ninth street..... | George 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 | ..... |
| Bulkhead at Forty-third street..... | James L. Miller..... | May 1, 1885, to May 1, 1888 | 300 " | By public sale, March 30, 1885..... | ..... | ..... |
| 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..... | 1,050 00 | ..... |
| 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..... | 800 00 | ..... |
| Bulkhead at Forty-ninth street..... | Peter H. Walsh..... | May 1, 1883, to May 1, 1886 | 1,125 " | By public sale, April 27, 1883..... | ..... | ..... |
| Float at Fifty-second street..... | Patrick Murray..... | Pleasure of the Board; revoked Feb. 11, 1885..... | 100 " | By resolution, August 27, 1884..... | 16 66 | ..... |
| Pier at Fifty-third street..... | Ridgewood Ice Co..... | May 1, 1885, to May 1, 1888 | 800 " | By public sale, March 30, 1885..... | ..... | ..... |
| Site for bulkhead between Fifty-sixth and Fifty-seventh streets..... | Schmitt & Koehne..... | At pleasure of the Board... | 100 " | By resolution, April 27, 1877, and April 30, 1884..... | 100 00 | ..... |
| Site for platform, etc., north of Sixty-second street. | Jabez A. Bostwick..... | 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. | Ehrenreich 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 (holding over)..... | 250 " | By resolution, May 28, 1874, and July 16, 1884..... | 250 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..... | 510 00 | 170 00 |
| 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..... | 100 00 | ..... |
| Total..... | | | | | \$116,486 66 | ..... |
| Harlem River. | | | | | | |
| Float at One Hundred and Sixteenth street..... | Vandervoort & Tucker..... | At pleasure of the Board... | 10 per mo. | By resolution, June 7, 1882..... | \$225 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..... | Geo. T. Gaden & Co..... | At pleasure of the Board... | 400 per ann. | By resolution, June 28, 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 " | By resolution, April 4, 1883..... | 500 00 | ..... |
| Total..... | | | | | \$1,175 00 | \$5,552 50 |

SUMMARY.

| | |
|--|----------------|
| Received in advance prior to May 1, 1884..... | \$5,552 50 |
| Rents collected during the year, as above: | |
| From North river water-front..... | \$917,804 34 |
| From East river water-front..... | 116,486 66 |
| From Harlem river water-front..... | 1,175 00 |
| | 1,035,466 00 |
| Wharfages collected from unleased property: | |
| On North river water-front..... | \$70,574 41 |
| On East river water-front..... | 66,971 63 |
| On Harlem river water-front..... | 2,484 93 |
| | 140,030 97 |
| Received during the year..... | \$1,181,049 47 |
| Less outstanding May 1, 1884..... | 26,130 00 |
| | \$1,154,919 47 |
| Unpaid rents and wharfage placed with Counsel to the Corporation during the year for collection..... | 31,726 76 |
| Uncollected wharfages..... | \$9,214 37 |
| Less outstanding May 1, 1884..... | 8,643 46 |
| | 570 91 |
| Total Revenue for the year ending May 1, 1885..... | \$1,187,217 14 |

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS, 117 AND 119 DUANE STREET,
OFFICE OF THE ENGINEER-IN-CHIEF,
NEW YORK, May 1, 1885.

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, 1885.

NORTH RIVER—WORK UNDER NEW PLAN.

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 have been made on this section during the past year.

On the 3d July, 1884, it was directed, by unanimous resolution of the Board, to proceed with the construction of a pier for the uses of this Department, and also of the Police Department, in accordance with a plan submitted to the Board on that day.

This pier is to be 45 feet wide and 285 feet long. It springs from the corner of the bulkhead or river wall south of new Pier 1, North river, at an angle with the main length of the wall of 116½ degrees. The pier consists of eight sub-piers outside of the wall, supporting a deck or floor of iron girders with concrete arches between them, and is known as "Pier A, foot of Battery place, North River."

As the borings and soundings showed the rock to be only about 18 feet below mean low water, as a minimum, with soft mud on top of the rock, affording no holding ground for piles of either wood or iron, the foundations were made by clearing the mud off the rock, then sinking a box or crib of cheap timber on the site of the sub-pier foundation, and filling the same up to a certain height with concrete in bags carefully laid by submarine divers under water. Mass concrete was then placed over the bags and leveled off, to form a seat or bed for the concrete blocks made in air, which extend from the above-described foundation to a height two feet below mean low water-mark. Above these concrete base blocks the sub-piers were built of granite to a level two feet above mean high water mark.

The top of the pier resting on these sub-piers consists of six main girders and two side girders, extending from sub-pier to sub-pier, each girder being 3 feet in depth, and a concrete arch being sprung between each two girders; the top of the arches forming a deck or floor of the pier, which is to be covered with an asphalt pavement two inches in thickness.

The deck of the pier is 5 feet 3 inches above mean high water at its sides, and has a camber of 3 inches in its centre.

Work was vigorously pushed and the pier could have been completed by January 1, 1885, if the furnishers of the granite had delivered it at the time they agreed to. By the specification of

the Treasurer's order, the granite was to have been all delivered between 10th September, 1884, and 19th November, 1884, but the first cargo was not delivered until 3d November, 1884, and the last 21st April, 1885.

At this date sub-piers 4, 5, 6, 7 and 8 are completed.

The iron girders are set on the spans from sub-piers 4 to 8, and the concrete arches built between sub-piers 6 and 7, and partially built between sub-piers 5 and 6 and 7 and 8.

The concrete foundation of sub-pier No. 1 is finished, and also those of sub-piers 2 and 3, except the top courses of concrete blocks. The granite is partially set on sub-pier No. 1.

The granite being now delivered the work will proceed to completion.

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 "

Levels have been taken on the newly-made land to ascertain its rate of settling. Some small repairs have been made to Department office and to old shed south of Pier, old No. 33.

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 7th July, 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 "

Some repairs were made in the early part of the year upon the temporary cobble pavement approach to Pier, new 26, North river, and in April last the cobble stones were replaced with Belgian blocks.

A cluster of guard piles has been maintained at the northerly end of the section to protect the unfinished work.

It is very desirable that the gap between this section of the wall and the Lighthouse section should be closed.

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

| | |
|---|--------------------------------|
| Length of piling for the year..... | 0.00 feet; to date 344.5 feet. |
| " base blocks for the year..... | 84.73 " " 339.37 " |
| " "E" course of granite for the year..... | 104.71 " " 301.95 " |
| Equivalent length of completed wall for the year..... | 35.0 " " 335.00 " |

The wall has been continued and completed southerly from Pier, new 28, to the southerly line of Hubert street, and the Pennsylvania Railroad Company, lessee, has occupied the bulkhead between Piers, new 27 and 28.

The building of the wall to the northward of Pier, new 28, was stopped by injunction of the United States Circuit Court on 11th March, 1884, and no work has been done upon it since.

Pier, new 27.—This pier has been completed, under Contract No. 193, Mr. Joseph Walsh, contractor, and the Pennsylvania Railroad Company, lessee, put in possession of it; a temporary approach having been built to it where filling could not be put in. A shed similar to that on Pier, new 28, has been built upon this pier by the lessees.

The filling in rear of the wall between Piers, new 26 and new 27, has been completed to such extent as was practicable under the condition of unfinished wall at each end of the section.

Sections North of Canal Street.

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

| SECTION. | LENGTH ON "E" OR TOP COURSE OF GRANITE, UNDER COPING. | EQUIVALENT LENGTH OF COMPLETED WALL. |
|------------------------------------|---|--------------------------------------|
| Canal Street Section..... | 334.95 | 373.89 |
| Spring " "..... | 129.92 | 130.92 |
| Clinton " "..... | 406.74 | 406.74 |
| New King Street Section..... | 118.41 | 118.41 |
| 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 " "..... | 501.46 | 501.46 |
| Morton " "..... | 151.33 | 151.33 |
| Christopher " "..... | 1,095.92 | 1,111.51 |
| Total length..... | 3,317.83 | 3,373.06 |

The paving between Piers, new 35 and new 38, having been carried down by the settlement of the newly-made ground upon which it was laid, it was decided to take up the pavement, raise the filling and replace the pavement. This work was begun in November, but was stopped by the severe winter weather, and resumed in April last.

In order not to interrupt travel, the area is taken up in sections, and the work will be completed in July next.

The area of the newly made land lying between the yard of the Hudson River Tunnel Company and the bulkhead has been temporarily paved with cobble-stone in order to afford a better roadway.

The Hudson River Tunnel Company have done no work of consequence during the year.

Pier, new 45.—The repairs to understructure of Pier, new 45, under Contract No. 199, described in last annual report, have been fully completed.

Some repairs to water pipes supplying Piers, new 45, new 46 and new 47, have been made.

Pier, new 46, and the shed upon it, are in need of extensive repairs to put them in good order for heavy and steady use.

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 various injunctions restraining the Department from proceeding with the construction on this section, no work has been done upon it, except the maintenance of the temporary roadways to the piers, and refilling the newly-made ground where settlement made it advisable.

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..... | 0.00 " " 471.80 " |
| " "E" course of granite for the year..... | 0.00 " " 442.12 " |
| Approximate equivalent length of completed wall for the year..... | 0.00 " " 492.00 " |

No work has been done to the wall on this section except the pointing of the joints. The filling has not been continued behind the wall on account of the injunction of the Philadelphia and Reading Coal and Iron Company of 11th September, 1882.

The new Piers 59 and 60 have been in use, a temporary roadway having been made from Pier, new 60 to Pier, new 59, on top of filling on wall platform, and Thirtieth street having been filled in from the old bulkhead to the wall and a plank roadway laid upon the filling.

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..... | 52.0 feet; to date, 263.0 feet. |
| " base blocks to date..... | 96.82 " " 254.5 " |
| " "E" course of granite to date..... | 242.63 " " 244.73 " |
| Approximate equivalent length of completed wall for the year..... | 96.0 " " 251.0 " |

The building of the wall at this section has been continued, and the wall completed, except the necessary racking or slope at its northerly end.

Thirty-fourth Street, North River.—Under Secretary's Order No. 3459, January 16th, 1885, plans and specifications were submitted for extending the existing pier out to the "Established Pier Head Line," a distance of about 70 feet. Under Secretary's Order No. 4115, January 26th, 1885, plans and specifications were begun for building a new pier, and for repairing a portion of the old pier to be used as an approach. Their preparation has been temporarily suspended.

Thirty-fifth Street, North River.—Under Secretary's Order No. 3550, September 2, 1884, plans, specifications and form of contract for repairing and extending the pier were finished and submitted.

The pier was repaired and extended for the full width of sixty feet to the "Established Pier Head Line," a distance of about 70 feet beyond original end of the pier, making the length of the pier beyond the established bulkhead line 500 feet, and its total length, measured from the present bulkhead, 527.9 feet on the north side, and 536.2 feet on the south side, and increasing the deck area by about 4,200 square feet. The work was done by Mr. J. D. Leary, contractor.

Fortieth Street, North River.—Under Secretary's order No. 3551, plans and specifications were submitted September 27, 1884, for removing the old pier and for building a new pier and approach, and for dredging its site and the half slip on each side.

Forty-first Street, North River.—Plans and specifications were submitted September 24, 1884, for building a pier and approach at the foot of West Forty-first street, and for dredging its site and the half slips on each side.

Forty-fourth Street, North River.—The new pier at this street, begun last year under Contract No. 200 by Mr. John Gillies, has been completed and put in use.

EAST RIVER—WORK UNDER NEW PLAN.

No work of construction has been done under the new plan on the East river.

The soundings and borings on the site of the bulkhead or river wall and new piers, begun last year, have been completed between Pier No. 2 and Pier No. 11.

Under Resolution of Board of 3d July, 1884.

Borings and soundings have been taken from Eighty-sixth street, East river, to the Third avenue Bridge on Harlem river, and plans have been made for the improvement of the water front between the above-mentioned points. These plans were submitted to the Board on 25th April, 1885, and were on 27th April, 1885, approved and determined by the Board.

NORTH RIVER—WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

Seventy-ninth Street, North River.—The crib-bulkhead begun last year under Contract No. 201, Mr. Joseph Walsh, contractor, has been completed and put in use. It extends from the northerly side of Seventy-ninth street to the northerly side of Eightieth street.

The pier at this street has been repaired and put in good order under same contract.

One Hundred and Twenty-ninth Street, North River.—A crib-work bulkhead, from One Hundred and Twenty-ninth street to One Hundred and Thirtieth street, North river, has been built and put in use during the past year.

The work was done under Contract No. 212 and Secretary's Order No. 3922, by Mr. William P. Kelly, contractor.

The Pier at this street, the outer end of which had been carried away by ice, is being repaired by Mr. William P. Kelly, contractor, under Contract No. 219.

EAST RIVER—WORK OF CONSTRUCTION NOT UNDER THE NEW PLAN.

Twenty-sixth Street, East River.—The old pier at this street has been removed, and a new pier, averaging 643 feet 6 inches long by 60 feet wide, has been built, under Contract No. 205, by Mr. James D. Leary, contractor. The sewer outlet has been extended under the pier to its outer end.

One Hundred and Fifth Street, Harlem River.—A bulkhead platform has been built across the foot of this street, under Contract No. 210, Class 1, by Messrs. Walls and Van Riper, contractors.

One Hundred and Sixth Street, Harlem River.—A bulkhead platform has been built across the foot of this street, under Contract No. 210, Class 2, by Messrs. Walls and Van Riper, contractors.

One Hundred and Seventh Street, Harlem River.—The bulkhead at the foot of this street has been repaired and built up by the Department's force, making, with the work done by private parties, a continuous wharf from the southerly side of One Hundred and Fourth street to the northerly side of One Hundred and Seventh street.

Ward's Island.—The Homeopathic Hospital Pier on the easterly side of Ward's Island has been repaired and enlarged, under Contract No. 221, by Mr. John Kelly, contractor.

Hart's Island.—The Branch Workhouse Pier at Hart's Island has been rebuilt, under Contract No. 214, by Messrs. Walls & Van Riper, contractors.

General Repairs.—The repairs to piers and bulkheads, etc., have been more extensive than during either of the past two years.

Among the larger pieces of work have been—

Repairing the understructure of Pier, new 45, North river.

Repairing Pier at Seventy-ninth street, North river.

Repairing Pier foot of Twenty-fifth street, East river.

Repairing Pier foot of Thirty-fifth street, North river.

Repairing Pier foot of One Hundred and Twenty-ninth street, North river.

Repairing and extending Homeopathic Hospital Pier, Ward's Island, East river.

In the appendix a detailed statement of all the repairs is given.

There has been made by the various works above enumerated during the year, 4175.8 lineal feet of wharfage room on the North river, by work under the new plan, and on the North river, by work not under the plan, 508 feet; on the East river, by work not under the new plan, 2,015 feet, or a grand total of 6,199.8 feet, equal to over 1½ miles.

Floating Property.—The schedule of floating property remains the same as last year, with the exception of two mud-scows, No. 8 and No. 9, which have been sold, one old diver's scow broken up and sold, and one yawl boat broken up.

The 100-ton Derrick "City of New York" has handled and set the concrete base blocks for Light street section and West Thirty-first street section of the wall, and for the sub-piers at Pier A, and also those moved from Gansevoort Street Yard to West Fifty-seventh Street Yard, besides handling various pile drivers and other pieces of floating property for repairs.

The Tug "Manhattan" has done nearly all the towing of the Department and has had an additional life boat placed upon her.

The hull of this tug will need, before long, to be extensively repaired.

The 10-ton derrick has been used in setting granite on the wall and on the sub-piers of Pier "A."

The Borer "Woodcock" has made a large number of borings on North river, from Pier 2 to Pier 8, and on the East river, and from Eighty-sixth street to Harlem Bridge, for the new plan of that section of the water front.

The other pieces of floating property have been used as occasion required. The two dredges remain hired to the Union Dredging Company.

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 from them lines and levels have been given during the progress of the work.

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

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

Surveys and examinations have been made over 82,200 lineal feet of water front. These surveys have been plotted and put on file in this office, and tracings have been prepared therefrom. 467 rod soundings, to ascertain the depth of soft mud, have been taken, of which 391 were on the North River, and 76 on the East and Harlem Rivers.

101,832 disc soundings, to ascertain the depth of water, have been taken on the North, East and Harlem Rivers in 466 slips, of which 49,150 were taken in 220 slips on the North river, and 52,682 in 246 slips on the East and Harlem Rivers.

278 rod soundings and 3,301 disc soundings were for construction and 189 rod soundings and 99,530 disc soundings for general repairs, examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on record in this office.

The dredging done by the Department, excepting that at Pier A, North river, under resolution of Board of 3d July, 1884, and that at Storehouse Dock, Blackwell's Island, under Secretary's Order No. 4214, and the dumping of all dredged material, have been supervised.

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

Gansevoort Street Yard.—The usual work of this yard was done up to 5th January, 1885.

Ironwork was done at the blacksmith's shop at this yard and other work for the sections, and 1,045 barrels were received and tested up to 5th January, 1885, when, in accordance with resolution of Board passed 21st November, 1883, the stores, offices and shops were all removed to West Fifty-seventh Street Yard. The old buildings and condemned material were sold at auction on 27th January, 1885, and the Gansevoort Street Yard abolished.

West Fifty-seventh Street Yard.—In accordance with resolution of the Board passed 21st November, 1883, the Pier at West Fifty-seventh street has been repaired and strengthened and fitted for a general supply and repair station for the Department uses.

A cement shed, 40x80', with capacity of 2,500 barrels, has been built on outer end of pier, and also a shed 20x120' for store-rooms, offices, etc., and a carpenters' and blacksmiths' shop 20x70' on the southerly side of the pier. The Bloomfield street office and a small office, 15 feet square, were moved from the old Gansevoort Street Yard to this yard.

A platform and other facilities for building base blocks, have been built on the north side of the pier.

The offices and clerks, etc., were moved to this yard on 5th January, 1885, and all the blacksmith work has been done there since that date; 7,955 barrels of cement have been received and tested.

The centres for concrete arches at Pier "A" were made at the yard, and 97 concrete base blocks for the sub-piers of Pier "A" were also made here.

East Seventeenth Street Yard.—This yard been kept in order and used for the storage of granite and other materials, which have been issued to the work as required.

I herewith submit an appendix, containing—

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

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

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

A summary of work at the Department yards.

A summary of work of "General Repairs."

A summary of the work on "Floating Property."

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

A list of the forms of contracts and specifications submitted to the Board of Docks during the year.

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

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

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

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

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

A table of new wharfage room made by private owners during the year.

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, 1885.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER FRONT.

BATTERY SECTION.

Pier A.

Resolution of the Board, July 15, 1884.

BORINGS.

June 2, 7 to 13, and July 1 to 5, 1884.—Borings were taken over the site of the proposed pier with the borer "Woodcock."

DREDGING.

July 23 to August 15, 1884.—The Union Dredging Company (under Treasurer's Order No. 11016) excavated and removed 3,516 cubic yards of mud, and (under Treasurer's Order No. 11067) removed 598 cubic yards of boulders, stone, etc., from the site of the proposed pier. The divers assisted in the latter work.

August 15, 1884.—The diver examined the sites for the sub-piers.

ABUTMENT.

October 13 to 26, 1884.—Recesses to receive the inner ends of the girders were cut in the coping of the bulkhead wall by Department stone-cutters, who wedged out the pieces of granite after the holes had been drilled by the steam drill.

October 14 to 23, 1884.—100 holes, 2 inches in diameter and 30 inches deep, were drilled in the coping, for the recesses, with a steam drill, by T. E. Crimmins, under Treasurer's Order No. 11187.

EXTRA FOUNDATION NEAR THE ABUTMENT.

November 17 to December 2, 1884.—The rip-rap was removed by the divers from the footing of the bulkhead wall, on the line of the southerly side of the pier, to prepare for placing the foundation for a structure to support the corner of the proposed building on the pier.

December 10, 15, 16 and 22, 1884.—A survey and examination was made of the area cleared of rip-rap, the divers assisting.

SUB-STRUCTURE.

Sub-Pier No. 1.

PILING.

July 22 to August 2, 1884.—82 piles were driven for the foundation.

October 14 to 16, 1884.—The mud was removed from between the piles by means of a water-jet, the divers assisting.

October 21 to November 1, 1884.—82 piles were cut off at 21.8 feet below mean low water-mark, with the circular saw, the divers assisting.

November 17, 1884.—The piles were located by the diver by means of a wire-netting frame-work.

November 19 and 20, 1884.—9 extra piles were driven in the foundation.

November 21 and 22, 1884.—9 extra piles were cut off at 21.8 feet below mean low water-mark, with the circular saw.

November 25, 1884.—The diver located the extra piles driven in the foundation. 91 piles in all were driven in the foundation to an average depth of about 30 feet below mean low water and sawed off at a depth of about 21.8 feet below mean low water.

STONE FILLING.

November 7 and 8, 1884.—The mud was removed from between the piles by means of a water-jet, the diver assisting.

November 11 to 13, 1884.—144 cubic yards of cobbles were deposited by Christopher Havican, under Treasurer's Order No. 11049.

November 17 to 29, 1884.—The divers cleared the tops of the piles from the rip-rap and cobbles among them.

CONCRETE BLOCKS.

November 12 to 17, 1884.—Sights were placed and preparations made for setting concrete blocks.

November 18 to 29, 1884.—9 concrete blocks were set by the derrick "City of New York," the divers assisting.

March 6 and 7, 1885.—Guides for setting blocks were placed.

March 13 and 14, 1885.—3 concrete blocks were set by the derrick "City of New York," the divers assisting.

March 13 and 14, 1885.—Recesses were cut in the blocks for keying the granite to the blocks.

March 16, 1885.—Levels were taken on the blocks set.

In all, 12 concrete blocks, containing 219½ cubic yards of concrete were placed in this sub-pier.

GRANITE.

April 24 to 29, 1885.—16 pieces of granite, containing 815.45 cubic feet, were set with 8 batches of mortar, and backed with 10 batches of concrete, 6.3 cubic yards. The masons were also dressing the granite and caulking the joints. The granite for this pier is not yet completed.

Sub-Pier No. 2.

SOUNDINGS.

August 27, 1884.—Rod soundings were taken by the surveyors, assisted by the crew of the derrick "City of New York," over the site of sub-pier.

CRIB.

August 30 to September 4, 1884.—The crib, 15 feet by 50 feet in area and 5 feet in height (average dimensions), was set, taken up and reset by the derrick "City of New York." The crib was loaded with rip-rap to sink it, and guided to place by spuds. Guide pieces were placed on it to guide the divers in placing the concrete.

September 1 to 4, and 18 to 22, 1884.—The mud, sand, etc., were removed from the crib by a water-jet operated from the pile driver No. 5 and a steam-pump, the divers assisting.

September 23 to 30, 1884.—108 batches of concrete in bags (68.04 cubic yards), and 69 batches (43.47 cubic yards), loose, in buckets, were placed in the crib, the divers assisting and leveling up.

CONCRETE BLOCKS.

October 2, 1884.—The surveyors, assisted by the crew of the derrick "City of New York," gave points for guides for setting the concrete blocks.

October 3 to 9, 1884.—9 concrete blocks (192 cubic yards) were set on the crib foundation by the derrick "City of New York," the divers assisting.

October 10 and 11, 1884.—Levels were taken on the blocks by the surveyors, assisted by the divers.

Sub-Pier No. 3.

SOUNDINGS.

August 27, 1884.—Rod soundings were taken by the surveyors over the site of the sub-pier, the derrick "City of New York," being used, the divers assisting.

CRIB.

September 5, 1884.—The crib, 15 feet by 50 feet in area and 5 feet in height (average dimensions), was placed by the derrick "City of New York," and loaded with rip-rap to sink it to place.

September 6, 1884.—Guide planks were placed by the diver on the crib to guide divers in placing the concrete.

September 8 and 22 to October 18, 1884.—The mud, sand, etc., were removed from the site of the sub-pier by a water-jet, operated from pile driver No. 5, and a steam-pump, the divers assisting.

October 13 to 27, 1884.—118 batches (74.34 cubic yards) of concrete in bags, and 78 batches (49.14 cubic yards) loose, in buckets, were placed in the crib, the divers assisting.

CONCRETE BLOCKS.

October 31 to November 3, 1884.—Points were given, and the crib foundation prepared by the divers for setting the base blocks.

November 5 to 10, 1884.—12 concrete blocks (200.7 cubic yards) were set on the crib foundation by the derrick "City of New York," the divers assisting, and holes drilled in the blocks to receive dowels.

GRANITE.

April 22 and 23, 1885.—The granite was cut and preparations made for setting it.

Sub-Pier No. 4.

SOUNDINGS.

August 27, 1884.—Rod soundings were taken by the surveyors assisted by the crew of the derrick "City of New York," over the site of the sub-pier.

CRIB.

September 18, 1884.—The crib, 15 feet by 50 feet in area and 5 feet in height (average dimensions), was placed by the derrick "City of New York," and loaded with rip-rap to sink it to place, the divers assisting.

September 20, 1884.—The sights were removed by the divers.

September 30 to October 6, 1884.—The mud, sand, etc., were removed from the crib by the water-jet and steam-pump, the divers assisting.

October 7, 1884.—Levels were taken on the crib, the divers assisting.

October 9 to 18, 1884.—70 batches (44.1 cubic yards) of concrete in bags, and 94 batches (59.29 cubic yards) loose, in buckets, were placed in the crib, the divers assisting.

October 27 to 30, 1884.—9 concrete blocks were set on the crib foundation by the derrick "City of New York," the divers assisting.

October 30 to 31, 1884.—Levels were taken on the blocks.

March 10, 1885.—Guides for setting concrete blocks placed in position, the divers assisting.

March 12, 1885.—3 concrete blocks (total for the pier 12) were set by the derrick "City of New York," the divers assisting.

March 13, 1885.—Levels taken on the blocks.

GRANITE.

March 23 to April 10, 1885.—36 pieces (1,765.87 cubic feet) of granite were dressed, and set with 14½ batches of mortar and 7½ batches of grout, and backed with 18 batches (12.34 cubic yards) of concrete, completing the granite for the sub-pier.

April 6 to 15, 1885.—Seats for the girders were cut in the granite.

Sub-Pier No. 5.

SOUNDINGS.

August 28, 1884.—Rod soundings were taken by the surveyors, assisted by the crew of the derrick "City of New York," over the site of the sub-pier.

CRIB.

September 23, 1884.—The crib, 15 feet by 50 feet in area, and 5 feet in height (average dimensions), was placed by the derrick "City of New York," the divers assisting, and loaded with rip-rap to sink it in place.

September 24, 1884.—The sights were removed by the divers.

September 29 and 30, 1884.—Mud, sand, etc., were removed from the crib by the water-jet and steam-pump, the divers assisting.

October 1 to 8, 1884.—96 batches (60.48 cubic yards) of concrete in bags, and 79 batches (47.88 cubic yards) loose, in buckets, were placed in the crib, the divers assisting.

CONCRETE BLOCKS.

October 14, 1884.—Points were given and guides placed on crib, and preparations made for setting the blocks.

October 15 and 17, 1884.—9 concrete blocks were placed on the crib by the derrick "City of New York," the divers assisting.

December 4 and 5, 1884.—3 concrete blocks were placed on the crib by the derrick "City of New York," the divers assisting.

December 8 and 9, 1884.—Levels were taken on the blocks, the divers assisting. In all, 12 concrete blocks (238.23 cubic yards), were placed in this sub-pier.

GRANITE.

January 14 and 15 and 30 to February 2, 1885.—The granite was dressed and prepared for setting.

February 3 to March 6, 1885.—34 pieces of granite were dressed and set, and backed with 17½ batches (11.025 cubic yards) of concrete.

March 7 to 11, 1885.—Seats for the girders were cut in the granite.

March 17 to 19, 1885.—The joints in the blocks were located by the surveyors, the divers assisting.

March 26 and 27, 1885.—2 pieces of granite were dressed and set in place. During the year, 36 pieces (1,697.56 cubic feet) of granite were set in 18½ batches of mortar and 4 batches of grout, and backed with 17½ batches (11.025 cubic yards) of concrete, completing the granite for this pier.

March 26 and 27, 1885.—Seats for the girders were cut in the granite.

Sub-Pier No. 6.

CRIB.

August 4 and 5, 1884.—Preparing to sink the crib.

August 7, 1884.—The crib, 15 feet by 50 feet in area and 5 feet in height (average dimensions), was placed in position by the derrick "City of New York," the divers assisting, and loaded with rip-rap to sink it to place.

August 8, 1884.—The north end of the crib was blocked up by the diver, and mud was removed from the crib by the water-jet and steam-pump, the divers assisting.

August 9, 1884.—The position of the crib was shifted about one foot by the derrick "City of New York," the divers assisting.

August 11, 1884.—Guides for placing the concrete bags were set.

August 12 and 13, 1884.—The mud, sand, etc., were removed from the crib by the water-jet and steam-pump, the divers assisting.

August 14 to 25, and September 5 to 10, 1884.—179 batches (112.77 cubic yards) of concrete in bags, and 79 batches (44.73 cubic yards) of concrete loose, in buckets, were placed in the crib, the divers assisting in placing and leveling off for the blocks.

CONCRETE BLOCKS.

September 11 and 12.—Points were given, and guides placed on the crib, and preparations made for setting the blocks.

September 13 to 15, 1884.—5 concrete blocks were placed on the crib by the derrick "City of New York," the divers assisting.

September 24, 25, 29, and 30, 1884.—Points were given and guides placed, and preparations made for setting the balance of the blocks.

October 1, 1884.—3 concrete blocks, making a total of 8 blocks for this sub-pier, were placed on the second course by the derrick "City of New York," the divers assisting.

October 15, 1884.—Levels were taken on the blocks, the divers assisting.

GRANITE.

November 1 to December 1, 1884.—36 pieces (1,781.92 cubic feet) of granite were dressed and set by the 10-ton derrick, with 11½ batches of mortar and 5 batches of grout, and backed with 15½ batches (9.765 cubic yards) of concrete, completing the granite for this sub-pier. The joints were caulked by the diver.

December 2 to 5, 13 to 26, 1884, and January 3, 1885.—The top course of granite was dressed down and seats for the girders cut in the granite.

Sub-Pier No. 7.

CRIB.

August 11 and 12, 1884.—The site for the crib was examined, the derrick "City of New York" being employed, and the divers assisting.

August 13 to 15, 1884.—The crib, 15 feet by 50 feet, in place by 5 feet in height (average dimensions) was placed in position by the derrick "City of New York," weighted with rip-rap to sink it, and wedged into position, the divers assisting.

August 25 to September 15, 1884.—351 batches (221.13 cubic yards) of concrete in bags, and 63 batches (39.69 cubic yards) of concrete loose, in buckets, were placed in the crib, the divers assisting in placing and leveling off.

CONCRETE BLOCKS.

September 17 and 18, 1884.—Points were given and sights placed for setting blocks, the divers assisting.

September 19 and 20, 1884.—5 concrete blocks were set on the crib by the derrick "City of New York," the divers assisting.

September 20, 1884.—Levels were taken on the blocks set, the divers assisting.

October 10 and 11, 1884.—3 concrete blocks were set on the top course, making a total of 8 blocks (168.5 cubic yards) in this sub-pier, by the derrick "City of New York," the divers assisting.

October 13, 1884.—Levels were taken on the top course of blocks, the divers assisting.

October 14, 1884.—The guide-planks were removed by the divers.

GRANITE.

November 8 to December 13, 1884.—36 pieces (1,809.90 cubic feet) of granite were dressed and set, with 12 batches of mortar and 20½ batches of grout, and backed with 16 batches (10.08 cubic yards) of concrete. The derrick "City of New York" was employed in setting 5 pieces, the divers assisting.

December 16, 1884, to January 3 and March 13, 1885.—Seats for the girders were cut in the granite and the top surface of the sub-pier dressed down to the required grade.

Sub-Pier No. 8.

SOUNDINGS.

August 11, 1884.—The site for the crib was examined, the derrick "City of New York" being employed, the divers assisting.

August 18, 1884.—Rod soundings were taken by the surveyors over the site of the sub-pier, the derrick "City of New York" being used, and the divers assisting.

CRIB.

August 19 to 23, 1884.—The crib, 20 feet by 50 feet in area by 5 feet in height (average dimensions), was placed in position by the derrick "City of New York," weighted with rip-rap to sink it, reset, its location tested, and the sights removed, the divers assisting.

August 28 to September 1, 1884.—The mud, sand, etc., were removed from crib by the water-jet operated from pile-driver No. 5, and a steam-pump, the divers assisting.

September 2, 1884.—The crib was located by the surveyors, the derrick "City of New York" being used, the divers assisting.

September 5 to 23, 1884.—191 batches (120.33 cubic yards) of concrete in bags, and 69 batches (43.47 cubic yards) of concrete loose, in buckets, were placed in the crib, the divers assisting and leveling off.

CONCRETE BLOCKS.

September 24, 1884.—Points were given and guides for setting blocks were placed on the crib, the diver assisting.

September 27 and 29, 1884.—5 concrete blocks were placed on the crib by the derrick "City of New York," the divers assisting.

October 20 to 23, 1884.—6 concrete blocks were placed by the derrick "City of New York," the divers assisting.

October 23, 1884.—Levels were taken on the blocks.

October 27, 1884.—1 concrete block was set by the derrick "City of New York" and levels taken thereon, the divers assisting.

December 11 to 13, 1884.—3 concrete blocks—a total for the sub-pier of 15 (393.5 cubic yards)—were placed by the derrick "City of New York," and levels were taken on the blocks, the divers assisting.

GRANITE.

November 29, December 16 to 18, 1884, and January 7 to 9, 1885.—Cutting and preparing to set granite.

January 13 to February 15 and 26, to March 3, 1885.—50 pieces (2,116.85 cubic feet) of granite were set with 28½ batches of mortar and 18½ batches of grout, and backed with 42 (17.955 cubic yards) batches of concrete, the divers assisting.

March 14 and 15, 1885.—9 pieces (581.31 cubic feet) of coping were set, using 5½ batches of mortar and 3 batches of grout.

March 12 to April 22, 1885.—Seats for the girders were cut in the granite, and the granite and coping dressed. 2 pieces of granite were brought from the East Seventeenth Street Yard, and cut to fit as closing pieces between the coping and the ends of the side girders.

April 21, 1885.—The 2 extra pieces (190.2 cubic feet) of granite were set as closers, with 1 batch of mortar.

STONE FILLING.

July 29, 1884.—A load of rip-rap was delivered by Christopher Havican, and discharged by him, on the pier at Bogart street, and afterwards placed around the foundations of the sub-piers by the Department forces.

October 4 to November 16, 1884.—2,011 cubic yards of rip-rap were deposited by Christopher Havican (under Treasurer's Orders Nos. 11048 and 11158) around and between the sub-piers. The divers leveled off the rip-rap.

October 17 to 19, 1884.—The rip-rap deposited on the pier at Bogart street was transferred to Pier "A" by Department forces.

December 3 and 6 and 19, 1884.—Levels were taken on the rip-rap between the sub-piers, the divers assisting.

December 9, 1884.—Rip-rap was removed from Sub-Pier No. 4 by the divers.

Delivery of Granite.

October 30 to November 3, 1884.—The first load of granite was delivered and discharged by Christopher Binder's Sons, under Treasurer's Order No. 11068.

November 5 to 8, 1884.—The second load of granite was delivered and discharged by Christopher Binder's Sons, under Treasurer's Order No. 11068.

December 6, 1884.—Some of the granite delivered by C. Binder's Sons was dressed by the Department stone-cutters, to make them conform to the specifications, at the expense of C. Binder's Sons.

January 16 to 21, 1885.—The third load of granite was delivered and discharged by C. Binder's Sons, under Treasurer's Order No. 11068.

March 11 to 19, 1885.—The fourth load of granite was delivered and discharged by C. Binder's Sons, under Treasurer's Order No. 11068.

March 23 and 26, 1885.—Several of the pieces of granite delivered by C. Binder's Sons were recut by the Department stone-cutters, to make them conform to the specifications, the expense to be charged to C. Binder's Sons.

April 17 to 21, 1885.—The fifth load of granite was delivered and discharged by C. Binder's Sons, under Treasurer's Order No. 11068.

SUPERSTRUCTURE.

Span No. 5.

GIRDERS.

April 11, 13, and 17 to 20, 1885.—The girders were placed in position by the 10-ton derrick, and extra holes were drilled in them in which to place tie-rods to hold them in line.

CENTRES.

April 14 to 18, 1885.—The centres were placed in position by the 10-ton derrick.

Span No. 6.

GIRDERS.

March 17 to 19, and 26 to 28, 1885.—The girders were placed in position between Sub-Piers Nos. 5 and 6 by the 10-ton derrick.

March 31, 1885.—Extra holes were drilled in the girders in which to place tie-rods to hold them in line.

CENTRES.

March 31 to April 4, 1885.—The centres were placed in position by the 10-ton derrick.

CONCRETE.

April 6 to 8, 1885.—The centres were oiled, and coated with 2 batches of mortar, and 14 batches (8.82 cubic yards) of concrete were placed on them.

Span No. 7.

GIRDERS.

December 18 and 22, 1884.—The girders were placed in position between Sub-Piers Nos. 6 and 7 by the derrick "City of New York."

January 3 and 4, 1885.—Holes were drilled in girders in which to place tie-rods to hold them in place.

CENTRES.

December 23, 1884, to January 2, 5, and 13, 1885.—The centres were placed by the 10-ton derrick.

CONCRETE.

January 2 to 13, 1885.—The centres were oiled and the centres and girders were coated with 19 batches of mortar. 167 batches of concrete were placed between the girders.

January 14 and 15, 1885.—The concrete was floated with 6 batches of mortar.

Span No. 8.

GIRDERS.

March 6, 9 and 14 to 16, 1885.—The girders were placed in position between Sub-Piers Nos. 7 and 8, by the 10-ton derrick.

CENTRES.

March 7 to 16, 1885.—The centres were placed in position by the 10-ton derrick.

CONCRETE.

March 16 to April 1, and 25 to 28 1885.—The centres were oiled, and the centres and girders were coated with 16½ batches of mortar. 141 batches (93.24 cubic yards) of concrete were placed between the girders.

RECEIVING GIRDERS.

December 17 to 19, 1884.—The piles south of the boat landing were cut off and capped, and rangers placed thereon, and decked with 4" plank to form a platform to receive the iron girders when delivered.

December 13, 1884.—The first load of iron girders was delivered on the site of the work by A. R. Whitney & Co., under Treasurer's Order No. 11131.

January 3 to 12, 1885.—The rest of the iron girders, tie-rods, etc., were delivered by A. R. Whitney & Co., under Treasurer's Order No. 11131.

January 16 to 25, 1885.—The iron girders were weighed by A. R. Whitney & Co.

February 6, 1885.—The girders on the platform were wedged up and the tie-rods oiled.

Mooring Piles and Buoys.

July 31 and August 1, 1884.—Six mooring piles were driven and fastened south of the boat landing.

August 2, 1884.—Two concrete blocks were placed for mooring purposes by the derrick "City of New York," the divers assisting.

August 18, 1884.—The above-mentioned blocks were shifted by the derrick "City of New York," the divers assisting.

August 25, 1884.—The mooring piles on the south side of the boat landing were staylathed and rebraced.

August 27, 1884.—Two spar-buoys were placed south of the pier, for mooring purposes, by the derrick "City of New York," the divers assisting.

September 15 to 18, 1884.—Seven mooring piles were driven south of the boat landing and a spar-buoy placed.

November 26 to 29, 1884.—Five mooring piles were driven.

January 24, 1885.—The staylathing of the mooring piles south of the boat landing was repaired.

March 13, 1885.—The position of the anchors and blocks used as buoys were located by the diver.

Miscellaneous.

September 29, 1884.—The iron railing along the bulkhead wall was removed.

November 25, 1884.—Piles were bunched, floats repaired, etc.

January 26 to 31, 1885.—Float-stages were made.

Office, Tool-house, etc.

August 30 to September 2, 1884.—The office was moved, and a fence was built to enclose a portion of the bulkhead at the inner end of the pier.

September 9 to 12, 1884.—The office was painted and a flagstaff erected.

November 19, 1884.—A tool-house was built.

December 1 and 2, 1884.—The fence was extended to enlarge the enclosure.

CHAMBERS STREET SECTION.

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

Filling in Rear of the Wall.

May 13, 1884.—A trench was dug in the new-made land to drain off the stagnant water.

June 10, 1884.—Levels were taken over the newly-made land to measure the settlement.

July 14, 1884.—The filling was leveled off between Duane and Jay streets, after the relaying of the approach to the New York, Lake Erie and Western Railroad freight shed.

Pier, old 33, N. R.

September 11 and 12, 1884.—The old shed south of the pier was shored up, the filling south of it having settled away.

Section Office.

June 16, 1884.—The windows of the office were repaired.

January 5 to 30, and February 10 to 17, 1885.—The office was repaired and painted.

BEACH STREET SECTION.

Resolution of the Board, July 16, 1879.

Bulkhead Wall Proper.

GUARD PILING.

September 13 and 15, 1884.—Five piles were driven at the north end of the section to protect the unfinished work.

March 25, 1885.—Five spruce piles, about 65 feet in length, were driven in a cluster, and fastened with chains, at the north end of the section, and west of the bulkhead wall, to replace the five guard piles previously driven there. The work was done under Secretary's Order No. 4197.

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

October 29, November 17 and 29 to December 1, 1884.—The cobble roadway was repaired under Secretary's Order No. 3992.

April 9 to 11, 1885.—The cobble pavement leading to the pier was taken up by the Department forces under Secretary's Order No. 4247.

April 10 to 13, 1885.—The roadway was paved with Belgian pavement by George Doak, under Secretary's Order No. 4247 and Treasurer's Order No. 11436. The portion paved was about 181.8 feet in length and about 30 feet in width, with an area of 596.7 square yards.

LAIGHT STREET SECTION.

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

Bulkhead Wall Proper.

STONE FILLING.

June 10 to 14, 1884.—The south end of the piling was bulkheaded, to retain stone filling, the divers assisting.

June 10 to July 20, 1884.—1,081 cubic yards of cobbles (to date, 1,045), and 1,808 cubic yards of rip-rap (to date, 14,963), were deposited by Christopher Havican. 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 112 feet, extending from 100 feet south of Pier, new 28, to 8 feet north of the south side of Pier, new 27.

To date, 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 297 feet of wall, extending from 10 feet north of Pier, new 28, to 8 feet north of the south side of Pier, new 27.

PILING AND WOODWORK.

Pile Driving.

May 27 and 29, 1884.—3 extra vertical piles were driven in the foundation (total to date 1,112 vertical and 171 bracing piles). The length of piling remains the same as was given in the last annual report.

July 19, 24 and 25, 1884.—The piles remaining on hand were rafted and secured.

August 11 to 15, 1884.—The piles were counted, rafted and taken to the West Fifty-seventh street basin.

Binding Frame.

May 27 and 28, and June 7 and 9, 1884.—The binding frame was keyed by the diver.

Capping.

May 1 to June 17, 1884.—28 cross-caps (to date, 111) and 269 lineal feet of longitudinal caps (to date, 1,025 feet) were placed, using 232 2-inch tree-nails (to date, 1,008), and 84 3-inch tree-nails (to date, 341), on a length of 91.65 feet of wall, extending from 139.75 feet south of Pier, new 38, to 11.4 feet south of Pier, new 37, and completing the capping on a length of 87.21 feet of wall, extending from 139.75 feet south of Pier, new 28, to 6.96 feet south of Pier, new 27. The total length of completed capping to date is 335.85 feet, extending from 33.89 feet north of Pier, new 28, to 6.96 feet south of Pier, new 27.

Decking.

June 21 to July 21, 1884.—924 square feet of 4-inch spruce planking were placed on the caps' on a length of 77 feet of wall, extending from 134 feet south of Pier, new 38, to 9 feet north of the south line of Pier, new 37. The total length of cap-planking to date is 298 feet, extending from 12 feet north of Pier, new 28, to 8 feet north of the south line of Pier, new 27.

MASONRY.

Base Blocks.

May 1 to 5, 1884.—7 base blocks (to date, 28) were set, and the chain holes filled on a length of 84.73 feet of wall, extending from 142.75 feet south of Pier, new 28, to 7.48 feet south of Pier, new 27. The total length of blocks set to date is 339.37 feet, extending from 36.39 feet north of Pier, new 28, to 7.48 feet south of Pier, new 27.

Granite and Backing.

June 17 to July 12, 1884.—105 pieces of granite (to date, 329) were set, and 318 batches of concrete (to date, 1,024½) were placed, on a length of 105.26 feet of wall, extending from 119.93 feet south of Pier, new 28, to 5.19 feet south of Pier, new 27. The total length of granite set extends, on the "A B" course, from 11.00 feet north of Pier, new 28, to 5.19 feet south of Pier, new 27, a distance of 311.19 feet, and on the "E" course, from 231 feet north of Pier, new 28, to 4.64 feet south of Pier, new 27, a distance of 301.95 feet.

Coping.

July 12 to 24, 1884.—The beds of 4 pieces of coping were cut.
July 22, 23, 1884.—4 pieces of coping (to date, 18) were set on a length of 29.46 feet of wall north of Pier, new 27. The total length of coping set to date is 145 feet, extending from Pier, new 28, to Pier, new 27.

Recapitulation of Work Done and to be Done on Bulkhead Wall at Lighthouse Section.

Given in Linear Feet of Wall.

| WORK. | COMPLETED IN 1884-5. | TOTAL TO DATE. | WORK TO BE COMPLETED. | | |
|--|----------------------|----------------|-----------------------|------------------------|--------|
| | | | In Progress. | Stopped by Injunction. | Total. |
| | Feet. | Feet. | Feet. | Feet. | Feet. |
| Dredging..... | 445. | 445. | 55. | 55. | 55. |
| Cobbles..... | 78. | 300. | 68.67 | 131.33 | 200. |
| Rip-rap..... | 112. | 297. | 69.67 | 133.33 | 203. |
| Piles driven..... | 344.5 | 52.17 | 103.33 | 155.5 | 155.5 |
| Binding frame..... | 344. | 50.67 | 105.33 | 156. | 156. |
| Piles cut..... | 89.15 | 343.79 | 51.27 | 104.94 | 156.21 |
| Longitudinal caps..... | 87.21 | 333.85 | 54.71 | 109.44 | 164.15 |
| Cross caps..... | 77. | 298. | 70.67 | 131.33 | 202. |
| Decking..... | 84.73 | 339.37 | 54.19 | 106.44 | 160.63 |
| Base blocks..... | 95.62 | 311.19 | 50.48 | 132.33 | 188.81 |
| "A B" course granite..... | 104.71 | 301.95 | 57.03 | 141.02 | 198.05 |
| "E" " "..... | 29.46 | 145.00 | 61.67 | 143.33 | 205. |
| Coping..... | 104.46 | 295.00 | 61.67 | 143.33 | 205. |
| Wall actually completed..... | 35. | 335. | ..... | ..... | 165. |
| Equivalent length of completed wall..... | | | | | |

Filling in Rear of Wall.

July 7, 1884, to January 25, 1885.—4,802 loads of earth filling were received on tickets, in rear of the wall at and near Piers, new 28 and 27. Total to date, 28,871 loads on tickets and 461 loads free.

Temporary Backing Log.

April 25, 1885.—A temporary backing-log, of old material, was placed between Piers, new 27 and 28, under Secretary's Order No. 4283.

Temporary Roadway.

TO PIER, NEW 27, N. R.

July 24 to August 6, 1884.—An approach was built on piles, 70 feet long by 75 feet wide.

Guard Piling.

September 11 to 15, 1884.—4 piles were driven at the south end of the section to protect the unfinished end of the wall, under Secretary's Order No. 3920.

Pier, new 27, N. R.

CONTRACT NO. 193.

May 1 to 3, 1884.—The contractor, Joseph Walsh, finished all except the inner about 100 feet in length of the pier.

May 15 to 20, 1884.—The column injured by the contractor in driving, was repaired by the Department forces, the divers assisting, under a resolution of the Board dated May 14, 1884.

July 16, 1884.—Seats were cut by the Department forces in the face of the granite to receive the ends of the side caps of Pier, new 27.

July 12 to August 2, 1884.—The inner, about 100 feet of the pier, was completed by the contractor. The pier, as completed, measures 547 feet 6 inches in length by 75 feet in width.

August 6 to 30, 1884.—31 iron cleats were placed on the sides of the pier by the Department forces.

Miscellaneous.

November 8, 10, 1884.—Tools, stores, etc., were removed from the section to the East Seventeenth Street Yard.

Paving Temporarily the Newly-made Land between Piers, new 41 and new 42.

Resolution of the Board, May 28, 1884.

July 15 to 26, 1884.—An area of about 708 square yards of the newly-made land south of Pier, new 42, and included between the premises occupied by the Hudson River Tunnel Company, and the coping of the new bulkhead wall, was temporarily paved with cobble stones by George Doak, under Treasurer's Order No. 10957.

July 19, 21, 1884.—Logs were placed by the Department forces for paving up to.

Taking up and Relaying Pavement between Hoboken Street and Morton Street, N. R.

Under Resolution of the Board of August 20, 1884.

November 1, 1884, to February 1, 1885.—A portion of the granite pavement where settlement had taken place, on the newly-filled land between Piers, new 35 and new 36, North river, and between Piers, new 36 and new 37, North river, was taken up by the Department force, the paving sand was gathered for use again, and the gravel and the tar were removed from the paving blocks, and this refuse material was loaded on a scow, and was towed up to the rear of the wall on West Thirty-first Street Section, where it was discharged as earth filling. 2,690 free loads of earth for raising the sunken filling to grade, and 585 loads by tickets, were received and placed between Piers, new 35 and new 37; 877 free loads of earth were received and stored for the same purpose between Piers, new 40 and new 41, and 294 free loads between piers new 39 and 40. Total number of loads received February 1, 1885, 4,156. The Department force replaced the sand as a bed for the paving blocks, and Michael Ryan repaved and rammed to grade an area of about 440 square yards of the removed pavement, under Treasurer's Order No. 11270, and the Department force filled the joints of this area of paving with coal tar and gravel, using the firewood brought from East Seventeenth Street Yard for the necessary heating. Drains were made by the force of the Department to connect with the sewer to keep surface water from accumulating in the low areas.

March 12 to March 13, 1885.—An additional trench was dug for drainage purposes.

April 6 to May 1, 1885.—The Department force completed the grading of the newly-filled land where the pavement had been removed, between Piers, new 35 and new 37, replaced the bed of sand thereon, and Michael Ryan repaved and rammed to grade an area about 700 square yards, and the Department force filled the joints with coal tar and gravel. The earth filling stored between Piers, new 40 and 41 was carted and deposited on the low filling between Piers, new 35 and new 37, under Treasurer's Order No. 11451.

CHRISTOPHER STREET SECTION.

Water-Pipe to Piers, new 46 and new 47, North River.

REPAIRING UNDER SECRETARY'S ORDER NO. 3747.

May 13 to 17, 1884.—A trench was dug north of the crosswalk leading to Pier, new 45, to locate the leak in the water-pipe leading to Piers, new 46 and new 47. The leak was repaired by L. L. Goodrich, under Treasurer's Order No. 10933. The pavement was then temporarily relaid.

October 29 to November 3, 1884.—The pavement temporarily relaid was taken up and relaid in sand by the Department forces.

November 6, 1884.—The joints in the above-mentioned pavement were filled with coal tar, pitch and gravel by T. New, under Treasurer's Order No. 10986.

REPAIRING UNDER SECRETARY'S ORDER NO. 3782.

June 16 and 17, 1884.—A leak in the pipe near the approach to Pier, new 45, was repaired by the Department forces, and the pavement relaid.

November 6, 1884.—The joints in the above-mentioned pavement were filled with coal tar and gravel by T. New, under Treasurer's Order No. 10986.

October 27 to November 28, 1884.—The use of the pipe under the newly-paved approach to Pier, new 45, was discontinued, and a connection was made with the pipe laid in 1882 north of the north crosswalk to Pier, new 45. The connection was made by L. L. Goodrich, under Treasurer's Order No. 10998, the excavation and filling being done by the Department forces.

WEST TWENTY-THIRD STREET SECTION, SOUTH END.

Resolution of the Board, November 5, 1880.

Bulkhead Wall Proper.

MASONRY.

Pointing.

May 1, 1884.—The joints in the granite north of Pier, new 57, were pointed.

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

Given in Linear feet of Wall.

| WORK. | COMPLETED 1884-5. | TOTAL TO DATE. | WORK TO BE COMPLETED. | | |
|--|-------------------|----------------|-----------------------|------------------------|--------|
| | | | Not Enjoined. | Stopped by Injunction. | Total. |
| | | Feet. | Feet. | Feet. | Feet. |
| Dredging..... | | 970. | ..... | 268.2 | 268.2 |
| Cobbles..... | | 800. | ..... | 438.2 | 438.2 |
| Rip-rap..... | | 790. | ..... | 448.2 | 448.2 |
| Piles driven..... | | 968. | ..... | 271.2 | 271.2 |
| Binding frame..... | | 958. | ..... | 281.2 | 281.2 |
| Piles cut..... | | 960. | ..... | 278.2 | 278.2 |
| Longitudinal caps..... | | 831.4 | ..... | 406.8 | 406.8 |
| Cross caps..... | | 831.4 | ..... | 406.8 | 406.8 |
| Decking..... | | 797.27 | ..... | 440.96 | 440.96 |
| Base blocks..... | | 878.24 | ..... | 359.96 | 359.96 |
| "A B" course granite..... | | 795.24 | ..... | 442.96 | 442.96 |
| "E" course granite..... | | 787.53 | ..... | 450.67 | 450.67 |
| Coping..... | | 205.19 | 248.46 | 404.97 | 653.43 |
| Completed wall..... | | 533.47 | 248.46 | 450.27 | 704.73 |
| Equivalent length of completed wall..... | | 915. | 7. | 316. | 323.2 |

Filling in Rear of Wall.

June 18 to August 13, 1884.—529 loads of stone were received, free, between Piers, new 56 and 57, and wheeled and graded by the Department forces.

October 8 to 29, 1884.—215 loads of earth filling were received, on tickets, in rear of the wall at Pier, new 54, and used in raising the grade of the approach to the pier.

April 15 to 22, 1885.—The earth filling between Piers, new 54 and new 55, was excavated along the southerly side of the approach to Pier, new 55, where it had been undermined, and filled in with stone, and high piles of earth near the backing-log of the bulkhead wall were leveled off, under Secretary's Order No. 4240.

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, 1881. | West Twenty-fourth street.. | 11,665 | 8,876 | ..... | 7,590 | 28,131 |
| Feb. 18, 1882. | West Twenty-fifth street.... | ..... | ..... | ..... | ..... | ..... |
| Mar. 29, 1882. | West Twenty-sixth street... | 45,970 | 2,545 | 373 | ..... | 48,888 |
| July 27, 1881. | West Twenty-seventh street. | ..... | ..... | ..... | ..... | ..... |
| Total..... | ..... | 57,635 | 11,421 | 373 | 7,590 | 77,019 |

Temporary Mooring Post.

October 17 to 18, 1884.—A temporary wooden mooring-post was placed in rear of the new bulkhead wall, north of Pier, new 54, under Secretary's order No. 3976.

Temporary Roadways.

TO PIER, NEW 54, N. R.

May 14, 1884.—A hole in the plank roadway was repaired.

August 27, 1884.—The plank roadway was repaired.

October 11 to November 3, 1884.—The roadway was raised, graded, and planked, and a backing-log placed thereon.

TO PIER, NEW 55, N. R.

May 8, 1884.—The plank roadway was repaired.

November 1, 7 and 8, 1884.—The plank roadway was repaired.

April 3, 1884.—The plank roadway was repaired.

Miscellaneous.

August 5, 1884.—Three holes in the platform in front of the West Twenty-fourth street boat-landing were repaired.

Pier, new 54, N. R.

August 12 to September 6, 1884.—The inshore end of the pier was raised by wedging, jacking, blocking, etc., the settlement having been caused by the settlement of the wall.

Bulkhead between Piers, new 56, and new 57, N. R.

February 20, 1885.—Placed temporary backing-log on bulkhead wall between Piers, new 56, and new 57.

March 31, 1885.—Placed temporary backing-logs on the bulkhead to replace the temporary backing-logs that had been carried away by the high tide.

April 3, 1885.—Removed some good plank placed as temporary backing-log, and put some second-hand timber in its place.

WEST TWENTY-THIRD STREET SECTION, NORTH END.

Resolution of the Board, June 28, 1882.

Bulkhead Wall Proper.

MASONRY.

Pointing.

May 2 to 9, 1884.—The joints in the wall north of Pier, new 57, were pointed.

May 10 to 22, 1884.—The joints in the wall south of Pier, new 59, were pointed.

May 23 to 31, 1884.—The joints in the wall between the lines of Pier, new 59, were pointed.

June 2 to 18, 1884.—The joints in the wall between Piers, new 59 and new 60, were pointed.

July 24 to 30, 1884.—The joints in the wall between the lines of Pier, new 60, were pointed.

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

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. | | |
|--|-----------------|----------------|-----------------------|------------------------|--------|
| | In 1884-5. | Total to Date. | In Progress. | Stopped by Injunction. | Total. |
| | Feet. | Feet. | Feet. | Feet. | Feet. |
| Dredging..... | | 615.42 | ..... | ..... | ..... |
| Cobbles..... | | 435.00 | ..... | 180.42 | 180.42 |
| Rip-rap..... | | 420.00 | ..... | 195.42 | 195.42 |
| Piles driven..... | | 500.00 | ..... | 115.42 | 115.42 |
| Binding frame..... | | 480.00 | ..... | 125.42 | 125.42 |
| Piles cut..... | | 480.00 | ..... | 135.42 | 135.42 |
| Longitudinal caps..... | | 478.94 | ..... | 136.48 | 136.48 |
| Cross-caps..... | | 472.39 | ..... | 143.03 | 143.03 |
| Decking..... | | 431.02 | ..... | 184.40 | 184.40 |
| Base blocks..... | | 471.80 | ..... | 143.62 | 143.62 |
| "A B" course granite..... | | 462.18 | ..... | 153.24 | 153.24 |
| "E" course granite..... | | 442.12 | ..... | 173.30 | 173.30 |
| Coping..... | | | 312.36 | 120.00 | 432.36 |
| Wall actually completed..... | | 121.53 | 312.36 | 181.53 | 493.89 |
| Equivalent length of completed wall..... | | 492. | 6. | 117.42 | 123.42 |

Earth Filling.

May 1, 1884, to January 6, 1885—37,876 loads of earth-filling, on tickets, and 90 loads of earth (free) were received at the foot of West Thirtieth street, and in rear of the wall at Pier, new 60.
May 31, 1884—70 cubic yards of earth (equivalent to about 100 loads) were received (free) from the pier at West Fifty-fifth street and placed by Department forces in rear of the wall between Piers, new 59 and new 60.
August 1, 5 and 14, 1884—598 cubic yards of boulders, etc., equivalent to about 850 loads, from Pier A, were deposited by the Union Dredging Company in rear of the wall between Piers, new 59 and new 60.
December 12 and 18, 1884—The backing-log was shifted, and planks were laid on the dump.
During the year, 37,876 loads of filling were received on tickets, and 950 loads received free; the total to date being 57,052 loads on tickets, and 978 loads free.
The cubic yards are reduced to equivalent loads on the basis of the load being equal to 0.7 cubic yards.

Cleats.

July 1 and 2, 1884—Three cleats were made and placed on the backing-log between Piers, new 59 and 60.

Removal of Old Work.

PIER AT WEST TWENTY-EIGHTH STREET, N. R.

June 24 to August 9, 1884.—The sheathing, decking, fenders, etc., of the old pier were removed.
September 11, 1884.—A temporary backing-log and fence were placed at the foot of West Twenty-eighth street.
September 18 to 22, 1884.—138 piles at the inshore end of the pier were cut off at the mud level.
December 31, 1884.—Backing-log was replaced and a fence put up at the foot of West Twenty-eighth street.

PIER AT WEST THIRTIETH STREET, N. R.

May 9 to June 24, 1884.—The inner end of the old pier was removed to make room for the filling.
September 17, 1884.—The piles of the southerly side of the old pier were cut off at the mud level.

Temporary Roadways to Pier, new 59, N. R.

May 5 to 17, 1884.—5-inch plank was laid on the approach to the pier.
June 27, 1884.—A temporary backing-log was laid on the approach to the pier.

TO PIER, NEW 60, N. R.

May 15 to 26, June 3, 13, 18 to 27, July 2, 8, 18 to 23, August 18, and October 9 and 10, 1884.—The approach to the pier was shored up and strengthened.
August 19 and October 6, 1884.—A temporary backing-log was placed on the approach.
March 16 to April 8, 1885.—125 feet in length of approach was taken up, raised and relaid, under Secretary's Order No. 4198.

Pier, new 60, N. R.

May 24, 1884.—The ends of sheathing plank, which had sprung, were respiked.
September 6 to 9, 1884.—The inshore end of the pier was blocked up.
October 7, 1884.—Chocks between fenders, which had been displaced, were refastened.

WEST THIRTY-FIRST STREET SECTION.

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

Bulkhead Wall Proper.

STONE FILLING.

May 15 to 26, 1884.—610 cubic yards of cobbles and 757 cubic yards of rip-rap were delivered and placed on the site of the wall northwards from Pier, new 60, by C. Havican, under Treasurer's orders.
June 30 to July 3, 1884.—The mud was washed from among the foundation piles with a water-jet operated by the pump on pile-driver No. 5, the divers assisting.
July 8 to 11, and 21 to 23, 1884.—The cobbles were leveled off for the base blocks by the divers.
July 8, 9, 21, 26 and 28, 1884.—460 cubic yards of rip-rap and 381 cubic yards of cobbles were delivered and placed by C. Havican, under Treasurer's orders.
August 7 to 13, 1884.—The mud was washed from among the piles by a water-jet, the divers assisting.
August 9, 1884.—The cobbles were leveled off for the base blocks by the divers.
August 11 to September 4, 1884.—869 cubic yards of cobbles and 1,135 cubic yards of rip-rap were delivered and placed by C. Havican, under Treasurer's orders.
October 4 to 6, 1884.—The cobbles were leveled off for the base blocks by the divers.
October 7 to 13 and 21, 1884.—The piles at the northerly end of the section were bulkheaded to retain the cobbles, the divers assisting.
October 11 to 23, 1884.—419 cubic yards of cobbles and 694 cubic yards of rip-rap were delivered and discharged by C. Havican, under Treasurer's orders.
January 10 to 12, 1885.—205 cubic yards of rip-rap were delivered and placed by C. Havican, under Treasurer's orders.
During the year, 2,358 cubic yards of cobbles (to date 8,274) and 3,172 cubic yards of rip-rap (to date 9,382) were deposited 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 feet, and completing the stone filling for a distance of 203 feet from the north side of West Thirtieth street.

PIILING AND WOODWORK.

Pile Driving.

May 1 to 3, 1884.—16 vertical and 3 bracing piles were driven between the lines of West Thirty-first street.
May 19 to June 18, 1884.—95 vertical and 18 bracing piles were driven between the lines of West Thirty-first street.
June 21 to 27, 1884.—Foundation piles were located by the divers by means of wire screens.
July 7 to 16, 1884.—53 vertical and 6 bracing piles were driven between the lines of and north of West Thirty-first street.
August 5, 6, 1884.—Foundation piles were located by the divers.
August 9, 1884.—2 extra foundation piles were driven, the points being guided by the divers.
During the year, 166 vertical piles (to date 820) and 27 bracing piles (to date 133) were driven in a length of 52 feet of wall, extending from 13.5 feet north of the southerly side of, to 5.5 feet north of the northerly side of West Thirty-first street, and completing the pile driving for the section on a total length of 263 feet.

Binding Frames.

May 5 to 8, 1884.—The binding frames previously placed were keyed by the divers.
June 2 to 5, 1884.—The 9th binding frame was sunk between 8 feet south of and 16 feet north of the south line of West Thirty-first street, the divers assisting.
June 10 to 18, 1884.—The 10th binding frame was made and sunk between 16 feet north of, and 40 feet north of the south line of West Thirty-first street, the divers assisting.
June 28, 1884.—The binding frames were keyed by the divers.
July 17 to 19, 1884.—The 11th binding frame was made and sunk between 40 feet north of the south side and 0.5 feet north of the north side of West Thirty-first street.
July 26, August 9 to 12, October 4 and 7, 1884.—The binding frames were keyed by the divers.
During the year, 3 binding frames (to date 11) were made, placed and keyed on a length of 68.5 feet of wall, extending from 8 feet south of to 0.5 feet north of West Thirty-first street, completing the binding frames for the section on a total length of 258 feet north of West Thirty-first street.

Cutting Piles.

May 1 to October 4, 1884.—The vertical and bracing piles were cut off by hand at the level for the caps, at various times between these dates.
June 19 and 20, 1884.—71 foundation piles and 9 platform piles were sawed off by the pile cutter.
July 8, 22 and 23, 1884.—33 foundation piles sawed off by the pile cutter.
July 28, August 1 to 4, 1884.—Several piles were cut off for the base blocks by the divers.
August 9, 1884.—2 extra foundation piles sawed off by the pile cutter.
October 4, 1884.—2 foundation piles cut off by the diver.
During the year, 115 piles (to date 288) were sawed off by the pile-cutting machine, on a length of 100 feet of wall, extending from about 37.5 feet south of West Thirty-first street to about 2.5 feet south of the north side of West Thirty-first street, making the total length of wall on which the piles are cut, to date, 260 feet.

Capping.

May 1 to September 17, 1884.—15 longitudinal caps were placed between 139 feet north of West Thirtieth street and 6 feet north of West Thirty-first street, a distance of 124.5 feet, and 41 cross caps were placed between 106 feet north of West Thirty-first street and 28 feet south of the north side of West Thirty-first street, a distance of 123.5 feet.
September 24 to 30, 1884.—The ends of the cross caps projecting in the line of the granite were cut off, and dovetails and chock pieces were secured in place.
October 1 to 31, 1884.—10 cross caps were placed between 28 feet south of and 2 feet north of the north line of West Thirty-first street, a distance of 30 feet.
During the year 15 longitudinal caps (to date, 33½) were placed on a length of 124.5 feet of wall, and 51 cross caps (to date, 87) were placed on a length of 153 feet of wall, completing the capping for the section on an entire length of 259 feet.

Decking.

August 5 to December 18, 1884.—2,880 square feet of 4-inch planking was placed on the caps, on a length of 240 feet of wall, extending from the north line of West Thirtieth street to 17.5 feet south of the north line of West Thirty-first Street Section.

MASONRY.

Base Blocks.

July 12, 1884.—6 blocks were loaded at the Gansevoort Street Yard for this section.
July 23 to 25, 1884.—6 base blocks were set on a length of 72.57 feet of wall, extending from 157.68 feet north of West Thirtieth street to 27.25 feet south of the north side of West Thirty-first street.
July 31, 1884.—The 6 chain holes of the above-mentioned blocks were filled.
September 20, 1884.—A cluster of 4 mooring piles was driven.
September 29, 30, 1884.—Preparations were made for setting the rest of the blocks for this section.
October 4, 1884.—2 blocks were loaded at the West Fifty-seventh Street Yard.
October 6, 1884.—2 base blocks were set on a length of 24.25 feet of wall, extending from 27.25 feet south of to 3 feet south of the north line of West Thirty-first street.
October 7, 1884.—The 2 chain holes of the above mentioned blocks were filled.
During the year 8 concrete blocks (to date, 21) were set on a length of 96.82 feet of wall, extending from 157.68 feet north of West Thirtieth street to 3 feet south of the north line of West Thirty-first street, and making a total length of blocks set, to date, of 254.5 feet measured in the wall.

Granite.

July 29 to September 27, 1884.—193 pieces of granite were set and backed with 581 batches of concrete on a length, measured on the "A B" course, of 197.21 feet of wall, extending from 10.98 feet north of West Thirtieth street to 49.31 feet south of the north line of West Thirty-first street, and on a length, measured on the "E" course, of 154 feet, extending from 2.10 feet north of West Thirtieth street to 41.40 feet south of West Thirty-first street.
September 29 to October 22, 1884.—Granite was cut, joints caulked and the wall pointed.
October 23 to November 6, 1884.—44 pieces of granite were set and backed with 159 batches of concrete on a length, measured on the "A B" course, of 45.45 feet of wall, extending from 49.31 feet south of to 3.86 feet south of the north line of West Thirty-first street, and on a length, measured on the "E" course, of 54.31 feet of wall, extending from 41.40 feet south of to 12.91 feet north of the south line of West Thirty-first street.
December 9 to 15, 1884.—23 pieces of granite were set, and backed with 80 batches of concrete on a length, measured on the "E" course, of 34.32 feet of wall, extending from 12.91 feet north of the south line, to 12.77 feet south of the north line of West Thirty-first street.
During the year 260 pieces of granite (to date, 268) were set and backed with 820 batches of concrete (to date, 857), on a length of wall, measured on the "A B" course, of 242.66 feet, extending from 10.98 feet north of West Thirtieth street to 3.86 feet south of the north line of West Thirty-first street, and a length, measured on the "E" course, of 242.63 feet, extending from 2.10 feet north of West Thirtieth street, to 12.77 feet south of the north line of West Thirty-first street.
The total length of granite on "E" course (exclusive of coping) completed to date, is 244.73 feet.

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

IN LINEAR FEET OF WALL.

| WORK. | COMPLETED WORK. | | WORK TO BE COMPLETED. |
|--|-----------------|----------------|-----------------------|
| | In 1884-5. | Total to Date. | |
| | Feet. | Feet. | Feet. |
| Dredging..... | ..... | 257.5 | ..... |
| Cobbles..... | 250 | 250 | 7.5 |
| Rip-rap..... | 203 | 203 | 54.5 |
| Piles driven..... | 52 | 263 | ..... |
| Binding frame..... | 68.5 | 258 | ..... |
| Piles cut..... | 100 | 260 | ..... |
| Longitudinal caps..... | 124.5 | 263.5 | ..... |
| Cross caps..... | 153 | 259 | ..... |
| Decking..... | 240 | 240 | 17.5 |
| Base blocks..... | 96.82 | 254.5 | 3 |
| "A B" course granite..... | 242.66 | 263.64 | 3.86 |
| "E" course granite..... | 242.63 | 244.73 | 12.77 |
| Coping..... | ..... | ..... | 197.5 |
| Wall actually completed..... | ..... | 47.25 | 210.27 |
| Equivalent length of completed wall..... | 96 | 251 | 6.5 |

Temporary Backing-Log.

November 7, December 16, 17, 1884.—5 temporary backing-logs were placed on the "E" course of granite north of Pier, new 60, North river.

Earth Filling.

January 6 to May 1, 1885.—13,062 loads of filling were received by tickets, and were put in place as earth filling in rear of wall.
February 9, 1885.—Removed temporary backing-log along approach to Pier, new 60, to admit of earth filling.

Temporary Mooring Posts.

December 24 to 30, 1884.—Excavations were dug for temporary mooring posts in rear of the wall between West Thirtieth and West Thirty-first streets, North river.

West Twenty-seventh Street Office.

January 16, 1885.—The automatic tide gauge was removed and placed on storage at West Fifty-seventh Street Yard.

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

December 22, 23, 1884.—The tools, planks, mould-boards, etc., were removed to the West Fifty-seventh Street Yard.

West Twenty-seventh Street Basin.

Pile-butts and boom-logs were received at various dates.

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

EXTENDING THE PIER UNDER CONTRACT NO. 216, CLASS 2.

November 3 to March 4, 1885.—The pier was extended for its full width of 60 feet, to the "Established Pier Head Line," a distance of about 70 feet beyond original end of the pier, making the length of the pier beyond the established bulkhead line 500 feet and its total length, measured from the present bulkhead, 527.9 feet on the north side, and 536.2 feet on the south side, and increasing the deck area by about 4,200 square feet. The work was done by J. Leary, contractor.

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

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

May 1 to October 4, 1884.—John Gillies, contractor, finished building a new pier, 475 feet long by 50 feet wide, having an area of 23,750 square feet, and a temporary approach thereto, 49 feet long on the centre line by 50 feet wide, having an area of 2,800 square feet. The crib bulkhead at the inner end of the approach was repaired.

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

BUILDING A NEW PIER UNDER CONTRACT NO. 200.

May 1 to July 22, 1884.—John Gillies, contractor, finished building a new pier, 60 feet wide and 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.

EAST RIVER.

Pier 2 to Pier 12, E. R.

BORINGS.

May 1 to June 6, 19 to 30, and July 7 to 15, 1884.—Borings were taken with the borer "Woodcock" over the site of the proposed bulkhead wall.

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

May 5, 1884.—The fence on the east side of South street was repaired by the carpenter under Secretary's Order No. 3633.

May 9, 1884.—The fence was painted where it had been repaired, under Secretary's Order No. 3633.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

New Crib-Bulkhead from West Seventy-ninth Street to West Eightieth Street, N. R.

BUILDING A NEW CRIB-BULKHEAD UNDER CONTRACT NO. 201, CLASS 2.

May 1 to July 2, 1884.—T. & A. Walsh, contractors, finished 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, with a width of 21 feet on top, 27 feet on bottom, and a depth of about 40 feet. At the northerly end is a wing in rear, about 25 feet along the crib, and about 10 feet long easterly from the rear of the crib.

Newly-filled Land from West Seventy-eighth Street to West Eightieth Street, N. R.

RESOLUTION OF BOARD, JANUARY 30, 1884.

At the dump, between West Seventy-eighth street to West Seventy-ninth street, the following material was received free and deposited:

| | | |
|-------|----------------|--------------|
| 1,288 | truck loads of | stone chips. |
| 2,011 | " | small stone. |
| 388 | " | earth. |
| 596 | " | large stone. |
| 62 | cart loads of | small stone. |
| 209 | " | stone chips. |
| 42 | " | earth. |

RESOLUTION OF BOARD, JANUARY 30, 1884.

At the dump, from West Seventy-ninth street to West Eightieth street, the following material was received free and deposited:

| | | |
|-------|----------------|--------------|
| 7,728 | truck loads of | stone chips. |
| 4,670 | " | small stone. |
| 2,305 | " | earth. |
| 336 | cart loads of | small stone. |
| 1,351 | " | stone chips. |
| 17 | " | gravel. |
| 213 | " | earth. |

On the 6th of April, 1885, the earth filling from West Seventy-eighth street to West Eightieth street was practically finished. Since that date, a Laborer, acting as Watchman, has been kept there by day to prevent people from dumping.

The following material has been received free and spread by him to fill up low places as they occurred:

| | | |
|-----|----------------|--------------|
| 185 | truck loads of | stone chips. |
| 16 | cart loads of | stone chips. |

The total amount of material received and deposited at these premises, as above detailed, during the year, was 19,171 truck loads and 2,246 cart loads.

New Crib-Bulkhead from West One Hundred and Twenty-ninth to West One Hundred and Thirtieth Street, N. R.

BUILDING A NEW CRIB-BULKHEAD UNDER CONTRACT NO. 212.

August 7 to November 8, 1884.—William P. Kelly, contractor, dredged for and built a new crib-bulkhead, and filled in behind the same, extending from the northerly side of the Pier at the foot of West One Hundred and Twenty-ninth street to the southerly side of the Pier at the foot of West One Hundred and Thirtieth street, with its face on a line connecting the ends of the front face of the old bulkhead platform previously existing at the above-mentioned places. The bulkhead is built on piles, capped at mean low water, is about 216 feet long, about 15 feet wide on top, and about 16 feet wide on bottom.

LAYING ON EXTRA FLOOR IN REAR OF NEW CRIB UNDER SECRETARY'S ORDER NO. 3922.

September 20 to October 1, 1884.—A floor of round logs was placed in rear of the new crib-bulkhead, to retain the filling in the rear, by Wm. P. Kelly, under Treasurer's Order No. 11157.

EAST RIVER.

New Wooden Pier at East Twenty-sixth Street, E. R.

DREDGING UNDER CONTRACT NO. 205, CLASSES 1 AND 2.

May 29 to July 3, 1884.—J. D. Leary, contractor, excavated and removed 15,430 cubic yards of mud and 5,718 cubic yards of crib from the site of the pier, obtaining a depth of from about 20 feet to about 26 feet of water.

BUILDING A NEW PIER UNDER CONTRACT NO. 205, CLASS 3.

May 24 to October 24, 1884.—J. D. Leary, contractor, completely removed the old pier at East Twenty-sixth street, and built a new wooden pier on piles, 60 feet wide, 628 feet long on the southerly side and 659 feet long on the northerly side, and having an area of about 38,850 square feet. A creosoted wooden sewer, oval in section, extends the full length of the pier, and a temporary sewer-box was laid in the street about 70 feet westwardly from the bulkhead.

New Bulkhead Platform at East One Hundred and Fifth Street, H. R.

DREDGING UNDER CONTRACT NO. 210, CLASS 1, "A" AND "B."

August 12 to 13, 1884.—Walls and Van Riper, contractors, excavated and removed 300 cubic yards of mud and 203 cubic yards of crib from the site of the bulkhead platform, obtaining a depth of about 10 feet below mean low water.

BUILDING A NEW BULKHEAD PLATFORM UNDER CONTRACT NO. 210, CLASS 1, "C."

August 12 to September 27, 1884.—Walls and Van Riper, contractors, removed the old crib-bulkhead and built a timber platform, supported on piles, and having in its rear a close row of retaining piles, secured to anchor piles and backed with rip-rap. The platform is 60 feet long by 20 feet wide, with a deck area of about 1,200 square feet.

New Bulkhead Platform at East One Hundred and Sixth Street, H. R.

DREDGING UNDER CONTRACT NO. 210, CLASS 2, "A" AND "B."

August 8 to 9, 1884.—Walls and Van Riper, contractors, excavated and removed 599 cubic yards of mud and 412 cubic yards of crib from the site of the bulkhead platform, obtaining a depth of about 10 feet below mean low water.

BUILDING A NEW BULKHEAD PLATFORM UNDER CONTRACT 210, CLASS 2, "C."

August 11 to September 27, 1884.—Walls and Van Riper, contractors, removed the old pier and built a timber platform, supported on piles, and having in its rear a close row of retaining piles secured to anchor piles and backed with rip-rap. The platform is 100 feet long by 20 feet wide, with a deck area of about 2,000 square feet. A wooden sewer-box 7 feet wide by 5 feet 6 inches high, internal dimensions, and about 85 feet in length, was built from the end of the brick sewer to the close row of piles.

Plans for the Permanent Improvement of the Water-front from East Eighty-sixth Street, East River, to One Hundred and Thirtieth Street, Harlem River.

UNDER RESOLUTION OF THE BOARD OF JULY 3, 1884.

November 10, 1884, to January 14, 1885.—195 borings to rock bottom were made with the borer "Woodcock."

March 12 to March 25, 1885.—71 borings were made with the borer "Woodcock." All of the above-mentioned borings were recorded for future use.

New Wharfage Room, in Lineal Feet, made during the Year ending April 30, 1885.

WORK UNDER THE "NEW PLAN."

| | |
|---|---------|
| North river— | |
| New wall at Lighthouse section..... | 104.7 |
| New wall at West Thirty-first street section..... | 242.6 |
| Total wall line..... | 347.3 |
| Pier, new 27, N. R..... | 1,165. |
| Pier at West Thirty-fifth street..... | 200. |
| Pier, new, Thirty-sixth street..... | 1,113.5 |
| Pier, new, Forty-fourth street..... | 1,350. |
| Total pier line..... | 3,828.5 |
| Total wall and pier line..... | 4,175.8 |

WORK NOT UNDER THE "NEW PLAN."

| | |
|--|---------|
| North river— | |
| Crib-bulkhead, West Seventy-ninth to West Eightieth street..... | 292. |
| Crib-bulkhead, West One Hundred and Twenty-ninth to West One Hundred and Thirtieth street..... | 216. |
| | 508. |
| East river— | |
| Bulkhead platform at East One Hundred and Fifth street..... | 60. |
| Bulkhead platform at East One Hundred and Sixth street..... | 100. |
| | 160. |
| Total wall and platform line..... | 668. |
| Pier at East Twenty-sixth street..... | 1,347. |
| Total wall, platform and pier line..... | 2,015. |
| Totals on North and East rivers— | |
| Walls and bulkhead platforms..... | 1,015.3 |
| Piers..... | 5,175.5 |
| Total..... | 6,190.8 |

New Wharfage Room, in Lineal Feet, to be Made by Work Begun but not Finished, during the Year ending April 30, 1885.

WORK UNDER THE "NEW PLAN."

| | |
|---|------|
| North river— | |
| Pier "A," North river..... | 620' |
| | |
| East river— | |
| Homoeopathic Hospital Pier, Ward's Island..... | 225' |
| Total pier line on the North and East rivers..... | 845' |

DEPARTMENT YARDS.

Gansevoort Street Yard, N. R.

May 1, 1884, to January 5, 1885.—Ironwork was made and repaired by the blacksmiths for the work on Construction, General Repairs, West Fifty-seventh Street Yard, Floating Property, and for the Surveying Party. 1,045 barrels of Portland cement were received and stored and samples tested.

January 14 to April 24, 1885.—The old platform on which the concrete blocks were made was torn up, and the material rafted and turned over to the account of General Repairs.

January 27, 1885.—The storehouse, cement shed, blacksmith's shops, fence and gates were sold by auction.

December 19, 1884, to January 15, 1885.—Took up flooring and timber in cement shed on Bloomfield street, North river, and transferred it to West Fifty-seventh Street Yard.

January 22 to March 31, 1885.—Removed the Bloomfield Street Office to inner end of the West Fifty-seventh street Pier.

January 5, 1885.—The Gansevoort street property ceased to be used as a Department Yard, the West Fifty-seventh street Pier being used as a yard from this date.

WORK DONE FOR PIER "A."

July 18 to August 28, 1884.—Seven cribs were made for use in the sub-piers at Pier A.

WORK DONE FOR WEST FIFTY-SEVENTH STREET YARD.

December 16, 1884, to January 24, 1885.—The stores and materials used at the Gansevoort Street Yard were transferred by scows to the West Fifty-seventh Street Yard.

West Fifty-seventh Street Yard, N. R.

PREPARING THE PIER UNDER RESOLUTION OF THE BOARD, NOVEMBER 21, 1883.

May 1 to October 31, 1884.—The repairing and extending of the pier was completed, a platform for making the concrete blocks upon was made, sand and stone bins erected, and backing-logs placed in front of the offices and shops.

June 14 to July 16, 1884.—22,492 cubic yards of mud were dredged from the slips adjoining the pier by the Union Dredging Company, under Treasurer's Order No. 11011.

July 17 to September 5, 1884.—A frame building, 20 feet by 120 feet, to be used for offices and storerooms; a frame building, 20 feet by 70 feet, to be used as a blacksmith shop and carpenter shop, and a cement shed, 40 feet by 80 feet, were built by Joseph Richardson, under Treasurer's Order No. 11020.

August 1 to October 31, 1884.—A railroad track was laid between the block platform and the sand and stone bins, and the water-pipe was boxed in.

September 18 to November 5, 1884.—Water-pipes were laid on the pier, and connections made with the offices and hydrants under Treasurer's Order No. 11139; and steam pipes were laid, under Treasurer's Order No. 11153, by Messrs. Muller & Wood.

December 28, 1884, to January 13, 1885.—Removed timber and piles from West Twenty-seventh street basin to West Fifty-seventh street basin.

January 28 to February 5, 1885.—Laid the yellow pine flooring removed from Gansevoort Street Yard cement shed, along the southerly side of the new buildings on West Fifty-seventh street pier, as a deck sheathing.

April 24 to April 27, 1885.—Set cylinder-box and placed automatic tide gauge in office on the pier.

RECORD OF WORK DONE AT THE YARD.

January 5, 1885.—The pier was first used as a Department Yard, and the offices occupied.
May 5 to April 10, 1885.—Ironwork was made and repaired by the blacksmiths for the work on Construction, General Repairs, Floating Property, and for the Surveying Party. 7,955 barrels of Portland cement were received and stored, and samples tested.
February 1 to February 15, 1885.—The cement shed was partitioned off to receive material transferred from West Thirty-first Street Section.

WORK DONE FOR PIER "A."

July 10, 1884, to April 25, 1885.—The centres for six spans of Pier "A" and 97½ concrete blocks, containing 1,523 cubic yards of concrete, were made.

GENERAL CARE OF FLOATING PROPERTY.

September 5, 1884.—Second-hand piles were driven for mooring purposes to secure mud-scows.

AUTOMATIC TIDE GAUGES.

April 9, to April 17, 1885.—The cylinder and automatic tide gauge on Pier, new 43, North river were repaired.

East Seventeenth Street Yard, E. R.

May, 1884.—The low places in the yard were filled in with material left over from moving building in the yard.

June 12 and 13, 1884.—Granite was loaded on a scow for Lighthouse Section.

July 21, 1884.—Granite was loaded on a scow for Lighthouse Section. Concrete blocks and wooden buoys were loaded on derrick for use at Pier "A," North river.

August 26, 1884.—Granite was loaded on a scow for West Thirty-first Street Section, and an anchor was transferred to derrick for use at Pier "A," North river.

September 15, 1884.—Granite was loaded for West Thirty-first Street Section, and two pieces of granite were transferred to ten-ton derrick for use at Pier "A," North river.

December 2 to 24, 1884.—Refuse lumber was split up for fire-wood and loaded on a scow for use in heating coal tar and gravel for paving newly-filled land between Hoboken street and Morton street, North river.

December 27 and 29, 1884.—Old stores, tools, etc., which were not liable to be often used, were received from floating property and Gansevoort Street Yard, and sand heaters were transferred to the paving of newly-filled land between Hoboken street and Morton Street, North river.

January, 1885.—Refuse lumber split up during the month at various times for use of hoisting engine at this yard.

February 5, 1885.—Bolts sent from Floating Property to this yard for storage were weighed.

February 18, 1885.—Wooden buoys sent back from Pier "A," North river, were received for storage.

March 17, 1885.—Granite was transferred to ten-ton derrick for use at Pier "A," North river.

April 25, 1885.—Fire-wood previously made was loaded on a scow for use on paving newly-filled land between Hoboken street and Morton street, North river, under resolution of Board, August 20, 1884.

STATEMENT OF GENERAL REPAIRS FOR THE YEAR ENDING APRIL 30, 1885.

NORTH RIVER.

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

Secretary's Order No. 3591.—Asphalt walk repaired; began April 22, finished May 16, 1884.

Pier, new 1, N. R.

Engineer's Order.—Hanging fender placed on north side of pier; begun February 6 and finished February 10, 1885.

Bulkhead North of Pier, new 1, N. R.

Secretary's Order No. 4157.—2 wooden cleats put on, one on each corner of bulkhead; begun February 14 and finished February 19, 1885.

Pier, old 20, N. R.

Secretary's Order No. 4011.—28 new fender-piles and 22 new bearing-piles driven, fastened and chocked; 328 linear feet 12" x 12" side cap and 200 linear feet 10" x 10" chocking placed and fastened; begun November 17 and finished December 16, 1884.

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

Secretary's Order No. 3984.—7 new bearing-piles, and four spring fender-piles driven; about 22 linear feet of 12" x 12" backing-log, and about 87 linear feet of 12" x 12" ranging timbers put on; about 230 square feet of new 5" deck plank laid, and sprung several piles underside cap; begun November 7 and finished November 17, 1884.

Pier, old 21, N. R.

Secretary's Order No. 4011.—11 fender-piles driven, fastened and chocked, and old fender piles refastened and chocked; begun November 17 and finished December 16, 1884.

Pier, old 23, N. R.

Secretary's Order No. 4079.—Chocks and spring-piles refastened on outer end south side of pier; begun and finished December 31, 1884.

Pier, old 23 (South Side), N. R.

Secretary's Order No. 4136.—1 white oak fender pile driven, chocked and fastened, and 3 old fender piles refastened; begun March 26 and finished March 27, 1885.

Bulkhead Platform South of Pier, old 33, N. R.

Secretary's Order No. 3991.—54 linear feet of backing-log placed about holes; begun January 8 and finished January 9, 1885.

Approach to Pier, old 33 (South Side), N. R.

Secretary's Order No. 4158.—1 bearing pile pulled under side cap and 240 feet, B. M., of 6" x 8" yellow pine fenders put on; begun March 27 and finished March 28, 1885.

Pier, old 33 (South Half), N. R.

Secretary's Order No. 3791.—New horizontal and "A" bracing placed on thirteen rows of piles, repaired and chocked the heads of six bearing piles, replaced the old deck with new 5-inch plank at two gangways, and at the outer end of the pier, making, in all, about 2,000 square feet of deck replaced; the close fendering at the end of the pier refastened where found loose; begun August 18 and finished August 30, 1884.

Pier, old 34 (North Half), N. R.

Secretary's Order No. 3811.—Outer end fenced off with 270 feet, B. M., of 3-inch and 126 feet, B. M., of 4-inch spruce plank; begun and finished June 28, 1884.

Contract No. 207.—11,887 cubic yards of material excavated and removed from the half slip on the north side of the pier to a depth of 15 feet of water at mean low water-mark, by Charles Dubois, contractor; begun June 21 and finished July 11, 1884.

Contract No. 211.—Joseph Walsh, contractor, drove 43 new bearing piles and blocked and shimmed about the heads of old, made thorough repairs to superstructure and put on 8 new oak fenders, and drove 5 new spring piles; begun August 1 and finished August 18, 1884.

Secretary's Order No. 3890.—Old platform taken up and 6 new spruce spring piles driven and fastened; 2,190 feet, B. M., of second-hand plank and 240 feet, B. M., of 3-inch spruce plank, laid on platform; 92 linear feet of 12" x 12" second-hand timber put in for backing-log, and backing-log repaired with 350 feet, B. M., of 5" x 12" second-hand plank; piles braced with 160 feet, B. M., of 3-inch spruce plank, and deck repaired with second-hand plank; begun August 29 and finished September 5, 1884.

Engineer's Order.—Deck patched with 250 feet, B. M., of 3-inch spruce plank and with second-hand plank; begun and finished October 15, 1884.

Secretary's Order No. 4017.—2 spring piles and 1 new oak fender pile driven and piles chocked and fastened; deck patched with 1,895 feet, B. M., of 3-inch spruce plank; 2 rangers of second-hand timber put in; begun November 28 and finished December 5, 1884.

Secretary's Order No. 4135.—1 oak fender pile driven and chocked on outer end; begun and finished March 26, 1885.

Bulkhead between Piers, new 27 and 28, N. R.

Secretary's Order No. 4283.—Backing-log repaired with second-hand material; begun and finished April 25, 1885.

Bulkhead between Piers, new 28 and old 39, N. R.

Secretary's Order No. 3842.—Backing-log raised with 78 linear feet of second-hand 10" x 12" yellow pine timber; begun and finished August 1, 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; begun April 17 and finished May 3, 1884.

Pier, old 42, N. R.

Secretary's Order No. 3616.—6 old spring piles pulled and 11 second-hand spring piles driven, chocked and fastened on outer southerly corner of pier; begun May 10, and finished May 12, 1884.

Secretary's Order No. 3732.—272 linear feet of new 12" x 12" yellow pine timber and 140 linear feet of second-hand timber put down for backing-log; spring piles chocked and fastened, backing-log built up with 1,322 feet, B. M., of 4-inch and 345 feet, B. M., of 3-inch spruce plank; begun June 12 and finished July 3, 1884.

Secretary's Order No. 3616.—Spring piles fastened and chained; begun and finished August 6, 1884.

Secretary's Order No. 3616.—2 old fender piles pulled and redriven; new spruce fender piles driven, chocked and fastened; begun and finished September 2, 1884.

Secretary's Order No. 3616.—Deck and sheathing patched with 3,112 feet, B. M., of 3-inch spruce plank, and with 250 feet, B. M., of second-hand plank; begun December 3 and finished December 5, 1884.

Secretary's Order No. 4123.—Sewer-box underneath pier repaired with 300 feet, B. M., of second-hand plank; begun and finished February 2, 1885.

Secretary's Order No. 4143.—14 long pile butts driven for bearing piles; 1 new spruce bearing pile driven; piles cut off at low water; cross-caps put on with second-hand yellow pine timber; deck patched with 3,360 feet, B. M., of 4-inch spruce plank on outer end of pier; 12 new spruce fender piles driven, chocked and fastened on each side of pier; spring piles refastened on each outer corner; begun March 2 and finished March 14, 1885.

Paving New-made Land between Spring and West Tenth Streets, N. R.

Secretary's Order No. 4094.—11 silt basins cleaned; begun January 14 and finished January 23, 1885.

Paving New-made Land between Piers, new 35 and 38, N. R.

Secretary's Order No. 4034.—2 silt basin covers placed, one opposite Pier, new 35 and one opposite Pier, new 38, N. R.; begun January 5 and finished March 13, 1885.

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

Secretary's Order No. 4055.—Cobble pavement relaid; begun April 20, 1885; in progress.

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

Engineer's Order.—1 iron cleat replaced and fastened; begun June 7 and finished June 8, 1885.

Pier, new 43, N. R.

Secretary's Order No. 3208.—Metal on gate posts of shed resoldered and straightened, by Muller and Wood, under Treasurer's Order No. 11251; begun and finished November 7, 1884.

Secretary's Order No. 3733.—Mooring post set in place of one decayed; begun June 2 and finished June 7, 1884.

Secretary's Order No. 3774.—Water pipe leading to pier repaired under Treasurer's Order No. 10992, and pavement repaired; begun June 13 and finished November 5, 1884.

Secretary's Order No. 3914.—Water pipe and valve repaired, by Muller and Wood, under Treasurer's Order No. 11148; begun September 15 and finished September 18, 1884.

Secretary's Order No. 3975.—Galvanized iron sheathing of shed repaired, by Muller and Wood, under Treasurer's Order No. 11232. Two oak fenders placed and fastened, and one bearing pile repaired; begun November 6, 1884 and finished February 13, 1885.

Secretary's Order No. 4058.—2 new mooring posts placed and fastened on south side, and spring fender piles chocked and fastened; begun January 3 and finished January 10, 1885.

Secretary's Order No. 4092.—Sliding doors on south side of shed repaired; begun January 13 and finished June 15, 1885.

Secretary's Order No. 4285.—Broken mooring post replaced with a new one, on south side of pier; begun April 21 and finished April 24, 1885.

Secretary's Order No. 4253.—Water pipes repaired, by Muller and Wood, under Treasurer's Order No. 11442; begun April 2 and finished April 28, 1885.

Slip between Piers, new 44 and 45, N. R.

Secretary's Order No. 3951.—5 old piles pulled up; begun November 3 and finished November 7, 1884.

Contract No. 224.—11,554 cubic yards of material excavated and removed from the half-slip, on the south side of the pier, to a depth of 25 feet of water at mean low water-mark, by the Morris and Cumings Dredging Company, contractors; begun March 28 and finished April 10, 1885.

Pier, new 45, N. R.

Contract No. 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; begun, December 26, 1883, and finished June 9, 1884.

Engineer's Order.—Bolt removed from pile, outer northerly corner, and straightened and replaced; begun and finished April 25, 1885.

Pier, new 46, N. R.

Secretary's Order No. 3852.—12 new spring piles driven, chocked and fastened, 6 on outer end and 6 on north side of pier; begun August 4 and finished August 8, 1884.

Secretary's Order No. 3965.—Temporary shed in front of pier removed; begun October 11 and finished October 13, 1884.

Secretary's Order No. 3949.—Sheathing patched with 19,185 feet, B. M., of 4-inch spruce plank and with second-hand plank; begun October 10 and finished October 14, 1884.

Secretary's Order No. 4021.—Spring piles chained, chocked and fastened; deck patched with 200 feet, B. M., of second-hand plank, and sliding doors repaired; begun November 26 and finished December 1, 1884.

Secretary's Order No. 4010.—Sliding door blown off, secured in place; begun and finished January 2, 1885.

Secretary's Order No. 4052.—Sliding doors on shed repaired and replaced, 1 new door made; begun December 15 and finished January 13, 1885.

Secretary's Order No. 4086.—3 new side reflectors and 1 new 30-inch reflector put up, and 2 20-inch reflectors reglazed and repaired, gas pipes and fixtures cleaned out by Muller and Wood, under Treasurer's Order No. 11346; leaks in leaders repaired by John Nicholson, under Treasurer's Order No. 11337; begun January 12 and finished January 19, 1885.

Secretary's Order No. 4201.—Spring piles refastened on outer end, south side of pier; begun and finished March 6, 1885.

Secretary's Order No. 4122.—Shed repaired by John Nicholson, under Treasurer's Order No. 11377; begun February 9 and finished May 1, 1885.

Secretary's Order No. 4124.—4,486 cubic yards of material excavated and removed from the half slip south of the pier to a depth of 25 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun January 30 and finished February 4, 1885.

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

Secretary's Order No. 3357.—Deck patched with second-hand plank; begun May 3 and finished May 13, 1884.

Secretary's Order No. 3357.—Deck patched with 171 feet, B. M., of 3-inch spruce plank; begun and finished May 26, 1884.

Secretary's Order No. 3357.—Deck patched with 140 feet, B. M., of 4-inch spruce plank; begun and finished June 4, 1884.

Secretary's Order No. 3357.—Deck and sheathing patched with 63 feet, B. M., of 3-inch spruce plank; begun June 26 and finished June 27, 1884.

Secretary's Order No. 3357.—Deck and sheathing patched with 40 feet, B. M., of 4-inch spruce plank; begun and finished July 3, 1884.

Secretary's Order No. 3357.—Deck and sheathing patched with 1,187 feet, B. M., of 3-inch spruce plank and with second-hand plank; begun July 16 and finished July 21, 1884.

Secretary's Order No. 3357.—Deck patched with 849 feet, B. M., of 3-inch spruce plank; begun August 12 and finished August 13, 1884.

Secretary's Order No. 3357.—Deck and sheathing patched with 8,980 feet, B. M., of 3-inch spruce plank; begun August 23 and finished September 1, 1884.

Secretary's Order No. 3357.—12,683 feet, B. M., of 3-inch white pine laid for sheathing; begun September 13 and finished September 17, 1884.

Secretary's Order No. 3357.—Sheathing patched with 2,000 feet, B. M., of 3-inch spruce plank, and 1,500 feet, B. M., of second-hand plank; begun September 22 and finished September 23, 1884.

Secretary's Order No. 3357.—Deck patched with 207 feet, B. M., of 3-inch spruce plank; begun and finished October 17, 1884.

Secretary's Order No. 3357.—Deck patched with 95 feet, B. M., of 3 inch spruce plank ; begun and finished November 5, 1884.

Engineer's Order.—Deck and sheathing patched with 234 feet, B. M., of 3-inch spruce plank ; begun and finished December 3, 1884.

Contract No. 223.—Flaherty & O'Connell, contractors, blocking and shimming substructure and sheathing deck ; begun March 27, 1885 ; in progress.

Bulkhead between Piers, new 46 and 47, N. R.

Secretary's Order No. 3917.—Two second-hand iron cleats put on and fastened ; begun and finished September 30, 1884.

Piers, new 46 and 47, N. R.

Secretary's Order No. 3747.—Pavement removed and leak in pipes repaired under Treasurer's Order No. 10933, and pavement relaid under Treasurer's Order No. 10936 ; begun May 13 and finished November 6, 1884.

Secretary's Order No. 3782.—Water-pipes repaired and changed by L. L. Goodrich, under Treasurer's Order No. 10998, and pavement relaid by Tobias New, under Treasurer's Order No. 10986 ; begun June 16 and finished November 28, 1884.

Pier, old 54, N. R.

Secretary's Order No. 3204.—Deck patched with 86 feet, B. M., of second-hand plank ; begun and finished May 9, 1884.

Secretary's Order No. 3204.—Deck patched with 57 feet, B. M., of 4-inch spruce plank ; begun and finished May 21, 1884.

Secretary's Order No. 3204.—Deck patched with 21 feet, B. M., of 5-inch spruce plank ; begun and finished May 26, 1884.

Secretary's Order No. 3204.—Deck and sheathing patched with 280 feet, B. M., of 4-inch spruce plank ; begun and finished June 16, 1884.

Secretary's Order No. 3204.—Deck and sheathing patched with 225 feet, B. M., of 3-inch spruce plank ; begun July 2 and finished July 3, 1884.

Secretary's Order No. 3204.—Deck patched with 851 feet, B. M., of 3-inch spruce plank and with second-hand plank ; begun September 3 and finished September 5, 1884.

Secretary's Order No. 3204.—Deck patched with 460 feet, B. M., of 3-inch spruce plank ; begun October 14 and finished October 15, 1884.

Secretary's Order No. 3204.—Deck patched with 1,040 feet, B. M., of 3-inch spruce plank, and ranging timbers blocked up ; begun October 17 and finished October 20, 1884.

Secretary's Order No. 3204.—Deck patched with 280 feet, B. M., second-hand plank, and with 680 feet, B. M., of 3-inch spruce plank, backing log sheathed with second-hand plank, fenders fastened and 25 linear feet of 12"x12" second-hand timber put on for backing-log ; begun November 28 and finished December 1, 1884.

Secretary's Order No. 3204.—Deck and sheathing patched with 260 feet, B. M., of 3-inch spruce plank ; begun and finished December 5, 1884.

Secretary's Order No. 4233.—26 linear feet of second-hand 12"x12" yellow pine timber, placed and fastened for backing-log on north side, near outer end ; begun March 28 and finished March 30, 1885.

Bulkhead South of West Eleventh Street, N. R.

Secretary's Order No. 4133.—108 linear feet of second-hand 12"x12" yellow pine, placed and fastened for backing-log ; begun February 4 and finished February 9, 1885.

Bulkhead at Bank Street, N. R.

Secretary's Order No. 4132.—From 3 to 7 feet in depth, excavated and rebuilt with 12"x12" second-hand yellow pine timber, and 4 new spruce piles ; 7 new spruce piles driven, chocks put on, refilled and graded ; begun April 11 and finished April 20, 1885.

Pier at Bethune Street, N. R.

Secretary's Order No. 3478.—1,803 cubic yards of material excavated and removed from the half slip north of the pier to a depth of 15 feet of water at mean low water-mark by Charles Dubois, under Treasurer's order ; begun May 31 and finished June 4, 1884.

Secretary's Order No. 3654.—Deck patched with 25 feet, B. M., of 3-inch spruce plank ; begun and finished May 15, 1884.

Secretary's Order No. 3654.—Deck patched with 140 feet, B. M., of 4-inch spruce plank ; begun and finished June 21, 1884.

Secretary's Order No. 3654.—Deck patched with 105 feet, B. M., of 3-inch, and 70 feet, B. M., of 4-inch spruce plank ; begun and finished June 28, 1884.

Secretary's Order No. 3654.—Hole in bulkhead repaired ; begun and finished July 1, 1884.

Secretary's Order No. 3654.—Backing log fastened and deck patched with 45 feet, B. M., of 3-inch spruce plank ; begun and finished July 8, 1884.

Secretary's Order No. 3654.—Deck patched with 264 feet, B. M., of 4-inch spruce plank ; begun and finished July 16, 1884.

Secretary's Order No. 3654.—1 cleat put on, and deck patched with 405 feet, B. M., of 3-inch spruce plank ; begun and finished July 30, 1884.

Contract No. 209 (Class 1).—Flaherty & O'Connell, contractors, made thorough repairs to substructure and superstructure, including new rangers, deck and backing logs, 5 new bearing piles, etc., etc. ; begun August 2 and finished September 9, 1884.

Pier at Jane Street, N. R.

Contract No. 208.—5,238 cubic yards of material excavated and removed from the half slip on each side of the pier to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, contractors ; work begun August 22 and finished August 29, 1884.

Contract No. 209 (Class 2).—Flaherty & O'Connell, contractors, made thorough repairs to substructure and superstructure, including 8 new bearing piles, new side rangers, new deck and backing logs, etc., etc. ; begun August 5 and finished September 9, 1884.

Pier at Horatio Street, N. R.

Secretary's Order No. 3659.—Deck and sheathing patched with 108 feet, B. M., of 4-inch, and 731 feet, B. M., of 3-inch spruce plank ; begun May 14 and finished May 15, 1884.

Secretary's Order No. 3659.—Deck patched with 252 feet, B. M., of 3-inch spruce plank, and 4 half-round fenders put on ; begun June 2 and finished June 3, 1884.

Secretary's Order No. 3659.—Deck patched with 90 feet, B. M., of 3-inch, and with 70 feet, B. M., of 4-inch spruce plank ; begun and finished June 23, 1884.

Secretary's Order No. 3659.—Deck and sheathing patched with 390 feet, B. M., of 4-inch, and 270 feet, B. M., of 3-inch spruce plank ; begun and finished July 19, 1884.

Secretary's Order No. 3659.—Deck patched with 463 feet, B. M., of 3-inch spruce plank ; begun August 12 and finished August 13, 1884.

Contract No. 209 (Class 3).—William P. Kelly, contractor, made thorough repairs to substructure and superstructure, including 4 new bearing piles, 4 new cross caps, new rangers, deck and backing logs, etc. ; begun September 3 and finished October 7, 1884.

Bulkhead North of Gansevoort Street, N. R.

Secretary's Order No. 3809.—3 mooring posts set ; 3 old piles pulled ; 3 courses of old timber removed ; 190 linear feet of second-hand timber put down ; 40 half-round fenders put on ; 1,008 feet, B. M., 12" x 12" yellow pine timber placed and fastened for backing log ; 4 second-hand and 2 new oak spring piles driven, and fender piles chocked ; begun and finished July 25, 1884.

Contract No. 208.—5,577 cubic yards of material excavated and removed from the half-slip on each side of the pier to a depth of 15 feet of water at mean low water mark, by the Union Dredging Company, contractors ; work begun August 28, 1884, and finished September 18, 1884.

Pier at Bogart Street, N. R.

Secretary's Order No. 4208.—Pier fenced off from public use with second-hand plank ; begun and finished March 25, 1885.

Secretary's Order No. 4300.—Fence replaced, where taken down by Fire Department, with second-hand plank ; begun and finished April 24, 1885.

Pier North of Bloomfield Street, N. R.

Contract No. 209 (Class 4).—Flaherty & O'Connell, contractors, made thorough repairs to substructure and superstructure, including 17 new bearing piles, 120 linear feet of new side cap, 5 new cross caps, new rangers, deck and backing-logs, etc., etc. ; begun September 1 and finished October 11, 1884.

Secretary's Order No. 3692.—1,748 cubic yards of material excavated and removed from the half slip on each side of the pier to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order ; begun June 30 and finished July 5, 1884.

Bulkhead South of Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 3693.—1,088 cubic yards of material excavated and removed to a depth of 15 feet of water at mean low water-mark by the Union Dredging Company, under Treasurer's order ; begun and finished July 1, 1884.

Pier at Little West Twelfth Street, N. R.

Secretary's Order No. 3655.—Deck patched with 257 feet, B. M., of 3-inch spruce plank ; begun and finished May 22, 1884.

Secretary's Order No. 3655.—Deck patched with 120 feet, B. M., of 3-inch spruce plank ; begun and finished May 26, 1884.

Secretary's Order No. 3655.—Deck patched with 36 feet, B. M., of second-hand plank, and butts of plank spiked down ; begun and finished June 7, 1884.

Secretary's Order No. 3655.—Deck patched with 378 feet, B. M., of 4-inch, and 157 feet, B. M., of 3-inch spruce plank, and with 162 feet, B. M., of second-hand plank ; begun and finished June 27, 1884.

Secretary's Order No. 3655.—Deck patched with second-hand plank ; begun and finished July 1, 1884.

Secretary's Order No. 3655.—Deck patched with 263 feet, B. M., of 3-inch spruce plank ; begun and finished July 31, 1884.

Secretary's Order No. 3655.—Deck patched with 2,449 feet, B. M., of 3-inch spruce plank ; begun August 14, and finished August 18, 1884.

Secretary's Order No. 3655.—Deck patched with 142 feet, B. M., of 3-inch spruce plank ; begun and finished September 2, 1884.

Secretary's Order No. 3655.—Deck patched with 835 feet, B. M., of 3-inch spruce plank ; begun September 23 and finished September 25, 1884.

Secretary's Order No. 3655.—Deck and sheathing patched with 225 feet, B. M., of 3-inch spruce plank, and with 90 feet, B. M., of second-hand plank ; begun and finished October 1, 1884.

Secretary's Order No. 3655.—Deck and sheathing patched with second-hand plank ; begun October 15 and finished October 17, 1884.

Secretary's Order No. 3655.—Deck and sheathing patched with 154 feet, B. M., of 3-inch spruce plank ; begun and finished October 20, 1884.

Secretary's Order No. 3655.—Bearing piles hauled under side cap, 1 second-hand bearing pile and 4 new spruce fender piles driven and chocked and fastened ; begun November 25 and finished November 26, 1884.

Secretary's Order No. 4129.—1 fender pile on south side of pier refastened ; begun and finished February 4, 1885.

Secretary's Order No. 4168.—2 spruce bearing piles driven and hauled under side cap on north side of pier ; 561 feet, B. M., of 4-inch spruce plank put on for fenders on outer end, north side ; 4 spruce fender piles driven, chocked and fastened, and 4 chocks put on north side of pier ; begun March 30 and finished April 1, 1885.

Contract No. 208.—5,718 cubic yards of material excavated and removed from the half slip on each side of the pier to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, contractors ; begun August 13 and finished August 21, 1884.

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

Secretary's Order No. 4067.—Old deck plank cut off, side cap straightened and backing-log repaired ; deck patched with 1,008 feet, B. M., of 4-inch spruce plank ; fenders and fender piles fastened and mooring posts chocked ; begun December 29 and finished December 30, 1884.

Bulkhead at West Fourteenth Street, N. R.

Secretary's Order No. 3694.—1,166 cubic yards of material excavated and removed to a depth of 10 feet of water at mean low water mark, by the Union Dredging Company, under Treasurer's Order ; begun July 2 and finished July 5, 1884.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 3666.—Deck and sheathing patched with 321 feet, B. M., of 4-inch, and 346 feet, B. M., of 3-inch spruce plank ; begun May 20 and finished May 21, 1884.

Secretary's Order No. 3748.—Deck and sheathing patched with 700 feet, B. M., of second-hand plank ; begun June 6 and finished June 7, 1884.

Secretary's Order No. 3812.—Deck patched with 259 feet, B. M., of 4-inch spruce plank ; begun and finished June 21, 1884.

Secretary's Order No. 3812.—Deck patched with 158 feet, B. M., of 3-inch, and 76 feet, B. M., of 4-inch spruce plank, and with 60 feet, B. M., of second-hand plank ; begun and finished June 27, 1884.

Secretary's Order No. 3812.—Deck and sheathing patched with 66 feet, B. M., of 4-inch spruce plank ; begun and finished July 15, 1884.

Secretary's Order No. 3812.—Deck patched with 2,280 feet, B. M., of 3-inch spruce plank ; begun and finished August 11, 1884.

Secretary's Order No. 3812.—Deck patched with 400 feet, B. M., of 3-inch spruce plank ; begun September 24 and finished September 25, 1884.

Secretary's Order No. 3812.—Deck and sheathing patched with 1,265 feet, B. M., of 3-inch spruce plank, and 40 linear feet of 12" x 12" second-hand timber put on for backing-log ; begun September 12 and finished October 2, 1884.

Secretary's Order No. 3812.—Deck patched with 100 feet, B. M., of 3-inch spruce plank, and with second-hand plank ; begun and finished October 17, 1884.

Secretary's Order No. 3748.—Deck plank taken up for an examination of substructure of pier and replaced ; begun October 13 and finished October 14, 1884.

Secretary's Order No. 3812.—Deck and sheathing patched with 537 feet, B. M., of 3-inch spruce plank, and with second-hand plank ; begun October 22 and finished October 23, 1884.

Secretary's Order No. 3812.—Deck patched with 300 feet, B. M., of 3-inch spruce plank ; begun and finished November 19, 1884.

Secretary's Order No. 3812.—Deck patched with 280 feet, B. M., of 3-inch spruce plank ; begun and finished November 29, 1884.

Contract No. 208.—18,229 cubic yards of material excavated and removed from the half slip on each side of the pier, to a depth of 15 feet of water at mean low water mark, by the Union Dredging Company, contractors ; begun August 15 and finished August 27, 1884.

Contract No. 220.—Flaherty and O'Connell, contractors, made thorough repairs to substructure and superstructure, including 14 new bearing piles, 45 feet of new side cap, 8 new cross-caps, new rangers, deck, backing-logs, etc., and rebuilt the bulkhead at the inner end of the pier from half-tide up ; begun December 31, 1884, and finished April 31, 1885.

Pier at West Sixteenth Street, N. R.

Engineer's Order.—Hole in deck repaired with 25 feet, B. M., of 3-inch spruce plank ; begun and finished May 15, 1884.

Secretary's Order No. 3717.—Deck patched with 81 feet, B. M., of 4-inch, and 61 feet, B. M., of 3-inch spruce plank ; begun and finished May 20, 1884.

Secretary's Order No. 3717.—Deck patched with 75 feet, B. M., of 3-inch spruce plank ; begun and finished May 26, 1884.

Secretary's Order No. 3717.—Deck patched with 105 feet, B. M., of 3-inch spruce plank and with 60 feet, B. M., of 4-inch spruce plank ; begun and finished June 24, 1884.

Secretary's Order No. 3717.—Deck patched with 80 feet, B. M., of 4-inch, and 135 feet, B. M., of 3-inch spruce plank ; begun and finished June 30, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 270 feet, B. M., of 4-inch spruce plank ; begun and finished July 13, 1884.

Secretary's Order No. 3717.—Deck patched with 50 feet, B. M., of 3-inch spruce plank ; begun and finished July 25, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 1,781 feet, B. M., of 3-inch spruce plank ; begun August 28 and finished August 29, 1884.

Secretary's Order No. 3717.—Deck patched with 943 feet, B. M., of 3-inch spruce plank ; begun and finished September 15, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 225 feet, B. M., of 3-inch spruce plank ; begun and finished September 29, 1884.

Secretary's Order No. 3717.—Deck patched with 50 feet, B. M., of 3-inch spruce plank, and with second-hand plank ; begun and finished October 17, 1884.

Secretary's Order No. 3810.—Deck plank taken up for an examination of substructure of pier and replaced ; begun and finished October 14, 1884.

Secretary's Order No. 3717.—Deck patched with 596 feet, B. M., of 3-inch spruce plank. Bent and projecting band from north end of pier taken off ; begun and finished October 23, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 48 feet, B. M., of 3-inch spruce plank ; begun and finished November 10, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 453 feet, B. M., of 3-inch spruce plank ; begun and finished November 22, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 321 feet, B. M., of 3-inch spruce plank ; begun and finished November 27, 1884.

Secretary's Order No. 3717.—Deck and sheathing patched with 90 feet, B. M., of 3-inch spruce plank ; begun and finished December 6, 1884.

Secretary's Order No. 3717.—Deck patched with 48 feet, B. M., of 3-inch spruce plank ; begun and finished December 10, 1884.

Contract No. 208.—14,051 cubic yards of material excavated and removed from the half slip on each side of the pier, to a depth of 16 feet of water at mean low water mark, by the Union Dredging Company, contractors ; begun 28th August, 1884 and finished 9th September, 1884.

Secretary's Order No. 3764.—Projecting spikes on sides of pier redriven ; begun and finished June 7, 1884.

Contract No. 220.—William P. Kelly, contractor, made thorough repairs to substructure and superstructure, including 40 new bearing piles, new side caps, 3 new cross caps, new ranges, deck

backing-logs, etc., and repaired the bulkhead at inner end of pier; begun January 24 and finished March 31, 1885.

Bulkhead between West Sixteenth Street and West Seventeenth Street, N. R.

Secretary's Order No. 4128.—Repairing bulkhead by alleged owners by order of the Board; begun April 15, 1885. In progress.

Pier at West Seventeenth Street, N. R.

Secretary's Order No. 3736.—Deck patched with 144 feet, B. M., of 4-inch spruce plank; begun and finished May 22, 1884.

Secretary's Order No. 3736.—Deck patched with 24 feet, B. M., of 4-inch spruce plank; begun and finished July 11th, 1884.

Secretary's Order No. 3736.—Deck patched with 50 feet, B. M., of 3-inch spruce plank; begun and finished July 25, 1884.

Secretary's Order No. 3736.—Deck patched with 160 feet, B. M., of 3-inch spruce plank, and old pile stump pulled from each side of pier; begun and finished September 6, 1884.

Secretary's Order No. 3736.—Deck and sheathing patched with 135 feet, B. M., of 3-inch spruce plank; begun and finished September 29, 1884.

Secretary's Order No. 3736.—Deck patched with 47 feet, B. M., of 3-inch spruce plank; begun and finished October 21, 1884.

Secretary's Order No. 3736.—Deck patched with 88 feet, B. M., of 3-inch spruce plank; begun and finished December 10, 1884.

Secretary's Order No. 4192.—Mooring pile fastened on south side of Pier; begun and finished April 3, 1885.

Secretary's Order No. 4212.—7 oak fenders and chocks placed and fastened, and old fenders and fender piles refastened; begun April 3, and finished April 7, 1885.

President's Order.—Projecting spikes on outer end and side of pier redriven; begun and finished April 24, 1885.

Contract No. 218.—15,299 cubic yards of material excavated and removed from the half slip on each side of the pier, to a depth of 15 feet of water at mean low water mark, by the Atlantic Dredging Company, contractors; begun December 8, 1884, and finished January 26, 1885.

Pier at West Eighteenth Street, N. R.

Secretary's Order No. 3668.—Hole in deck patched with 40 feet, B. M., of 4-inch spruce plank; begun and finished June 30, 1884.

Secretary's Order No. 3668.—Deck patched with 45 feet, B. M., of 3-inch, and 24 feet, B. M., of 4-inch spruce plank; begun and finished July 11, 1884.

Secretary's Order No. 3668.—Deck and sheathing patched with 54 feet, B. M., of 4-inch spruce plank; begun and finished July 15, 1884.

Secretary's Order No. 3843.—Fenders fastened; deck patched with 45 feet, B. M., of 3-inch spruce plank, and with second-hand plank; mooring post reset and braced; begun and finished August 5, 1884.

Secretary's Order No. 3843.—Deck patched with 90 feet, B. M., of 3-inch spruce plank; begun and finished September 28, 1884.

Secretary's Order No. 3668.—Close fendering on outer end of pier repaired with 300 feet, B. M., of 3-inch spruce plank; 6 second-hand oak fender piles driven, chocked and fastened; begun October 6 and finished October 8, 1884.

Secretary's Order No. 3843.—Deck patched with 48 feet, B. M., of 3-inch spruce plank; begun and finished October 28, 1884.

Secretary's Order No. 3668.—1 new spruce bearing pile driven; 6 half-round fenders placed and fastened; fenders fastened at low water; deck patched with 95 feet, B. M., of 3-inch spruce plank; begun November 21 and finished November 22, 1884.

Secretary's Order No. 3843.—Deck patched with 270 feet, B. M., of 3-inch spruce plank; begun and finished December 4, 1884.

Secretary's Order No. 3843.—Deck and sheathing patched with 360 feet, B. M., of 3-inch spruce plank; begun and finished December 8, 1884.

Secretary's Order No. 3843.—Deck and sheathing patched with 45 feet, B. M., of 3-inch spruce plank; begun and finished December 15, 1884.

Secretary's Order No. 4098.—2 broken mooring piles pulled and replaced with 2 new ones; begun January 20 and finished January 22, 1885.

Secretary's Order No. 4125.—Fender piles on outer northerly corner fastened; 1 second-hand spruce fender pile driven; 120 feet, B. M., of 6" x 10" yellow pine put on for fenders, and 1 new oak fender pile driven on north side of pier; begun and finished April 2, 1885.

Secretary's Order No. 4163.—1 mooring pile driven and fastened on north side of pier in place of broken one; begun and finished March 4, 1884.

Contract No. 218.—17,169 cubic yards of material excavated and removed from the half-slip on each side of the pier, to a depth of 15 feet of water at mean low water mark, by the Atlantic Dredging Company, contractors; begun December 16, 1884, and finished January 28, 1885.

Pier at West Nineteenth Street, N. R.

Engineer's Order.—Chocks between fenders fastened and new chocks put on; begun and finished December 6, 1884.

Secretary's Order No. 4181.—Chocks replaced and sheathing patched with 5,990 feet, B. M., of 3-inch spruce plank; begun April 3 and finished April 11, 1885.

Contract No. 218.—11,081 cubic yards of material excavated and removed from the half-slip on the north side of the pier to a depth of 15 feet of water at mean low water mark, by the Atlantic Dredging Company, contractors; begun December 15, 1884, and finished January 30, 1885.

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

Secretary's Order No. 3610.—6 new spruce and 2 second-hand spring piles driven, chocked and fastened; begun May 1 and finished May 5, 1884.

Secretary's Order No. 3819.—Deck patched with 4,954 feet, B. M., of 3-inch spruce plank; begun July 18 and finished July 24, 1884.

Secretary's Order No. 3819.—Deck and sheathing patched with 1,995 feet, B. M., of 3-inch spruce plank; begun September 3 and finished September 4, 1884.

Secretary's Order No. 3819.—Deck patched with 715 feet, B. M., of 3-inch spruce plank; begun September 23 and finished September 24, 1884.

Secretary's Order No. 4180.—4 oak spring piles driven, chocked and fastened on outer end of pier; 2 new oak and 2 second-hand fenders put on on south side of pier; began April 8 and finished April 11, 1885.

Contract No. 218.—21,657 cubic yards of material excavated and removed from the half-slip on each side of the pier, to a depth of 15 feet of water at mean low water mark, by the Atlantic Dredging Company, contractors; begun December 22, 1884, and finished February 5, 1885.

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

Contract No. 223.—John D. Walsh, contractor, thoroughly patching and repairing sheathing of deck and laying pavement; begun March 23, 1885. In progress.

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

Secretary's Order No. 3840.—Superstructure renewed and pavement in rear repaired; begun September 18, and finished September 26, 1884.

Secretary's Order No. 4070.—Block pavement immediately adjoining platform repaired; begun January 6 and finished January 7, 1885.

Secretary's Order No. 4184.—Scupper-holes bored in deck of platform; begun and finished February 24, 1884.

Pier, new 54, N. R.

Secretary's Order No. 4281.—Removal of shoal at outer end of pier by the Union Dredging Company under Treasurer's order; begun April 21, 1885. In progress.

Pier, new 57, N. R.

Secretary's Order No. 3967.—Decked patched with 100 feet, B. M., of 3-inch spruce plank; begun October 15, and finished October 16, 1884.

Commissioner's Order.—Platform to Public Bath removed to provide berth for United States frigate "Minnesota"; begun and finished October 17, 1884.

Secretary's Order No. 4071.—Sheathing patched with 400 feet, B. M., of 3-inch spruce plank; begun and finished December 20, 1884.

Secretary's Order No. 4078.—New wooden cleat made and put on on inshore end, south side of pier; begun and finished January 7, 1885.

Engineer's Order.—Scupper holes bored in deck of pier; begun January 14 and finished January 15, 1885.

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

Secretary's Order No. 2060.—Deck patched with second-hand plank; begun May 28, and finished May 29, 1884.

Secretary's Order No. 3758.—Pier fenced off with second-hand plank to close same to public use; begun and finished May 31, 1884.

Pier, new 59, N. R.

Secretary's Order No. 4099.—2 temporary spruce fender piles driven, chocked and fastened on south side of pier; begun January 12 and finished January 13, 1885.

Secretary's Order No. 4183.—Scupper holes bored in deck and chocks on both sides of pier refastened; begun February 24 and finished February 26, 1885.

Pier, new 60, N. R.

Secretary's Order No. 3753.—Loose deck sheathing refastened; begun and finished May 29, 1884.

Secretary's Order No. 3804.—2 new chocks put on and 6 old chocks refastened; begun June 30 and finished July 1, 1884.

Secretary's Order No. 4182.—Scupper holes bored alongside of backing-logs on each side of pier; begun February 26 and finished February 27, 1885.

Bulkhead North of Pier, new 60, N. R.

Secretary's Order No. 4099.—4 temporary fender piles driven, chocked and fastened; begun January 14 and finished January 15, 1885.

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

Secretary's Order No. 3689.—Deck patched with 542 feet, B. M., of 5-inch yellow pine; begun May 23 and finished May 26, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 1667 feet B. M., of second-hand plank and fenders fastened; begun June 18 and finished June 19, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 5,180 feet, B. M., of 3-inch spruce plank; begun July 7 and finished July 14, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 70 feet, B. M., of second-hand plank; begun and finished July 25, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 4,950 feet, B. M., of 3-inch spruce plank and 310 feet, B. M., of second-hand plank; fenders fastened; begun August 16 and finished August 20, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 5,000 feet, B. M., of 3-inch spruce plank, and 600 feet, B. M., of second-hand plank; old fenders refastened, 3 new fenders put on and 14 spruce fender piles and 1 bearing pile driven; begun September 23 and finished September 25, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 1,080 feet, B. M., of 3-inch spruce plank, and 190 feet, B. M., of second-hand plank; begun October 1 and finished October 2, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 974 feet, B. M., of second-hand plank; begun and finished October 25, 1884.

Secretary's Order No. 3549.—Deck plank removed for examination of pier; deck plank replaced with 880 feet, B. M., of 3-inch spruce plank; begun November 8 and finished November 10, 1884.

Secretary's Order No. 3549.—Deck removed for examination of pier and replaced with 520 feet, B. M., of 3-inch spruce plank; begun November 17 and finished November 18, 1884.

Secretary's Order No. 4014.—10,428 feet, B. M., of 12" x 12" yellow pine timber, laid for temporary backing logs alongside sheathing; begun December 2 and finished December 3, 1884.

Secretary's Order No. 4042.—Deck and outshore end of pier patched with 264 feet, B. M., of 3-inch spruce plank; begun and finished December 8, 1884.

Secretary's Order No. 4121.—Temporary backing-logs that were displaced, replaced and chocked between permanent backing logs; begun January 30 and finished February 2, 1885.

Secretary's Order No. 4276.—Deck and sheathing patched with 4,492 feet, B. M., of 3-inch spruce plank; begun April 17 and finished April 22, 1885.

Contract No. 218.—49,724 cubic yards of material excavated and removed from the half-slip on each side of the pier to a depth of 20 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun December 26, 1884 and finished April 28, 1885.

Pier at Thirty-fifth Street, N. R.

Secretary's Order No. 3689.—Deck patched with 154 feet, B. M., of 5" x 10" yellow pine plank; begun May 26 and finished May 27, 1884.

Secretary's Order No. 3689.—Deck patched with 250 feet, B. M., of second-hand plank; begun and finished June 12, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 2,048 feet, B. M., of 3-inch spruce plank; begun July 15 and finished July 16, 1884.

Secretary's Order No. 3689.—Deck patched with 150 feet, B. M., of second-hand plank; begun and finished July 30, 1884.

Secretary's Order No. 3689.—Deck patched with 525 feet, B. M., of second-hand plank, and 4,515 feet, B. M., of 3-inch spruce plank; begun August 19 and finished August 22, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 8,000 feet, B. M., of 3-inch spruce, and 1,875 feet, B. M., of second-hand plank; 25 linear feet of backing-log put on and fender piles refastened; begun September 18 and finished September 24, 1884.

Secretary's Order No. 3689.—Deck and sheathing patched with 420 feet, B. M., of 3-inch spruce plank; begun and finished October 2, 1884.

Secretary's Order No. 4260.—Pavement of approach repaired; begun April 13 and finished April 18, 1885.

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

Contract No. 216.—James D. Leary, contractor, rebuilt bulkhead from 1½ feet above mean low water; graded and repaved the street 45 feet back from face of bulkhead, and made thorough repairs to pier, including new rangers, backing logs, mooring posts, fender piles, bracing piles, etc., etc.; begun November 3, 1884, and finished March 31, 1885.

Contract No. 218.—19,484 cubic yards of material excavated and removed from the half slip on each side of the pier, to a depth of 20 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun April 15, 1885. In progress.

Pier and Approach at West Thirty-sixth Street, N. R.

Secretary's Order No. 4179.—Scupper holes bored in deck and approach; begun February 27 and finished February 28, 1885.

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

Secretary's Order No. 4172.—Inner dumps north side and outer end of pier fenced off from public use with second-hand material; begun and finished April 23, 1885.

Pier at West Fortieth Street, N. R.

Engineer's Order.—Hole in deck repaired with second-hand plank; begun June 13 and finished June 14, 1884.

Secretary's Order No. 3487.—30 linear feet of second-hand timber put on for backing log; begun and finished August 7, 1884.

Secretary's Order No. 3915.—Deck patched with second-hand plank; begun and finished September 8, 1884.

Secretary's Order No. 3915.—Deck patched with second-hand plank; begun and finished September 20, 1884.

Secretary's Order No. 3985.—A wooden cleat put on north side; begun October 29 and finished October 30, 1884.

Secretary's Order No. 3915.—Deck and sheathing patched with 976 feet, B. M., of 3-inch spruce plank; begun November 17 and finished November 18, 1884.

Secretary's Order No. 4056.—Deck and sheathing inshore end patched with 220 feet, B. M., of 3-inch spruce plank; begun and finished December 13, 1884.

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

Secretary's Order No. 3930.—South side of approach raised and wedged up; begun September 26 and finished October 1, 1884.

Secretary's Order No. 3930.—Inshore corner south side of pier raised and wedged up; begun September 26 and finished October 1, 1884.

Secretary's Order No. 4097.—Two new chocks put on and old chocks fastened; begun and finished January 17, 1885.

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

Secretary's Order No. 3595.—Substructure chocked with 61 linear feet of 6" x 12" yellow pine; with second-hand timber, and with 285 feet, B. M., of 3-inch spruce plank; begun April 23 and finished May 1, 1884.

Secretary's Order No. 3805.—Sheathing patched with 2,040 feet, B. M., of 3-inch spruce plank; begun July 2, and finished July 7, 1884.

Secretary's Order No. 3823.—Sheathing patched with 1,920 feet, B. M., of 3-inch spruce plank; begun October 3 and finished October 4, 1884.

Secretary's Order No. 4072.—Old chocks removed and new chocks put on, with 59 linear feet of 8" x 9" yellow pine; begun December 31, 1884, and finished January 6, 1885.

Secretary's Order No. 3574.—3 fender chocks replaced and 10 fender chocks refastened on the sides of the pier; begun April 28 and finished May 1, 1884.

Contract No. 208.—14,065 cubic yards of material excavated and removed from the half-slip on each side of the pier to a depth of 15 feet of water at mean low water mark, by the Union Dredging Company, contractors; begun July 16, 1884, and finished September 8, 1884.

Pier and Approach at West Forty-sixth Street, N. R.

Contract No. 217.—P. Sanford Ross, contractor, thoroughly repaired sheathing with 3" and 4" spruce plank, and relaid pavement at the inner end of the approach, 6 feet back from sheathing; begun November 6 and finished December 17, 1884.

Secretary's Order No. 4178.—Armature plates refastened on outer end of pier; 1 new half-round fender put on north side, and 1 on south side refastened; begun and finished April 1, 1885.

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

Secretary's Order No. 3756.—Loose deck plank respiked; begun and finished June 10, 1884.

Secretary's Order No. 3863.—Deck patched with 263 feet, B. M., of 3-inch spruce plank; begun and finished August 22, 1884.

Secretary's Order No. 3929.—Deck, inshore end, patched with 300 feet, B. M., of second-hand plank; begun and finished September 24, 1884.

Secretary's Order No. 3985.—A wooden cleat put on south side; begun October 29 and finished October 30, 1884.

Secretary's Order No. 4090.—Deck repaired with 180 feet, B. M., of 3-inch spruce plank; begun and finished January 6, 1885.

Secretary's Order No. 4107.—Loose deck plank respiked; begun and finished February 5, 1885.

Secretary's Order No. 4177.—12 half-round fenders placed on north side, and 11 on south side; vertical sheathing at northwest corner patched with about 100 feet, B. M., of 5-inch yellow pine plank, and deck patched with about 1,500 feet, B. M., of 4-inch spruce plank; begun April 13 and finished April 18, 1885.

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

Secretary's Order No. 4265.—Approach adjoining street pavement raised with second-hand plank; begun April 14 and finished April 15, 1885.

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

Secretary's Order No. 3541.—Damage to outer end repaired with 1,896 feet, B. M., of 12" x 12", 1,000 feet, B. M., 10" x 10", and 911 feet, B. M., 6" x 12", yellow pine timber for new caps, new chocks and rangers; sheathing repaired with 325 feet, B. M., of 5-inch yellow pine; begun May 1 and finished May 24, 1884.

Secretary's Order No. 3838.—Chocks between fenders refastened; new chocks put on; broken side cap fish-plated and bolted; begun August 8 and finished August 9, 1884.

Engineer's Order.—Deck patched and armature plates fastened; begun and finished September 22, 1884.

Secretary's Order No. 4095.—Deck patched with 220 feet, B. M., of 3-inch spruce plank; begun and finished January 13, 1885.

Secretary's Order No. 4111.—Chocks and armature plates on each side of pier refastened; begun and finished March 2, 1885.

Timber Basin West Fifty-seventh Street, N. R.

Engineer's Order.—Boom logs refastened; begun and finished June 6, 1884.

Engineer's Order.—Boom logs refastened; begun and finished June 13, 1884.

Engineer's Order.—71 half-round fenders made from old pile butts; begun August 12 and finished September 3, 1884.

Engineer's Order.—Timber and piles secured and boom logs refastened; begun and finished March 16, 1885.

Engineer's Order.—Piles and timber secured; begun and finished March 28, 1885.

Bulkhead between Seventy-eighth and Seventy-ninth Streets, N. R.

Secretary's Order No. 4126.—82 linear feet, of 12" x 12", and 81 linear feet 6" x 12" yellow pine backing-log put on; begun February 13 and finished February 14, 1885.

Secretary's Order No. 4261.—120 linear feet 12" x 12" yellow pine backing-log put on; begun April 20 and finished April 21, 1885.

Pier at Seventy-ninth Street, N. R.

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 rebuilt the pier on piling and crib-work, making it 140 feet 6 inches long and 60 feet wide; begun February 11 and finished July 2, 1884.

Pier at West Ninety-sixth Street, N. R.

Secretary's Order No. 4112.—16 linear feet split backing-log repaired; begun and finished January 26, 1885.

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

Secretary's Order No. 3901.—Fence on outer end of Pier replaced; begun and finished September 12, 1884.

Secretary's Order No. 3709.—Deck plank taken up for an examination of substructure of pier, and replaced; begun and finished October 2, 1884.

Contract No. 218.—580 cubic yards of material excavated and removed from the slip on each side of the pier, to a depth of 12 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun January 10, 1885; in progress.

Contract No. 219.—William P. Kelly, contractor, engaged in thorough repairs; begun December 29, 1884; in progress.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary's Order No. 3922.—317 pile butts, rafted at Twenty-seventh and Fifty-seventh streets timber basin, and delivered to contractor at work; begun September 20 and finished October 1, 1884.

Secretary's Order No. 4210.—Earth leveled off; begun April 2 and finished April 4, 1885.

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

Secretary's Order No. 3669.—A longitudinal cap of second-hand timber put in, and shimming and chocking done; begun September 6 and finished September 13, 1884.

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

Secretary's Order No. 3695.—1,622 cubic yards of material excavated and removed in front of the platform to a depth of 12 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun August 28 and finished September 2, 1884.

Secretary's Order No. 4210.—Earth leveled off; begun April 2 and finished April 4, 1885.

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

Secretary's Order No. 3670.—Crib at northwesterly corner of pier repaired from low water up; begun August 20 and finished September 6, 1884.

Secretary's Order No. 3900.—Pier graded and leveled off; begun September 3 and finished September 22, 1884.

Secretary's Order No. 4109.—Half-round fenders put on; begun April 30, 1885; in progress.

Secretary's Order No. 4167.—Close fender piles refastened; begun April 30, 1885; in progress.

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

Secretary's Order No. 4109.—Half-round fenders put on and 45 linear feet of second-hand 12" x 12" yellow pine timber for backing-log; grading; begun April 30, 1885; in progress.

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

Secretary's Order No. 3671.—Old chocks removed; fender piles reset and trimmed; 4 new fender piles driven, chocked and fastened; new chocks put on with 220 linear feet of 10" x 10" yellow pine, 935 feet, B. M., of 3-inch spruce plank laid on top of chocks; begun August 15 and finished August 20, 1884.

Secretary's Order No. 4175.—1 half-round fender put on; deck and sheathing patched with 560 feet, B. M., of 3-inch, and 65 feet B. M., of 4-inch spruce plank; begun April 2 and finished April 3, 1885.

Contract No. 218.—2,621 cubic yards of material excavated and removed from the half slip on each side of the pier to a depth of 12 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun January 10 and finished January 19, 1885.

EAST RIVER.

Coenties Slip, E. R.

Secretary's Order No. 3633.—Hole in fence repaired and fence painted; begun May 5 and finished May 9, 1884.

Pier 7, E. R.

Secretary's Order No. 3688.—Deck patched with 420 feet, B. M., of 4-inch, and 934 feet, B. M., of 3-inch spruce plank; begun June 2 and finished June 5, 1884.

Secretary's Order No. 3688.—Piles, caps and rangers blocked up with second-hand timber and plank; 11,996 feet, B. M., of 3-inch spruce plank, and 480 feet, B. M., of second-hand plank laid for sheathing; begun September 22 and finished September 26, 1884.

Secretary's Order No. 3688.—Bearing piles hauled and fastened under side cap; 16 second-hand, and 16 new fender, and 3 new bearing piles driven, chocked and fastened; old side cap cut out and replaced with 24 linear feet of second-hand square timber, and chocked with second-hand timber; deck patched with 400 feet, B. M., of 3-inch spruce plank; begun October 9 and finished October 17, 1884.

Secretary's Order No. 4152.—Backing-log trimmed off, and 1,922 feet, B. M., of 4-inch, and 45 feet, B. M., of 5-inch yellow pine fenders put on, and old fenders patched; deck and sheathing patched with 2,466 feet, B. M., of 4-inch, and 7,955 feet, B. M., of 3-inch spruce plank; 11 new spruce fenders, and 3 new spruce bearing piles driven, chocked and fastened; 24 linear feet of second-hand square timber laid for backing-log; substructure blocked up with second-hand timber; 1 mooring-post set; old mooring-posts braced, and corner bands put on; begun February 13 and finished March 10, 1885.

Pier 8, E. R.

Secretary's Order No. 3696.—1,356 cubic yards of material excavated and removed to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, from half slip adjoining west side of pier and bulkhead adjoining, under Treasurer's Order No. 10949; begun June 7 and finished June 9, 1884.

Pier 12 (west half), E. R.

Secretary's Order No. 3802.—Old sheathing removed, and 3,084 feet, B. M., of 3-inch spruce plank laid for new sheathing; pavement in rear of pier repaired; begun July 14 and finished July 17, 1884.

Secretary's Order No. 4147.—Armature plates put on; 3 white oak fender piles driven, chocked and fastened; 144 feet, B. M., of 6" x 8" yellow pine put on for close fenders and spring piles refastened; begun March 25 and finished March 27, 1885.

Pier 18 (easterly half except outer end) E. R.

Secretary's Order No. 3672.—Old chocks removed and old spring piles pulled; 2 new white oak and 3 second-hand oak spring piles driven, chocked and fastened; close fendering put on with second-hand plank; cross-caps blocked up with second-hand timber; 9 half-round fenders put on; deck patched with 683 feet, B. M., of 3-inch, and with 63 feet, B. M., of 4-inch spruce plank, and with second-hand plank; begun June 24 and finished July 9, 1884.

Secretary's Order No. 4119.—Loose fender piles fastened; begun and finished January 29, 1885.

Pier 18 (east half), E. R.

Secretary's Order No. 4149.—Cross caps blocked up with 930 feet, B. M., of 10" x 12" yellow pine, and with second-hand timber; begun February 9 and finished February 21, 1885.

Secretary's Order No. 4244.—Sheathing patched with 15,957 feet, B. M., of 3-inch spruce plank; begun April 13 and finished April 18, 1885.

Bulkhead between Piers 18 and 19, E. R.

Secretary's Order No. 3673.—4 second-hand bearing and 3 new spruce fender piles driven, chocked and fastened; bulkhead excavated and built up with 1,331 feet, B. M., of 12" x 12" sawed yellow pine, and with 603 feet, B. M., of hewn yellow pine timber, ties and braces put in, and deck patched with 660 feet, B. M., of 4-inch yellow pine plank; 4 half-round fenders put on, and 1 mooring-post set; pavement in rear of bulkhead repaired; begun June 30 and finished July 16, 1884.

Secretary's Order No. 3895.—Hole in deck patched with 52 feet, B. M., of 3-inch spruce plank; begun and finished August 27, 1884.

Secretary's Order No. 4064.—Deck and sheathing patched with 605 feet B. M., of 3-inch spruce plank and with second-hand plank; begun December 15 and finished December 17, 1884.

Secretary's Order No. 4150.—2 new spruce fender-piles driven, chocked and fastened, and 1 bearing-pile hauled under cross cap on easterly corner; begun and finished March 7, 1885.

Pier 19 (west half), E. R.

Secretary's Order No. 3803.—Sheathing patched with 1,026 feet, B. M., of 3-inch spruce plank; begun and finished July 3, 1884.

Secretary's Order No. 4049.—19,200 feet, B. M., of 3-inch spruce plank laid for sheathing; begun December 15, and finished December 31, 1884.

Bulkhead between Piers 20 and 21, E. R.

Secretary's Order No. 3829.—Sheds removed from Bulkhead; begun September 26 and finished September 27, 1884.

Secretary's Order No. 4151.—Wooden cleat placed and fastened; begun February 9 and finished February 10, 1885.

Pier 26 (west half), E. R.

Secretary's Order No. 4162.—Substructure blocked up with second-hand timber; 3 old piles pulled; 3 new spruce fender piles driven, chocked and fastened; 384 feet, B. M., of 6" x 8" yellow pine for close fendering put on; begun March 9 and finished March 17, 1885.

Pier 37, E. R.

Secretary's Order No. 3076.—Pavement in rear of pier repaired, and deck patched with 42 feet, B. M., of 4-inch spruce plank; begun and finished May 16, 1884.

Secretary's Order No. 3076.—Deck patched with 52 feet, B. M., of 3-inch spruce plank; begun and finished June 24, 1884.

Secretary's Order No. 3076.—Decked patched with 1,410 feet, B. M., of 4-inch spruce plank; begun July 14 and finished July 18, 1884.

Secretary's Order No. 3076.—Spring-piles fastened with chains, and deck patched with second-hand plank; begun August 20 and finished August 22, 1884.

Secretary's Order No. 3076.—Deck patched with 2,941 feet, B. M., of 3-inch spruce plank, and with 250 feet, B. M., of second-hand plank; begun August 26 and finished August 28, 1884.

Secretary's Order No. 3076.—Deck and sheathing patched with 3,990 feet, B. M., of 3-inch spruce plank; begun September 19, and finished September 20, 1884.

Secretary's Order No. 3076.—Fender piles on outer corner of pier chained and refastened; 6 new spruce fender piles driven, chocked and fastened; deck patched with 536 feet, B. M., of 3-inch spruce plank, and with second-hand plank; a wooden cleat made and put on; begun October 17, and finished October 21, 1884.

Secretary's Order No. 4007.—Fence replaced on each side of pier near bulkhead with 328 feet, B. M., of 3-inch spruce plank; begun and finished November 22, 1884.

Secretary's Order No. 4022.—Spring pile on lower corner of pier chained; begun and finished November 24, 1884.

Secretary's Order No. 4096.—Deck patched with 220 feet, B. M., of 3-inch spruce plank; begun and finished January 16, 1885.

Secretary's Order No. 4120.—Deck patched with 44 feet, B. M., of 3-inch spruce plank; begun and finished January 29, 1885.

Secretary's Order No. 4145.—6 white oak fender piles driven, chocked and fastened, 3 on each outer corner of pier; begun March 20 and finished March 28, 1885.

Secretary's Order No. 4228.—Fender piles on west side of pier partly pulled up and refastened; begun March 24 and finished March 28, 1885.

Bulkhead West of Pier 37, E. R.

Secretary's Order No. 3825.—Hole in bulkhead repaired; begun July 14 and finished July 19, 1884.

Bulkhead Northerly Side of Pier 37, E. R.

Secretary's Order No. 4250.—Filled in with earth and stone, and fence repaired with second-hand plank; begun April 8 and finished April 9, 1885.

Bulkhead at Pier 40, E. R.

Secretary's Order No. 3865.—Hole in northwest corner repaired; begun and finished August 19, 1884.

Pier 41, E. R.

Engineer's Order.—Hole in deck patched with second-hand plank; begun and finished May 10, 1884.

Secretary's Order No. 3690.—3 new oak fender piles driven, chocked and fastened; sheathing patched with 1,008 feet B. M., of 3-inch spruce plank; 655 feet, B. M., of square yellow pine backing log put on; deck patched with 240 feet, B. M., of second-hand plank, and 8 half-round fenders put on; begun May 29 and finished June 9, 1884.

Pier 41, E. R., Half Slips Adjoining, and One-half Bulkhead West, and 45 feet East.

Secretary's Order No. 3698.—624 cubic yards of material excavated and removed to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10951; begun June 3 and finished July 15, 1884.

Secretary's Order No. 3768.—Deck patched with 1,188 feet, B. M., of 3-inch, and 770 feet, B. M., of 4-inch spruce plank; begun June 18 and finished June 19, 1884.

Secretary's Order No. 3768.—Deck patched with 2,221 feet, B. M., of 3-inch spruce plank; begun June 28 and finished June 30, 1884.

Secretary's Order No. 3768.—Hole in deck patched with second-hand plank; begun and finished July 5, 1884.

Secretary's Order No. 3768.—Deck patched with 147 feet, B. M., of 4-inch spruce plank; begun and finished July 18, 1884.

Secretary's Order No. 3768.—3 sticks of timber driven on south side of pier, and deck patched with 90 feet, B. M., of 3-inch spruce plank; begun July 23 and finished July 24, 1884.

Secretary's Order No. 3768.—Deck patched with 2,907 feet, B. M., of 3-inch spruce plank; begun August 19 and finished August 22, 1884.

Secretary's Order No. 3768.—Caps and rangers at outer end of pier blocked up with second-hand material, and deck plank replaced; begun August 27 and finished September 2, 1884.

Secretary's Order No. 3768.—Deck patched with 3,996 feet, B. M., of 3-inch spruce plank; begun September 7 and finished September 20, 1884.

Secretary's Order No. 3768.—11 new spruce spring piles driven, chocked and fastened; begun October 18 and finished October 21, 1884.

Secretary's Order No. 3768.—Deck and sheathing patched with 390 feet, B. M., of 3-inch spruce plank; begun November 28 and finished November 29, 1884.

Secretary's Order No. 3768.—Deck and sheathing patched with 2,955 feet, B. M., of 3-inch spruce plank; begun December 17 and finished December 22, 1884.

Pier 41, E. R.

Secretary's Order No. 3990.—2 new fender piles driven, one bearing pile pulled to place, and 2 wooden cleats placed on east side of pier; begun and finished November 21, 1884.

Secretary's Order No. 4259.—Old spring piles pulled, 2 second-hand oak spring piles driven, chocked and fastened, and 1 old pile refastened; begun April 17 and finished April 18, 1885.

Half Bulkhead West of Pier 41, E. R.

Secretary's Order No. 3674.—11 second hand spring piles driven, chocked and fastened on face of bulkhead; old backing-log removed, and 52 linear feet of 12"x12" yellow pine laid in place; 277 feet, B. M., of 8"x8" yellow pine put on for chocks, and pavement in rear repaired; begun June 3 and finished June 11, 1884.

Bulkhead 45 Feet East of Pier 41, E. R.

Secretary's Order No. 3675.—10 half-round fenders put on and fastened; begun and finished June 6, 1884.

Pier 43, E. R.

Secretary's Order No. 3752.—Deck patched with 1,098 feet, B. M., of 3-inch, and 42 feet, B. M., of 4-inch spruce plank; begun May 31 and finished June 3, 1884.

Secretary's Order No. 3752.—Deck patched with 1,040 feet, B. M., of 3-inch spruce plank; begun June 9 and finished June 10, 1884.

Secretary's Order No. 3752.—Deck patched with 6,000 feet, B. M., of 3-inch spruce, and 480 feet, B. M., of 4-inch spruce plank, and with second-hand plank; spring piles refastened, and backing-log repaired; begun July 1 and finished July 2, 1884.

Secretary's Order No. 3752.—Deck patched with 450 feet, B. M., of 3-inch spruce plank; begun and finished July 26, 1884.

Secretary's Order No. 3752.—Deck patched with 3,960 feet, B. M., of 3-inch spruce plank; begun August 11 and finished August 13, 1884.

Secretary's Order No. 3752.—Deck patched with 90 feet, B. M., of 3-inch spruce plank; begun and finished August 20, 1884.

Contract No. 215 (Class 1).—Flaherty & O'Connell, contractors, made repairs to superstructure, including 100 linear feet of new side rangers, the patching of 1,200 square feet of deck, new deck, sheathing and backing logs throughout, 42 new square white oak fenders, 9 new mooring piles, etc.; begun October 25 and finished November 25, 1884.

Secretary's Order No. 3690.—1,754 cubic yards of material excavated and removed from the half-slip on each side of the pier, except on the inner half of the west side, to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order 11009; begun July 10 and finished September 11, 1884.

Pier 44, E. R.

Secretary's Order No. 3700.—1,435 cubic yards of material excavated and removed from the half-slip and bulkhead westerly of the pier to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10679; begun July 7 and finished July 11, 1884.

Secretary's Order No. 4258.—2 oak fender piles driven, chocked and fastened on outer end and upper corner of pier; begun April 18 and finished April 20, 1885.

Contract No. 215 (Class 1).—James D. Leary, contractor, made repairs, including 15 throughout, 35 new half-round fenders, 3 new fender piles, 3 new mooring piles, and repairs to pavement at entrance; begun November 17 and finished December 18, 1884.

Pier 46, E. R.

Contract No. 215 (Class 2), No. 3676.—2 half-round fenders put on; horizontal and vertical sheathing repaired with 372 feet, B. M., of 6"x12" yellow pine; begun June 7 and finished June 9, 1884.

Secretary's Order No. 3701.—1,887 cubic yards of material excavated and removed from the half-slip on each side of the pier to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10996; begun July 3 and finished July 7, 1884.

Secretary's Order No. 4019.—18 half-round fenders made from oak pile butts and put on both sides of pier; begun December 1, 1884, and finished January 3, 1885.

Secretary's Order No. 4159.—4 new spruce bearing piles driven and hauled under side caps; 4 half-round fenders put on; old fenders refastened and 1 bearing pile pulled and redriven; begun March 18 and finished March 20, 1885.

Pier 48, E. R.

Secretary's Order No. 3939.—16,562 feet, B. M., of 4-inch, and 3,965 feet, B. M., of 3-inch, spruce plank, and 1,000 feet, B. M., of second-hand plank, laid for sheathing, and pavement in rear of Pier repaired; begun October 2 and finished October 25, 1884.

Bulkhead West of Pier 50, E. R.

Secretary's Order No. 3825.—Hole in bulkhead repaired; begun July 15 and finished July 18, 1884.

Pier 53 (east side), E. R.

Secretary's Order No. 4160.—3 new spruce fender-piles driven, chocked and fastened; corner-band put on and fastened; close fenders patched with 240 feet, B. M., of 5-inch yellow pine; begun March 11 and finished March 25, 1885.

Pier 54, E. R.

Secretary's Order No. 4186.—3 new spruce fender piles driven, chocked and fastened on outer westerly corner; begun and finished March 12, 1885.

Pier 55, E. R.

Secretary's Order No. 3622.—Hole in deck repaired with second-hand plank; begun and finished April 30, 1884.

Secretary's Order No. 3828.—Chocks on lower side and outer corner of pier repaired; begun and finished July 18, 1884.

Secretary's Order No. 4084.—Sunken scow and cargo removed from slip south side of pier and taken to sea by the Atlantic Dredging Company, under Treasurer's Order No. 11345; begun January 8 and finished January 9, 1885.

Secretary's Order No. 4187.—7 new spruce fender piles driven, chocked and fastened; bearing piles hauled under side-cap; backing-log sheathed with 125 feet, B. M., of 4-inch spruce plank; hole in bulkhead repaired; begun March 14 and finished March 19, 1885.

Pier 56 (north half), E. R.

Secretary's Order No. 3662.—Deck patched with 1,368 feet, B. M., of 4-inch spruce plank; begun May 16 and finished May 19, 1884.

Secretary's Order No. 3662.—Fenders and deck patched with 48 feet, B. M., of second-hand plank; begun and finished June 18, 1884.

Secretary's Order No. 3662.—Deck patched with 42 feet, B. M., of 4-inch spruce plank; begun and finished July 5, 1884.

Secretary's Order No. 3662.—Deck patched with 315 feet, B. M., of 3-inch spruce plank; begun August 23 and finished August 25, 1884.

Secretary's Order No. 3662.—Deck patched with 250 feet B. M., of 3-inch spruce plank; begun and finished September 25, 1884.

Secretary's Order No. 3662.—Deck patched with 50 feet, B. M., with second-hand plank; begun and finished October 22, 1884.

Secretary's Order No. 3662.—Deck patched with second-hand plank; begun and finished October 27, 1884.

Secretary's Order No. 3662.—Deck patched with 96 feet, B. M., of 3-inch spruce plank; begun and finished November 29, 1884.

Secretary's Order No. 3662.—Deck patched with 276 feet, B. M., of 3-inch spruce plank; begun and finished December 12, 1884.

Secretary's Order No. 4041.—Hole in deck repaired with 150 feet, B. M., of 3-inch spruce plank; begun and finished December 10, 1884.

Secretary's Order No. 4068.—Old backing-log cut out and 109 linear feet 12"x12" yellow pine put on in place; also 180 feet, B. M., of 5-inch yellow pine for close-fenders; begun January 3 and finished January 8, 1885.

Contract No. 218.—4040 cubic yards of material excavated and removed from the half slip on the north side of the pier, to a depth of 12 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun April 3 and finished April 13, 1885.

Bulkhead Between Piers 56 and 57, E. R.

Secretary's Order No. 4188.—Old platform removed and pavement repaired; begun March 2 and finished March 10, 1885.

Pier 57 (south half), E. R.

Secretary's Order No. 3751.—4 white oak fender-piles driven, chocked and fastened, and deck patched with second-hand plank; begun June 10 and finished June 12, 1884.

Secretary's Order No. 3869.—Sheathing patched with 3,996 feet B. M., of 3-inch spruce plank; begun September 17 and finished September 20, 1884.

Secretary's Order No. 4209.—Sheathing patched with 1,560 feet, B. M., of 3-inch spruce plank; begun April 6 and finished April 8, 1884.

Bulkhead South Side of Pier 57, E. R.

Secretary's Order No. 3881.—Mooring post put in, in rear of pier; begun and finished August 26, 1884.

Contract No. 218.—4,041 cubic yards of material excavated and removed from the half slip on the south side of the pier, to a depth of 12 feet of water at mean low water-mark, by the Atlantic Dredging Company, contractors; begun April 3 and finished April 13, 1885.

Pier 58 (north half), E. R.

Secretary's Order No. 3983.—Sheathing patched with second-hand plank; begun and finished October 24, 1884.

Secretary's Order No. 4020.—Sheathing patched with 53 feet, B. M., of 3-inch spruce plank; begun and finished November 26, 1884.

Secretary's Order No. 4266.—Deck and sheathing patched with 1,998 feet, B. M., of 3-inch spruce plank; begun April 9 and finished April 11, 1885.

Bulkhead between Piers 58 and 59 E. R.

Secretary's Order No. 3944.—Bulkhead excavated for an examination of same; begun and finished October 6, 1884.

Secretary's Order No. 3944.—Rebuilt from half tide up; begun November 6 and finished December 4, 1884.

Pier 59 (south half), E. R.

Secretary's Order No. 3946.—Deck patched with 1,040 feet, B. M., of second-hand plank; begun October 6 and finished October 7, 1884.

Bulkhead between Piers 59 and 60, E. R.

Secretary's Order No. 3990.—Portions of the bulkhead fenced off; begun November 3 and finished November 5, 1884.

Pier 60, E. R.

Secretary's Order No. 3677.—4 spruce bearing and 1 fender pile driven; 10 half-round fenders put on; spring piles chocked and fastened; begun June 10 and finished June 17, 1884.

Secretary's Order No. 3938.—2 new oak fender piles driven, chocked and fastened on north side of pier; begun September 26 and finished September 27, 1884.

Secretary's Order No. 3974.—6 new oak fender piles, 3 on each outer end of pier, and 7 bearing piles driven, chocked and fastened, and 6 half-round fenders put on on north side of pier; begun October 20 and finished November 1, 1884.

Secretary's Order No. 4189.—New mooring post put in and chocks fastened; begun April 17 and finished April 18, 1885.

Contract No. 208.—11,176 cubic yards of material excavated and removed from the half slip on each side of the pier, to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, contractors; begun July 17 and finished August 27, 1884.

Bulkhead on Rivington Street, E. R.

Contract No. 222 (Class 1).—John Kelly, contractor, rebuilding the bulkhead from low water up; begun February 12, 1885; in progress.

Contract No. 208.—937 cubic yards of material excavated and removed in front of the bulkhead to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, contractors; begun July 15 and finished July 16, 1884.

Bulkhead along Tompkins Street, 188 feet North of Rivington Street, E. R.

Secretary's Order No. 3678.—7 half-round fenders put on and fastened; begun and finished June 17, 1884.

Secretary's Order No. 3704.—1,008 cubic yards of material excavated and removed to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10967; begun June 11 and finished July 2, 1884.

Pier 61, E. R.

Secretary's Order, No. 3978.—Old bearing piles pulled under caps; 40 linear feet of new side cap put in; 3 new and 1 second-hand spruce bearing piles driven, and 9 half-round fenders put on; begun October 20 and finished October 27, 1884.

Secretary's Order No. 3703.—1,743 cubic yards of material excavated and removed from half slip on north side, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10996; begun June 10 and finished July 1, 1884.

Contract No. 222 (Class 2).—Joseph Walsh, contractor, made repairs to substructure and superstructure, including 36 new bearing piles, patching of cross-caps, 120 linear feet of new side cap, new rangers throughout, new deck of 5-inch plank, new deck sheathing, 14 new fenders, 29 new fender and spring piles, 5 mooring piles and 1 mooring post, and relaid the pavement at entrance; begun February 3 and finished March 26, 1885.

Secretary's Order No. 4171.—Two broken piles and a broken side cap, on the northerly side near the outer end, repaired, and 2 half-round fenders replaced by Joseph Walsh, under Treasurer's Order No. 11402; begun March 2 and finished March 23, 1885.

Pier 62, E. R.

Secretary's Order No. 3679.—1 second-hand and 1 new oak fender pile driven, 2 half-round fenders put and fender piles chocked and fastened; begun June 8 and finished June 9, 1884.

Pier at East Third Street, E. R.

Secretary's Order No. 3870.—Sheathing repaired with 2,010 feet, B. M., of 3-inch spruce plank; begun August 14 and finished August 15, 1884.

Secretary's Order No. 4190.—1 new spruce bearing pile, 12 second-hand oak fender-piles and 2 spring piles driven, chocked and fastened; hole in deck patched with second-hand plank, 336 feet, B. M., of 6"x8" yellow pine put on for fenders, old fenders refastened, 13 linear feet of second-hand timber placed and fastened for backing-log; begun April 10 and finished April 18, 1885.

Bulkhead at East Fifteenth Street, E. R.

Secretary's Order No. 3738.—2 new mooring posts placed and secured; begun June 6 and finished June 9, 1884.

Secretary's Order No. 3680.—Crib rebuilt from two courses below the backing-log; begun July 19 and finished August 18, 1884.

Bulkhead at East Sixteenth Street, E. R.

Secretary's Order No. 4280.—Crib rebuilt from two courses below the backing-log; begun April 20 and finished April 23, 1885.

Bulkhead at East Seventeenth Street, E. R.

Secretary's Order No. 4060.—20 new spruce fender piles driven and fastened on the north side; begun December 20, 1884, and finished January 2, 1885.

Bulkhead between East Seventeenth and East Eighteenth Streets, E. R.

Secretary's Order No. 4016.—Portion of bulkhead fenced off with 761 feet, B. M., of 3-inch spruce plank; begun November 24, and finished November 29, 1884.
 Engineer's Order.—Stone filling placed in rear to prevent washing away of earth bank; begun December 4 and finished December 11, 1884.

Bulkhead South of East Eighteenth Street, E. R.

Secretary's Order No. 3800.—Portion of bulkhead fenced off with 147 feet, B. M., of 3-inch, and 60 feet, B. M., of 4-inch spruce plank, and with second-hand plank; begun and finished July 7, 1884.

Bulkhead at East Twentieth Street, E. R.

Secretary's Order No. 3705.—1,493 cubic yards of material excavated and removed to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun June 12 and finished June 28, 1884.

Pier at East Twenty-fifth Street, E. R.

Contract No. 204.—Flaherty & O'Connell, contractors, made thorough repairs to substructure and superstructure; begun April 14 and finished June 17, 1884.

Bulkhead at East Twenty-ninth Street, E. R.

Secretary's Order No. 3400.—Bulkhead excavated and rebuilt from low water up, by Ross & Sanford, under Treasurer's Order No. 10877; begun April 3 and finished June 10, 1885.

Secretary's Order No. 3781.—1,956 cubic yards of material excavated and removed, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 11130; begun July 30 and finished August 1, 1884.

Bulkhead at East Thirtieth Street, E. R.

Secretary's Order No. 3527.—Cleaned; scupper-holes cut and spring-piles fastened and chocked; begun May 21 and finished May 22, 1884.

Pier at East Thirty-first Street, E. R.

Contract No. 215 (Class 3).—Flaherty & O'Connell, contractors, removed old sheathing and horse-run planks, and laid new deck sheathing throughout; also chocked fender-piles; begun October 25 and finished November 20, 1884.

Pier at East Thirty-second Street, E. R.

Contract No. 215 (Class 4).—Flaherty & O'Connell, contractors, removed old sheathing and horse-run planks and armature plates on the northeasterly corner, and laid new sheathing throughout; put on new armature plates at northeasterly corner, and relaid pavement at entrance; begun November 21 and finished December 8, 1884.

Secretary's Order No. 3706.—682 cubic yards of material excavated and removed from the half slip on each side, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order No. 10952; begun June 4 and finished June 5, 1884.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 3707.—884 cubic yards of material excavated and removed from the half slips on each side of pier, to a depth of 10 feet at mean low water-mark, by the Union Dredging Company, under Treasurer's order No. 10953; begun June 4 and finished June 28, 1884.

Secretary's Order No. 3761.—Deck and sheathing patched with 3,710 feet, B. M., of 3-inch spruce plank; begun October 27 and finished November 1, 1884.

Secretary's Order No. 3760.—Deck planks taken up for an examination of substructure of pier, and replaced with 230 feet B. M., of 3-inch spruce plank; begun November 14 and finished November 15, 1884.

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

Secretary's Order No. 4065.—Cleat placed at the south end of the pier; begun and finished December 26, 1884.

Bulkhead at East Forty-second Street, E. R.

Secretary's Order No. 3577.—996 feet, B. M., of hewn yellow pine, 12" x 12" timber laid for backing-log; begun May 19 and finished May 21, 1884.

Bulkhead at East Forty-third Street, E. R.

Secretary's Order No. 3599.—Southernly portion rebuilt from two courses below backing-log, and northerly portion from low water; begun July 2 and finished August 14, 1884.

Pier at East Forty-sixth Street (south side), E. R.

Secretary's Order No. 3955.—6 new spruce bearing piles and 6 new oak fender piles driven, chocked and fastened; and inner 50 linear feet of approach sheathed; begun October 25 and finished November 1, 1884.

Dumping-board at East Forty-ninth Street, E. R.

Secretary's Order No. 3793.—7 spruce bearing piles and 1 new oak fender pile driven, and deck patched with 459 feet, B. M., of 4-inch spruce plank; begun July 9 and finished July 12, 1884.

Crib-Bulkhead at East Fifty-fourth Street, E. R.

Secretary's Order No. 3936.—Dirt cleaned from side of backing-log; begun and finished September 22, 1884.

Secretary's Order No. 3942.—Sheathing patched with 2,690 feet, B. M., of 3-inch spruce plank; begun October 24 and finished October 28, 1884.

Bulkhead between East Sixty-first and East Sixty-second Streets, E. R.

Secretary's Order No. 3578.—5 second-hand spring piles, and 2 bearing piles driven, chocked and fastened; begun April 28 and finished May 19, 1884.

Secretary's Order No. 3839.—Deck patched with 1,943 feet, B. M., of 3-inch spruce plank and with second-hand plank; old bearing piles sawed off and cross caps blocked up; begun August 23 and finished August 26, 1884.

Pier at East Sixty-second Street, E. R.

Secretary's Order No. 3607.—Gangway in end of pier, formerly used by the Fire Department, closed, and holes in the approach to the pier repaired; begun April 22, and finished May 22, 1884.

Bulkhead and Platform between East Sixty-third and East Sixty-fourth Streets, E. R.

Secretary's Order No. 3708.—84 cubic yards of material excavated and removed, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 10968; begun and finished June 11, 1884.

Dumping-Board at East Seventieth Street, E. R.

Secretary's Order No. 3600.—716 feet, B. M., of new hewn yellow pine laid for backing-log, and 1,412 feet, B. M., of 4-inch spruce plank for deck; backing-log sheathed with 50 feet, B. M., of 5-inch second-hand plank; 1 second-hand fender pile driven, chocked and fastened; begun May 14 and finished May 17, 1884.

Secretary's Order No. 3734.—Overhang of dump removed, to admit of dredging alongside of and under dumping-board; same replaced and deck patched with 378 feet, B. M., of 4-inch spruce plank; begun June 11 and finished June 24, 1884.

Secretary's Order No. 3734.—374 cubic yards of materials excavated and removed under dumping-board to a depth of about 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun June 12 and finished June 14, 1884.

Secretary's Order No. 3788.—8 new bearing piles driven and capped along front of dump; begun June 19 and finished June 24, 1884.

Secretary's Order No. 3979.—53 linear feet of 12" x 12" yellow pine laid for backing-log; iron straps put on top of backing-log, and deck patched with 142 feet, B. M., of 3-inch spruce plank; begun October 11 and finished November 6, 1884.

Bulkhead at and South of East Ninety-third Street, E. R.

Secretary's Order No. 3681.—Platform planked with 9,037 feet, B. M., of 4-inch spruce plank, and pavement raised up to level of platform; begun July 8 and finished July 12, 1884.

HARLEM RIVER.

Approach to Pier at East One Hundred and Sixth Street, H. R.

Secretary's Order No. 3601.—Deck patched with 300 feet, B. M., of 4-inch spruce plank; begun and finished May 1, 1884.

Bulkhead at East One Hundred and Seventh Street, H. R.

Secretary's Order No. 3403.—Rebuilt from low water up; begun June 4 and finished July 1, 1884.

Secretary's Order No. 3818.—1,467 cubic yards of material excavated and removed, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 11138; begun September 9 and finished September 12, 1884.

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

Secretary's Order No. 3615.—Deck patched with 300 feet, B. M., of 4-inch spruce plank; begun and finished May 2, 1884.

Secretary's Order No. 3615.—Deck patched with 246 feet, B. M., of 3-inch spruce plank; begun August 7, and finished August 8, 1884.

Secretary's Order No. 3615.—Deck and sheathing patched with 2,421 feet, B. M., of 3-inch, and 1,008 feet, B. M., of 4-inch spruce plank; begun September 23 and finished September 26, 1884.

Secretary's Order No. 3615.—Deck patched with second-hand plank; begun and finished October 10, 1884.

Secretary's Order No. 3615.—Deck patched with second-hand plank; begun November 10 and finished November 11, 1884.

Secretary's Order No. 4043.—1,375 cubic yards of material excavated and removed, to a depth of 10 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's Order No. 11317; begun January 7 and finished January 8, 1885.

Secretary's Order No. 4077.—Deck and sheathing patched with 3,527 feet, B. M., of 3-inch, and 250 feet, B. M., of 4-inch spruce plank; begun January 7 and finished January 12, 1885.

Bulkhead Platform at East One Hundred and Twentieth Street, H. R.

Secretary's Order No. 3905.—New deck laid with 4,542 feet, B. M., of 3-inch Georgia pine plank, and 948 feet, B. M., of 12" x 12" yellow pine, backing-log placed and fastened; begun September 16 and finished September 25, 1884.

Pier at One Hundred and Twenty-fifth Street, H. R.

Secretary's Order No. 3271.—Deck patched with 365 feet, B. M., of 3-inch, and 221 feet, B. M., of 4-inch spruce plank; begun August 8 and finished August 12, 1884.

Secretary's Order No. 3271.—Hole in deck patched and pier fenced off with 400 feet, B. M., of 3-inch spruce plank; begun and finished August 26, 1884.

Secretary's Order No. 3271.—Deck patched with second-hand plank; begun and finished October 28, 1884.

Treasurer's Order No. 11163.—Discharged from Hudson River Railroad car at West Thirty-third street, N. R., 12,689 feet, B. M., of Canada deal plank, and loaded same on scow "Joe" for general repairs; begun and finished July 17, 1884.

WORK DONE FOR THE DEPARTMENT OF CHARITIES AND CORRECTION.

Pier at East Twenty-sixth Street, E. R.

Secretary's Order No. 4277.—4 gangways made, 2 on each side of pier, for the accommodation of steamboats; begun April 20 and finished April 27, 1885.

Secretary's Order No. 4322.—Oak fender piles driven on each side of pier, for accommodation of steamboats; begun April 27, 1885; in progress.

Pier at East Twenty-eighth Street, E. R.

Secretary's Order No. 3660.—5 bearing piles and 19 second-hand spring piles driven, chocked and fastened; substructure chocked and shimmed; 11,941 feet, B. M., 4-inch spruce plank laid for deck; 4 mooring posts put in, and 345 linear feet of second hand timber put down for backing-log, etc.; a gangway was made for the accommodation of steamboats; begun May 19 and finished June 4, 1884.

Launch Landing, between East Fifty-first and East Fifty-second Streets, E. R.

Secretary's Order No. 4033.—4 second-hand oak piles driven, chocked and fastened with 42 feet, B. M., of 3-inch spruce plank; begun and finished December 5, 1884.

Bakery Pier at Blackwell's Island, E. R.

Secretary's Order No. 3891.—New girders put in and complete new deck, backing-log and fender piles; begun September 8 and finished September 20, 1884.

Charity Hospital Pier, Blackwell's Island.

Secretary's Order No. 3958.—522 cubic yards of material excavated and removed in front of pier by the Union Dredging Company, under Treasurer's order; begun October 22 and finished October 25, 1884.

Secretary's Order No. 4047.—3 second hand oak piles driven at launch landing north end of pier; begun and finished December 5, 1884.

Secretary's Order No. 4215.—Drove a cluster of piles above and below the pier, and braced each cluster to the shore; begun March 16 and finished March 21, 1885.

Store-house Pier, Blackwell's Island.

Secretary's Order No. 3972.—2 second-hand bearing and 2 spring piles driven at north end, and piles chocked and fastened; begun November 3 and finished November 5, 1884.

Secretary's Order No. 3948.—New gangways built and new deck laid with 1,229 feet, B. M., of 5-inch yellow pine; 468 feet, B. M., 12" x 12" yellow pine backing-log put on; 20 new oak and 2 second-hand spring piles driven, chocked and fastened; 2 new mooring posts put in; mooring posts and mooring piles fastened and braced; deck patched with second-hand plank, and boulders removed in vicinity of pier; begun October 28 and finished December 10, 1884.

Secretary's Order No. 3948.—1,017 cubic yards of material excavated and removed in front of pier by the Union Dredging Company, under Treasurer's order; begun October 17 and finished October 22, 1884.

Secretary's Order No. 4214.—Dredge and scows at work 3 days removing boulders from river bottom in front and to the south of the pier to get down to solid ledge, by the Union Dredging Company, under Treasurer's order; begun April 14 and finished April 16, 1884.

Homoeopathic Hospital Pier, Ward's Island.

Contract No. 221.—John Kelly, contractor, making extensive repairs and extensions; begun February 24, 1885; in progress.

Charity Hospital Pier, Randall's Island, E. R.

Secretary's Order No. 3948.—Gangways rearranged, deck patched and 20 new oak spring piles driven; begun October 22 and finished November 25, 1884.

Secretary's Order No. 3948.—824 cubic yards of material excavated and removed in front of pier by the Union Dredging Company, under Treasurer's order; begun October 13 and finished October 16, 1884.

Branch Workhouse Pier, Hart's Island.

Contract No. 214.—Walls and Van Riper, contractors, dredged to 15 feet at low water, and completely repaired the pier; begun September 16 and finished November 15, 1884.

Branch Lunatic Asylum Pier, Hart's Island.

Contract No. 214 (Class 1).—Walls & Van Riper, contractors, dredged to depth of 15 feet at mean low water; begun September 16 and finished November 15, 1884.

WORK DONE FOR THE FIRE DEPARTMENT.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 3631.—3 old spring piles pulled; 5 second-hand and 4 new spruce fender piles driven, chocked and fastened; begun May 6, and finished May 9, 1884.

Secretary's Order No. 2365.—Deck patched with 95 feet, B. M., of 3-inch spruce plank, and spring piles fastened with chain on south side of pier; begun August 4 and finished August 5, 1884.

Secretary's Order No. 2365.—Hole in deck patched with 290 feet, B. M., of 3-inch spruce plank; begun and finished October 30, 1884.

Secretary's Order No. 3989.—Deck patched with 816 feet, B. M., of 3-inch spruce plank, 18 linear feet of second-hand 12" x 12" timber put on for backing-log, 6 new and 4 second-hand oak fender piles driven, chocked and fastened, 3 old fender piles pulled, mooring posts stayed; begun November 6 and finished November 26, 1884.

Secretary's Order No. 4051.—Hole in approach to pier patched with 44 feet, B. M., of 3-inch spruce plank; begun and finished December 6, 1884.

Pier 48, E. R.

Secretary's Order Nos 3933.—6 new oak spring piles driven, chocked and fastened on lower side of pier, at berth of fire-boat "Havemeyer;" begun September 22 and finished September 29, 1884.

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

Secretary's Order No. 3833.—Gangway formerly used by the Fire Department closed with 361 feet, B. M., of 3-inch spruce plank; begun August 13 and finished August 16, 1884.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

PUBLIC BATHS.

Pier, new 21, N. R.

Secretary's Order No. 3728.—Gangway made for access to public bath and approach thereto repaired with 747 feet, B. M., of 4-inch spruce and some second-hand plank; begun June 4 and finished June 6, 1884.

Pier at Horatio Street, N. R.

Secretary's Order No. 3728.—Gangway made for public bath, with 168 feet, B. M., of 3-inch spruce plank; begun May 28 and finished June 2, 1884.

Secretary's Order No. 3906.—Fence erected with 280 feet, B. M., of 3-inch spruce plank, and deck cut away on north side of pier for the proper accommodation of access to public bath, while pier was in process of repairing by contract, public bath shifted from south side of pier to north side; gangway planked on north side with 540 feet, B. M., of second-hand plank; bath shifted from north to south side of pier, fence erected and temporary roadway to bath laid with 1,680 feet, B. M., of 3-inch spruce plank, and with 250 feet, B. M., of second-hand plank; begun September 4 and finished September 19, 1884.

Secretary's Order No. 4015.—Gangway used for public bath closed with 237 feet, B. M., of 3-inch spruce plank; begun and finished November 22, 1884.

Pier, new 57, N. R.

Secretary's Order No. 3728.—Landing for public bath on outer end of pier prepared with second-hand material; begun May 27 and finished June 2, 1884.

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

Secretary's Order No. 3728.—Gangway to public bath opened up and approach thereto repaired with 462 feet, B. M., of 5-inch yellow pine; begun June 4 and finished June 7, 1884.

Secretary's Order No. 4015.—Gangway used for public bath closed with 236 feet, B. M., of 3-inch spruce plank; begun and finished November 29, 1884.

Pier 51, E. R.

Secretary's Order No. 3728.—Gangway for public bath opened up; begun and finished May 26, 1884.

Secretary's Order No. 4015.—Gangway used for public bath closed with 180 feet, B. M., of 3-inch spruce plank; begun and finished November 24, 1884.

Pier at Fifth Street, E. R.

Secretary's Order No. 3728.—Gangway for public bath opened up; begun and finished May 26, 1884.

Secretary's Order No. 4015.—Gangway to public bath closed with 136 feet, B. M., of 3-inch spruce plank; begun and finished November 26, 1884.

Pier at East Nineteenth Street, E. R.

Secretary's Order No. 3787.—Gangway for public bath made and placed; begun June 14 and finished June 17, 1884.

Pier at East Thirty-seventh Street, E. R.

Secretary's Order No. 3728.—Gangway for public bath opened up; begun and finished May 26, 1884.

Secretary's Order No. 4015.—Gangway formerly used for public bath closed with 139 feet, B. M., of 3-inch spruce plank; begun and finished November 26, 1884.

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

Secretary's Order No. 4015.—Gangway used for public bath closed with 139 feet, B. M., of 3-inch spruce plank; begun and finished November 26, 1884.

WORK DONE FOR THE HEALTH DEPARTMENT.

East Seventeenth Street Yard.

Secretary's Order No. 3794.—Close board fence erected between premises of Department of Docks and Health Department; begun October 21 and finished October 25, 1884.

Secretary's Order No. 4001.—Double gate put in fence; begun November 10 and finished November 14, 1884.

Pier at North Brother Island, E. R.

Secretary's Order No. 3792.—1 oak fender pile driven, half-round fenders refastened, cross cap (27 linear feet), of 10" x 12" yellow pine, placed and fastened and spring piles chained; begun June 30 and finished July 1, 1884.

WORK DONE FOR THE DEPARTMENT OF STREET CLEANING.

Dumping Board at Canal Street, N. R.

Secretary's Order No. 3934.—2,330 cubic yards of material excavated and removed, to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun October 1 and finished October 3, 1884.

Dumping Board at West Nineteenth Street, N. R.

Contract No. 206.—7,179 cubic yards of material excavated and removed at the dump, to a depth of 15 feet of water at mean low water-mark, by Charles Dubois, contractor; begun July 2 and finished July 10, 1884.

Dumping Board at Pier 37, E. R.

Secretary's Order No. 4045.—633 cubic yards of material excavated and removed, to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun and finished January 9, 1884.

Dumping Board at East Seventeenth Street, E. R.

Secretary's Order No. 4116.—2,242 cubic yards of material excavated and removed, to a depth of 15 feet of water at mean low water-mark, by the Union Dredging Company, under Treasurer's order; begun February 2, and finished February 5, 1885.

Dumping Board at East Twenty-second Street, E. R.

Contract No. 206.—4,003 cubic yards of material excavated and removed from half slips on each side of the dumping pier, to a depth of 15 feet of water at mean low water-mark, by Charles Dubois, contractor; begun June 21, 1884, and finished July 1, 1884.

Secretary's Order No. 4060.—17 new fender piles driven, chocked and fastened; begun December 20, 1884, and finished January 2, 1885.

Dumping Board at East Thirty-eighth Street, E. R.

Secretary's Order No. 4207.—791 cubic yards of material dredged and removed from under dumping board, by the Union Dredging Company, under Treasurer's Order No. 11411; begun March 30 and finished March 31, 1885.

Dumping Board at East One Hundred and Tenth Street, H. R.

Secretary's Order No. 4235.—Understructure repaired and extended; begun March 25 and finished April 13, 1885.

Secretary's Order No. 4236.—1,624 cubic yards of material excavated and removed in front of dumping board, to a depth of 15 feet of water at mean low water-mark, made by the Union Dredging Company, under Treasurer's order; begun April 1 and finished April 2, 1885.

WORK DONE FOR THE COMMISSIONERS OF EMIGRATION.

Passenger Pier at Randall's Island, E. R.

Secretary's Order No. 3801.—New ranges placed and blocked up, and deck sheathed with 7,685 feet, B. M., of 3-inch spruce plank; begun July 7 and finished July 14, 1884.

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 43, N. R.

Secretary's Order No. 3975.—Galvanized-iron sheeting of shed repaired by Muller and Wood, under Treasurer's Order No. 11232; two oak fenders placed and fastened, and one bearing pile repaired; begun November 6, 1884, and finished February 13, 1885.

Secretary's Order No. 3208.—Metal on gate-posts of shed resoldered and straightened by Muller and Wood, under Treasurer's Order No. 11251; begun and finished November 7, 1884.

Secretary's Order No. 4092.—Damage done by steamship "Bittern" to sliding doors on south side of shed repaired; begun and finished January 15, 1885.

Dumping Board at East Forty-ninth Street, E. R.

Secretary's Order No. 3793.—Repaired with 7 spruce bearing piles, 1 oak fender pile, and 459 feet, B. M., of 4-inch spruce plank; begun July 9 and finished July 12, 1884.

FLOATING PROPERTY.

The floating Property of the Department consists of the following:

100-ton derrick "City of New York."

10-ton derrick.

Tug "Manhattan."

2 dredges, Nos. 3 and 4.

10 dredging machine mud-scows, Nos. 1, 2, 3, 4, 5, 6, 7, 10, 11 and 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," "Joe" and "Willie."

Boring machine "Woodcock."

Diver's scow "G," and small diver's scow.

10 yawls, 2 bateaux, 3 skiffs and 2 sounding boats.

The 100-ton derrick "City of New York," set 7 concrete base blocks in the bulkhead wall at Laight Street Section, and 8 concrete base blocks in the bulkhead wall at West Thirty-first Street Section, and shifted 28 pieces of granite from scow to Pier, new 60, N. R. July 16, towed to East Seventeenth Street Yard, and loaded 2 anchor blocks and buoys for use at Pier "A." Set 7 cribs, 88 concrete blocks, granite girders and centres, and working at Pier "A."

July 31, shifted ways from pile driver No. 1 to pile driver No. 2. November 10, hoisted out pile driver No. 9, and placed on bulkhead at Gansevoort Street Yard and placed same in the water December 24.

March 11, hoisted out pile driver No. 6, and placed on deck of West Fifty-seventh street Pier, and placed same in the water March 18, and placed 2 concrete base blocks and one small block on West Fifty-seventh street Pier, these blocks were loaded on scow at Gansevoort Street Yard on March 16, and towed to West Fifty-seventh street on the 17th.

November 11, Police Department inspected boiler, and on April 28 placed borer "Woodcock" on deck of West Fifty-seventh street pier.

E. Imhauser furnished watchman's detector, under Treasurer's Order No. 11222.

Cleaned boiler, machinery, engines, piston rods, tank, gauge-cocks, drip-pipe, paint-work and hold.

Repaired iron blocks, oil cups and cans, tin pumps, steam and suction pipes, capstan gear, screw bolts, mooring buoys, cover on tanks, corner posts, beams, boiler, engine, tower and platform, deck beams, sides, corner machinery, floor in coal bunker, fender pieces in corner, chains, etc.

The four corners of scow are now finished, also the sides and ends and lower wearing pieces. Cut out part of old deck and relaid with new, and put in new deck beams where decayed.

Tug "Manhattan," has done all the towing required by the Department, except on September 30, 1884, when laid up for inspection by United States Inspectors, and December 5 to 11, inclusive, when laid up for repairs at Red Hook Point, and February 11 to 19, 1885, when laid up to clean and scrape inside of boiler and repair rudder stock.

Messrs. Cobanks and Theall, under Treasurer's Orders Nos. 11088, 11262, 11249 and 11323 repaired overflow pipe of circulating pump, finished 4 iron baskets to hold zinc plates in boiler, furnished 4 davits and steps for working life boats, and furnished copper pipe for suction of hand fire-pump.

Horace Theall, under Treasurer's Order No. 11452, furnished 2 cast-iron ash pans for furnaces of boiler.

The Gutta Percha and Rubber Manufacturing Company furnished, under Treasurer's Orders Nos. 11070 and 11418, 100 feet 2½-inch fire hose and 6¾ pounds fibrous gaskets for manhole covers, and 15¼ pounds of gum strips.

W. B. Douglas, under Treasurer's Order No. 11227, furnished 1—4-inch fig. 236, horizontal double acting suction and force pump.

L. H. Baymond, under Treasurer's Order No. 11246, furnished one 14-foot metallic life boat.

John Morris, under Treasurer's Order No. 11261, furnished 8 double blocks, 6' inside, iron strapped and patent bushed for davits.

Messrs. Pollock and Van Wagenen, under Treasurer's Order No. 11263, furnished 6 zinc plates for boiler.

Robert M. Gillmore, under Treasurer's Order No. 11355, furnished 6 United States Reg. solid cork life preservers.

Messrs. Patterson Bros., under Treasurer's Orders Nos. 11391 and 11419, furnished 17½ pounds ¾" copper for rudder stock, and 27 pounds hemp packing.

A. J. Murray, under Treasurer's Order No. 11381, furnished 1 piece white oak for rudder stock.

McNab and Harlin Manufacturing Company, under Treasurer's Order No. 11401, furnished 8 feet 7 inches of 2½" iron pipe for suction of donkey pump.

William H. Gildersleeve, under Treasurer's Order No. 11424, furnished 2 feet 8" of locust timber for tiller.

S. A. Suydam, under Treasurer's Order No. 11435, furnished new bell crank and wire and overhauled cranks, wire and bell pulls of signal bell.

John Walsh, under Treasurer's Orders Nos. 11300 and 11307, docked, caulked and painted bottom and unshipped rudder, put in 3 new knees in propeller space, put on one new oak shoe about 18" x 13" x 7", straightened and repaired old shoe strap and plate for gland of stem stuffing-box, made and put on two under-shoe irons 16" x 6" x 1", and patched plank on port and starboard side for about 2 feet.

Cleaned boiler on June 8, July 27, September 8, November 17, and December 10, 1884, and January 19, February 11, March 23, and April 20, 1885.

Cleaned condenser, engine and machinery.

Repaired tiller-bands, blocks, hole under counter, grating, doors, sashes, house, flooring in lower engine-room, condenser, canvas on upper deck, bow-rope fenders, rudder stock, top rail, stem guard, suction-pipe for donkey-pump, and brick floor under furnace of boiler.

Fitted up the davits and steps, hand-fire pump and all necessary pipe and new rudder stock and tiller.

Put on sheathing on sides for protection of bow from ice, and put 2 new cast-iron ash-pans under furnace of boiler.

Painted sides, canvas on boiler, small boats, fenders, canvas on upper deck and house were repaired.

Caulked deck, seams, hull above water-line, and around stanchions.

Made rope fenders, bracket for hose, chocks and canvas cover for life-boats. While on dry-dock, engineers took condenser apart and overhauled machinery and engines. Unshipped and reshipped rudder and plated chocks on deck for stop to tiller.

January 13, 1885.—United States Inspectors inspected tug for passenger license. License granted to carry 15 passengers.

Ten-ton Derrick set 2,131.48 cubic feet of granite (headers and stretchers), and 330.84 cubic feet of coping stone in bulkhead wall at Laight Street Section.

Set granite and concrete in the bulkhead wall at West Thirty-first Street Section, and now at work on Pier "A."

Messrs. Cobanks & Theall, under Treasurer's Order No. 10965, put in new head and tubes in boiler.

Delamater & Co., under Treasurer's Order No. 11217, furnished new pinion for centrifugal pump.

Repaired house, deck, rigging and engine. Laid brick floor under boiler. Painted house and sides. Cleaned boiler and machinery. Stripped and removed boiler, and placed boiler in engine-room on June 14, 1884.

June 16, 1884.—Police Department tested boiler.

Made large boom and fenders. Fitted up centrifugal pump, machinery, new boom and steam ejector. Expanded tubes, tarred deck, overhauled engine, pipe and machinery, and oiled chains, mast and booms.

Boring Machine "Woodcock" has been in commission as follows: Work of construction under new plan. Borings on the East river from May 1 to June 6, 1884; from June 19 to June 30, 1884, and from July 8 to July 15, 1884. Borings for proposed Pier "A," from June 7 to June 18, 1884, and from July 1 to July 7, 1884. Resolution of Board, July 3, 1884. Examination of Harlem river water front from July 16 to July 22, 1884; from November 10, 1884, to January 14, 1885; from March 5 to 7, and from March 12 to 25, 1885.

Under Treasurer's Orders No. 10934, No. 10974, No. 10928, No. 11036 and No. 11235, were furnished one pair of wrought iron clamps, one steel auger, 15" x 3½" diameter; two augers, 3½" x 15", and overhauled one 400-pound pressure gauge and repaired steam pump.

Stripped and removed machinery, etc., and placed on West Fifty-seventh street Pier for repairs on April 28, 1885.

June 20, 1884.—Police Department inspected boiler.

Pile Driver No. 1.—Engineers worked at and cleaned boiler and machinery, and put in set of new grate bars.

Painted and lettered house, ways, etc. Small divers' scow was removed from deck.

Pile Driver No. 2.—Cleaned machinery, boiler and water tank. Repaired house, ways, roof, hatch covers and machinery. Lettered and painted outside and inside of house, ways and scale on ways. Made hatch covers and closet for cans, etc. Calked deck and hatches. Put in new grate bars and hand hole, and fitted plate to boiler. Scraped and tested boiler. Fitted up boom for use at Pier "A."

May 20, 1884.—Police Department inspected boiler.

Pile Driver No. 3.—Cleaned machinery and boiler. Repaired machinery, steam piping, house, deck, ways, hatch covers, sill pieces, cleats, etc. Painted inside and outside of house. Lettered scale on ways, etc. Made and put in new smoke stack. Removed old and put in new friction wheel and steel pinion. Put in new grate bars. Stripped pipes and machinery. Laid brick floor under boiler. Shifted house. Overhauled engine. Reset steam valves. Put in steam ejector, and fitted up pipe for same.

June 3, 1884.—Police Department inspected boiler.

Pile Cutter No. 5.—Repaired machinery, boiler, engine, smoke stack, house, cleats and pipes. Cleaned machinery, boiler, engine, etc. Made new sill pieces and frame under engine. Fitted up ejector, steam and discharge pipes and saw shaft. Painted house. Put in new grate bars. Expanded tubes. Changed steam gauge. Laid new deck and brick floor under boiler, and lengthened saw shaft.

May 20, 1884.—Police Department inspected boiler.

Pile Driver No. 6.—Repaired cleats, ways, house, deck, windlass, hood and machinery. Cleaned boiler, engine, pipe and machinery. Painted house and ways. Calked bottom deck, ends and sides. March 11, was placed on deck of West Fifty-seventh street Pier, and on March 18, 1885, placed in the water. Stripped sides and ends. Put on wearing pieces, and coated same with coal tar. Put in new grate bars. Laid brick floor under boiler. Expanded tubes. Fitted up steam ejector, steam and discharge pipes for same, and on September 15, 1884, Police Department inspected boiler.

Pile Driver No. 8.—Repaired machinery, house, hull, ways, coal-bunkers, deck and doors. Painted house, engine, ways, scale, etc. Cleaned boiler and machinery. Under Treasurer's Order Nos. 10965 and 10973, Messrs. Cobanks and Theall put in new boiler-head, extended shell and tubes in boiler, and rebored cylinder; bushed cross head stocks, and furnished new packing, rings and new brasses for crank-pins, and faced off valves and seats.

July 24, 1884.—Police Department inspected boiler.

Made hatch-covers. Fitted up ejector, piping and machinery. Laid new deck under house and brick floor under boiler. Calked and bolted down engine, and put in new grate-bars.

Pile Driver No. 8.—Repaired ways, house, engine, boiler and pipes. Cleaned machinery and boiler. Painted house, ways, engine, etc. Calked deck, filled up ejector and steam-pipes, etc.

Police Department inspected boiler on May 20, 1884.

Under Treasurer's Order No. 10993, Messrs. Cobanks and Theall furnished new man-hole plates, etc.

Pile Driver No. 9.—Repaired house, deck, ways, roof, engine and boiler. Cleaned boiler machinery, etc. Painted house and ways. November 11, 1884, placed on bulkhead at Gansevoort Street Yard for repairs. Calked deck and sides and paid same with pitch, and placed in the water on December 24, 1884. Fitted up steam ejector and necessary piping for same. Expanded tubes. Put in new manhole plate and new wearing pieces on sides. Fitted up boom for work at Pier "A." Laid new deck under house. Tarred sides, deck and bottom. Fitted up closet, etc.

August 21, 1884.—Police Department inspected boiler.

Pile Driver No. 10.—Repaired machinery and blocks, cleaned tank, boiler and machinery. Painted house, engine, frames, etc. Expanded tubes, fitted steam-pipes, scraped boiler, tarred deck, and put in new grate-bars.

May 20, 1884, and April 11, 1885.—Police Department inspected boiler.

Pile Driver No. 11.—Repaired friction on engine-house, ways, hood, hatch-covers and machinery. Cleaned boiler and machinery. Painted boiler, machinery, house, etc., put in grate-bars. Cut out and put in new pieces of oak in frames, and overhauled and set up all bolts in same.

April 11, 1885.—Police Department inspected boiler.

Scow "B," in use at Pier "A."—No repairs made during year.

Scow "C," in use at Pier "A."—No repairs made during year.

Scow "D," had ends calked.

Scow "E," made and repaired windlass and timber-head.

Scow "F," had sides and ends calked, and bits repaired.

Scow "Joe," had ends and deck calked and repaired.

Scow "Jim," now in use of General Repairs at East Twenty-sixth street, East river. No repairs made during year.

Scow "May," now laid up at West Fifty-seventh street, North river. No repairs made during year.

Scow "Willie," had wearing pieces, etc., repaired.

Scow "G," (divers'), now in use at Pier "A." No repairs made during year.

Large Divers' Scow and Dredging-machine Mud-scows, Nos 8 and 9, were sold at auction 27th January, 1885, at Gansevoort Street Yard.

Small Divers' Scow was stripped, repaired, calked, made ladder, finished repairs, and placed in the water on September 11, 1884.

Yawl boats have been painted, repaired and calked.

Bateaux have been repaired, calked and painted.

Skiff No. 1.—Repaired, calked and painted.

Sounding Boats.—Repaired, calked and painted.

Two Dredges Nos. 3 and 4, remain in the possession of the Union Dredging Company.

Six Dredging-machine mud-scows, Nos. 4, 6, 7, 8, 9 and 10, were repaired and calked by the Union Dredging Company and returned to the Department at Gansevoort Street Yard on January 26, 1885, and Nos. 8 and 9 were sold at public auction on January 27, 1885; Nos. 4, 6, 7 and 10, have been pumped out and looked after, and are now laid up at Gansevoort Street Yard. The other six mud-scows, Nos. 1, 2, 3, 5, 11 and 12, are laid up at West Fifty-seventh street, N. R.

Miscellaneous.—Repaired blue process frame and pump.

Made drawers and shelves for, and varnished floor of, the Engineer-in-Chief's office.

Oiled wire falls of derrick, and overhauled and repaired machinery and boiler at East Seventeenth Street Yard.

Messrs. Donegan & Reilly, under Treasurer's Order No. 11116, furnished 3-4" galvanized pumps for use on floating property.

Made 3 bolts for iron tests for contract work.

Made straight edge for use of Diver at Pier "A."

Made tide-gauge, fenders, etc., for use of Floating-Property.

Made mattress frame for use at Pier "A."

Made box for scrap-iron at West Fifty-seventh Street Yard.

Put in and spliced fenders for pile-drivers.

Fitted up closets for West Fifty-seventh Street Offices.

Repaired patterns of grate-bars for pile-drivers.

December 16, 1884.—Commenced and moved all properties appertaining to Floating Property account from Gansevoort Street Yard to West Fifty-seventh Street Yard.

Fitted up office for Surveyors at Pier, new 43, N. R.

The old Bloomfield Street Office (now at West Fifty-seventh street pier), has been fitted up as a storehouse for general repairs, tools, etc., and a paint room for the use of Floating Property.

The old shanty used by surveying party at Gansevoort Street Yard is now at West Fifty-seventh Street Yard, and has been fitted up as a pipe-room for use of Floating Property.

One of the old yawl boats that was reported on the last annual report, was broken up at Gansevoort Street Yard, it not being worth repairs.

Contracts under which Work was done During the Year.

| UNDER NEW PLAN. | NOT UNDER NEW PLAN. | GENERAL REPAIRS. | CONTRACT FOR. | CONTRACT DATED. | WORK BEGUN. | WORK FINISHED. |
|-----------------|---------------------|------------------|--|-----------------|---------------|----------------|
| CON. NO. | CON. NO. | CON. NO. | | | | |
| 132 | | | Agreement to dredge under new plan 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 | |

| UNDER NEW PLAN. | NOT UNDER NEW PLAN. | GENERAL REPAIRS. | CONTRACT FOR. | CONTRACT DATED. | WORK BEGUN. | WORK FINISHED. |
|-----------------|---------------------|------------------|---|---|--|---|
| CON. NO. | CON. NO. | CON. NO. | | | | |
| 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 | |
| 193 | | | Building Pier, new 27, North river. Joseph Walsh, contractor..... | Sept. 27, 1883 | Sept. 28, 1883 | Aug. 2, 1884 |
| 200 | | 199 | Repairing understructure of Pier, new 45, North river. W. Rosevelt, contractor..... | Dec. 21, 1883 | Dec. 26, 1883 | June 25, 1884 |
| 201 (1)&(2) | | | Building Pier at West Forty-fourth street, North river. John Gillies, contractor..... | Jan. 23, 1884 | Jan. 28, 1884 | July 22, 1884 |
| 201 (3) | | | Building a Crib-bulkhead from Seventy-ninth to Eightieth street, North river, and repairing existing Pier at Seventy-ninth street, North river. Joseph Walsh, contractor..... | Feb. 11, 1884 | Feb. 11, 1884 | July 2, 1884 |
| 203 | | | Building Pier at West Thirty-sixth street, North river. John Gillies, contractor..... | April 3, 1884 | April 8, 1884 | Oct. 4, 1884 |
| 204 | | | Repairing Pier foot of East Twenty-fifth street, East river. Flaherty & O'Connell, contractors..... | April 5, 1884 | April 14, 1884 | June 7, 1884 |
| 205 | | | Building Pier at foot of East Twenty-sixth street, East River. James D. Leary, Contractor..... | May 20, 1884 | May 24, 1884 July 2, 1884 June 21, 1884 | Oct. 24, 1884 July 10, 1884 July 10, 1884 |
| 206 | | | Dredging at West Nineteenth street, North river, and at East Twenty-second street, East river. Chas. DuBois, contractor..... | June 19, 1884 | June 21, 1884 | July 10, 1884 |
| 207 | | | Dredging at Pier, old 34, North river. Chas. DuBois contractor..... | June 19, 1884 | June 21, 1884 | July 11, 1884 |
| 208 | | | Dredging at sundry named places on the North and East rivers, as follows: Bulkhead south of Pier, old 54, North river..... Pier at Jane street, North river..... Pier at Horatio street, North river..... Pier at Little West Twelfth street, North river..... Pier at West Fifteenth street, North river..... Pier at West Sixteenth street, North river..... Pier at West Forty-sixth street, North river..... Bulkhead north side of Rivington street, East river..... Union Dredging Co., contractors..... | ..... | { No dredging done. Aug. 22, 1884 Aug. 28, 1884 Aug. 13, 1884 Aug. 15, 1884 Aug. 28, 1884 July 16, 1884 July 17, 1884 July 15, 1884 July 15, 1884 | Aug. 29, 1884 Sept. 18, 1884 Aug. 21, 1884 Aug. 27, 1884 Sept. 9, 1884 Sept. 8, 1884 Aug. 27, 1884 July 16, 1884 Sept. 18, 1884 |
| 209 A (1) | | | Repairing Pier at Bethune street, North River..... | ..... | Aug. 2, 1884 | Sept. 9, 1884 |
| 209 A (2) | | | Repairing Pier at Jane street, North river..... | ..... | Aug. 5, 1884 | Sept. 9, 1884 |
| 209 A (3) | | | Repairing Pier north of Bloomfield street, North river..... | ..... | Sept. 1, 1884 | Oct. 11, 1884 |
| 209 B | | | Flaherty & O'Connell, contractors. Repairing Pier at Horatio street, North river. Wm. P. Kelly, contractor..... | July 28, 1884 | Aug. 2, 1884 | Oct. 11, 1884 |
| 210 | | | Building Bulkhead-platforms foot of One Hundred and Fifth street, Harlem river, and at foot of One Hundred and Sixth street, Harlem river. Walls & Van Kiper, contractors..... | July 30, 1884 | Aug. 2, 1884 | Sept. 27, 1884 |
| 211 | | | Repairing north half of Pier, old 34, North river. Joseph Walsh, contractor..... | July 30, 1884 | Aug. 1, 1884 | Aug. 18, 1884 |
| 212 | | | Building Crib-bulkhead, One Hundred and Twenty-ninth to One Hundred and Thirtieth street, North river. Wm. P. Kelly, contractor..... | July 31, 1884 | Aug. 7, 1884 | Nov. 8, 1884 |
| 214 (1) | | | Dredging at the Branch Workhouse Pier..... | ..... | Sept. 16, 1884 | Oct. 10, 1884 |
| 214 (2) | | | And at the Branch Lunatic Asylum Pier at Hart's Island..... | ..... | Sept. 26, 1884 | Oct. 11, 1884 |
| 215 A | | | And rebuilding the Branch Workhouse Pier at Hart's Island..... Walls & Van Kiper Contractors..... Repairing Pier 43, East river..... Repairing Pier at East Thirty-first street, East river..... Repairing Pier at East Thirty-second street, East river..... Jno. W. Flaherty & Thos. O'Connell, contractors..... | Sept. 12, 1884 Oct. 25, 1884 Oct. 25, 1884 Nov. 2, 1884 Oct. 20, 1884 | Sept. 30, 1884 Sept. 16, 1884 Oct. 25, 1884 Nov. 20, 1884 Nov. 21, 1884 | Nov. 15, 1884 Nov. 25, 1884 Nov. 20, 1884 Dec. 8, 1884 |
| 215 B | | | Repairing Pier 44, East river. James D. Leary, contractor..... | Oct. 17, 1884 | Nov. 7, 1884 | Dec. 18, 1884 |
| 216 (1) | | | Repairing Pier at West Thirty-fifth street, North river..... | ..... | Nov. 3, 1884 | Mar. 31, 1885 |
| 216 (2) | | | Extending Pier at West Thirty-fifth street, North river..... James D. Leary, contractor..... | Oct. 30, 1884 | Nov. 14, 1884 Nov. 3, 1884 | Mar. 31, 1885 Mar. 31, 1885 |
| 217 | | | Repairing Pier and Approach to the foot of West Forty-sixth street, North river. P. Sanford Ross, contractor..... | Oct. 31, 1884 | Nov. 6, 1884 | Dec. 17, 1884 |
| 218 | | | Dredging North and East rivers: West Seventeenth street Pier, North river..... West Eighteenth street Pier, North river..... West Nineteenth street Pier, North river..... West Twenty-first street Pier, North river..... West Thirty-fourth street Pier, North river..... West Thirty-fifth street Pier, North river..... West One Hundred and Twenty-ninth street Pier, North river..... West One Hundred and Fifty-second street Pier, North river..... Slip between Piers 56 and 57, East river..... | ..... | Dec. 8, 1884 Dec. 16, 1884 Dec. 15, 1884 Dec. 22, 1884 Dec. 26, 1884 Apr. 15, 1885 Jan. 10, 1885 Jan. 10, 1885 Apr. 3, 1885 | Jan. 26, 1885 Jan. 28, 1885 Jan. 30, 1885 Feb. 5, 1885 Apr. 28, 1885 In progress. In progress. Jan. 19, 1885 Apr. 13, 1885 |
| 219 | | | Atlantic Dredging Company, contractors. Repairing Pier at the foot of West One Hundred and Twenty-ninth street, North river. William P. Kelly, contractor..... | Dec. 1, 1884 | Dec. 8, 1884 | In progress. |
| 220 A | | | Repairing Pier at West Fifteenth street, North river. John W. Flaherty and Thomas O'Connell, contractors..... | Dec. 19, 1884 | Dec. 29, 1884 | In progress. |
| 220 B | | | Repairing Pier at West Sixteenth street, North river. William P. Kelly, contractor..... | Dec. 26, 1884 | Dec. 31, 1884 | Apr. 1, 1885 |
| 221 | | | Extending and repairing the Homoeopathic Hospital Pier at Ward's Island, East river. John Kelly, contractor..... | Dec. 19, 1884 | Jan. 24, 1885 | Mar. 31, 1885 |
| 222 A | | | Repairing crib-bulkhead on Rivington street, East river. John Kelly, contractor..... | Feb. 14, 1885 | Feb. 24, 1885 | In progress. |
| 222 B | | | Repairing Pier 61, East river. Joseph Walsh, contractor..... | Feb. 14, 1885 | Feb. 12, 1885 | In progress. |
| 223 A | | | Repairing the Approach to Piers new 45 and new 47, North river. John W. Flaherty and Thomas O'Connell, contractors..... | Jan. 30, 1885 | Feb. 3, 1885 | Mar. 26, 1885 |
| 223 B | | | Repairing Pier and its approach at the foot of West Twenty-first street, North river. John D. Walsh, contractor..... | Mar. 21, 1885 | Mar. 26, 1885 | In progress. |
| 224 | | | Dredging the half slip south of Pier new 43, North river. Morris & Cumming Dredging Company, contractor..... | Mar. 18, 1885 | Mar. 23, 1885 | Apr. 22, 1885 |
| | | | | Mar. 18, 1885 | Mar. 28, 1885 | April 10, 1885 |

FORMS OF CONTRACTS AND SPECIFICATIONS SUBMITTED TO THE BOARD OF DOCKS.

On the North River.

Secretary's Order No. 3641.—For dredging the half slip north of Pier, old 34; submitted May 7, 1884; advertised as Contract No. 207.

Secretary's Orders Nos. 3545, 3546, 3547, 3548.—For repairing the pier at Bethune street, the pier at Jane street, the pier at Horatio street and the pier north of Bloomfield street, respectively; submitted May 20, 1884; advertised as Contract No. 209.

Engineer's Order.—For repairing the northerly half of Pier 34; submitted May 21, 1884; advertised as Contract No. 211.

Secretary's Order No. 3715.—For dredging in front of the bulkhead south of Pier, old 54, and the half slip on each side of the piers at Jane street, Horatio street, Little West Twelfth street, West Fifteenth street, West Sixteenth street and West Forty-sixth street; submitted June 7, 1884; advertised as part of Contract No. 208.

Secretary's Order No. 3715.—For dredging the half slip on each side of the pier at West Seventeenth street; submitted June 7, 1884; advertised as part of Contract No. 218.

Secretary's Order No. 3716.—For dredging the half slip on each side of the piers at West Eighteenth street, at West Twenty-first street, at West One Hundred and Twenty-ninth street and West One Hundred and Fifty-second street, and on the northerly side of the pier at West Nineteenth street; submitted June 5, 1884; advertised as part of Contract No. 218.

Secretary's Order No. 3550.—For repairing and extending the pier at West Thirty-fifth street, with the necessary plans; submitted September 2, 1884; advertised as Contract No. 216.

Secretary's Order No. 3508.—For repairing the surface of the pier and its approach at West Forty-sixth street; submitted September 10, 1884; advertised as Contract No. 217.

Secretary's Order No. 3551.—For removing the old pier; for building a new pier and approach at West Fortieth street, and for dredging its site and the half slip on each side, with the necessary plans; submitted September 27, 1884.

Engineer's Order.—For building a pier and approach at West Forty-first street, and for dredging its site and the half slip on each side, with the necessary plans; submitted September 24, 1884.

Secretary's Order No. 3047.—For dredging the half slip on each side of the piers at West Thirty-fourth street and at West Thirty-fifth street; submitted October 13, 1884; advertised as Contract No. 218.

Secretary's Orders Nos. 3748, 3810.—For repairing the pier at West Fifteenth street and the pier at West Sixteenth street, respectively; submitted October 16, 1884; advertised as Contract No. 220.

Secretary's Order No. 3709.—For repairing the pier at West One Hundred and Twenty-ninth street, with the necessary plans; submitted October 21, 1884; advertised as Contract No. 219.

Secretary's Orders Nos. 3819, 4013.—For repairing the surface of pier at West Twenty-first

street, and for repairing the approach to Piers, new 46 and new 47, respectively; submitted November 19, 1884; advertised as Contract No. 223.

Secretary's Order No. 4036.—For dredging the half slip south of Pier, new 43; submitted December 1, 1884; advertised as Contract No. 224.

Secretary's Order No. 3549.—For repairing and extending the pier at West Thirty-fourth street, with the necessary plans; submitted January 16, 1885. The Board subsequently ordered the preparation of form of contract and specifications, with the necessary plans for removing the old pier, and for building a new pier and approach.

Secretary's Order No. 3086.—For dredging for and building a crib-bulkhead from the northerly end of the existing crib-bulkhead north of West One Hundred and Thirty-first street to the northerly line of West One Hundred and Thirty-second street, with a return crib along the said northerly line to the shore, and for building a new pier at the foot of West One Hundred and Thirty-second street, with the necessary plans; submitted March 23, 1885.

On the East River.

Secretary's Order No. 3716.—For dredging in front of the bulkhead extending one hundred feet northerly of Rivington street and the half slips on each side of Pier 60; submitted June 5, 1884; advertised as part of Contract No. 208.

Secretary's Orders Nos. 3752, 3810, 3553, 3554.—For repairing Pier 43, Pier 44, the pier at East Thirty-first street, and the pier at East Thirty-second street, respectively; submitted July 7, 1884; advertised as Contract No. 215.

Secretary's Order No. 3834.—For dredging the slip between Pier 56 and Pier 57; submitted October 13, 1884; advertised as part of Contract No. 218.

Secretary's Order No. 3810.—For repairing the bulkhead along Rivington street and for repairing Pier 61; submitted November 5, 1884; advertised as Contract No. 222.

Secretary's Order No. 3760.—For removing outer end and repairing, widening and extending the pier at East Thirty-seventh street, for building a new crib-bulkhead and bulkhead platform on the half block south of East Thirty-eighth street, and for repairing, widening and extending the pier at East Thirty-eighth street, with the necessary plans for each; submitted March 27, 1885.

Secretary's Order No. 3503.—For dredging at the Branch Workhouse Pier and at the Branch Lunatic Asylum Pier, and for repairing and extending the Branch Workhouse Pier, Hart's Island; submitted June 16, 1885; advertised as Contract No. 214.

Secretary's Order No. 3957.—For repairing and extending the Homœopathic Hospital Pier, Ward's Island; submitted October 29, 1884; advertised as Contract No. 221.

On the Harlem River.

Secretary's Order No. 3526.—For dredging for and building a bulkhead platform with retaining structure at the foot of East One Hundred and Fifth street, and at the foot of East One Hundred and Sixth street, with the necessary plans; submitted May 20, 1884; advertised as Contract No. 210.

Statement of Dredging done during the Year ending April 30, 1885, by the Department of Docks.

| LOCATION. | MONTH. | MUD, CUBIC YARDS. | CRIB, CUBIC YARDS. | MISCELLANEOUS. | DEPTH MADE AT MEAN LOW WATER. | CONTRACT NO. OR TREASURER'S ORDER NO. | AUTHORIZATION. | BY WHOM PERFORMED. |
|--|--------------|-------------------|--------------------|--|-------------------------------|---------------------------------------|---|--------------------------------------|
| | | | | | Fect. | | | |
| Pier "A," North river | July..... | 2,973 | | | 18 to 38 | Treasurer's Order No. 11016. | Resolution of the Board, July 3, 1884. | Union Dredging Co. |
| | August.... | 543 | | Boulders | | Treasurer's Order No. 11016. | | |
| | August.... | | | 598 cubic yards. | | Treasurer's Order No. 11067. | | |
| Pier, old 34, north side, North river | June..... | 6,945 | | | 15 | Contract No. 207. | Resolution of the Board, May 7, 1884. | Charles Dubois. |
| Dumping-board at Pier, old 42, North river | July..... | 4,942 | | | 15 | Treasurer's Order No. 11165. | Secretary's Order No. 3934. | Union Dredging Co. |
| Pier, new 43, North river, south side | October.... | 2,330 | | | 25 | Contract No. 224. | Resolution of the Board, December 3, 1884. | (Morris and Cumming Dredging Co.) |
| Pier, new 46, North river, south side | March..... | 495 | | | 25 | Treasurer's Order No. 11371. | Secretary's Order No. 4124. | Union Dredging Co. |
| | April..... | 10,959 | | | | Treasurer's Order No. 10832. | Secretary's Order No. 3478. | Charles Dubois. |
| Pier at Bethune street, North river, north side | January.... | 2,506 | | | 15 | Contract No. 208. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier at Jane street, North river | February.... | 1,980 | | | 15 | Contract No. 208. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier at Horatio street, North river | May..... | 601 | | | 15 | Treasurer's Order No. 10958. | Secretary's Order No. 3632. | Union Dredging Co. |
| Pier north of Bloomfield street, North river | June..... | 1,202 | | | 15 | Treasurer's Order No. 10959. | Secretary's Order No. 3693. | Union Dredging Co. |
| Bulkhead south of Little West Twelfth street, North river | August.... | 5,238 | | | 15 | Contract No. 208. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier at Little West Twelfth street, North river | August.... | 4,008 | | | 15 | Contract No. 208. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Bulkhead at West Fourteenth street, North river | September. | 4,569 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Fifteenth street, North river | June..... | 1,166 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Sixteenth street, North river | July..... | 822 | | | 15 | Contract No. 218. | Resolution of the Board, April 23, 1884. | Atlantic Dredging Co. |
| Bulkhead south of Little West Twelfth street, North river | July..... | 1,088 | | | 15 | Contract No. 218. | Resolution of the Board, April 23, 1884. | Atlantic Dredging Co. |
| Pier at West Seventeenth street, North river | August.... | 5,718 | | | 15 | Contract No. 218. | Resolution of the Board, April 23, 1884. | Atlantic Dredging Co. |
| Pier at West Eighteenth street, North river | July..... | 1,166 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Dumping-board at West Nineteenth street, North river | August.... | 18,229 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Nineteenth street, North river, north side | September. | 4,160 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Twenty-first street, North river | December.. | 9,891 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier 54, North river, outer end | January.... | 12,155 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Twenty-first street, North river | January.... | 3,144 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Thirty-fourth street, North river | December.. | 15,630 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Thirty-fifth street, North river | January.... | 1,539 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Forty-sixth street, North river | July..... | 7,179 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West Fifty-seventh street, North river | December.. | 10,089 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at West One Hundred and Twenty-ninth street, North river | January.... | 992 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth streets, North river | December.. | 12,389 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Bulkhead extension West One Hundred and Thirtieth street, North river | January.... | 7,669 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Pier at One Hundred and Fifty-second street, North river | February.. | 1,599 | | | 15 | Contract No. 218. | Resolution of the Board, June 5, 1885. | Atlantic Dredging Co. |
| Dump-board at Pier 37, East river | April..... | 3,290 | | | 27 to 30 | Treasurer's Order No. 11453. | Secretary's Order No. 4281. | Union Dredging Co. |
| Pier 41, East river, half slip, and part bulkheads adjoining | December.. | 7,832 | | | 20 | Contract No. 218. | Resolution of the Board, October 15, 1884. | Atlantic Dredging Co. |
| Pier 43, East river | January.... | 35,662 | | | 20 | Contract No. 218. | Resolution of the Board, October 15, 1884. | Atlantic Dredging Co. |
| Pier 44, East river, half slips and bulkhead westerly | April..... | 19,484 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 45, East river | July..... | 8,828 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 46, East river | August.... | 4,661 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 47, East river | September. | 576 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 48, East river | June..... | 14,211 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 49, East river | July..... | 8,276 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 50, East river | January.... | 580 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 51, East river | August.... | 5,811 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 52, East river | August.... | 1,042 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 53, East river | September. | 580 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 54, East river | January.... | 2,721 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 55, East river | June..... | 1,356 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 56, East river | January.... | 633 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 57, East river | June..... | 443 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 58, East river | July..... | 181 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 59, East river | July..... | 1,296 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 60, East river | September. | 458 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 61, East river | July..... | 1,435 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 62, East river | July..... | 1,887 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 63, East river | January.... | | | Wreck and cargo. | | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 64, East river | April..... | 4,040 | | | 12 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 65, East river | April..... | 4,041 | | | 12 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 66, East river | July..... | 4,736 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Bulkhead on Rivington street, East river | August.... | 6,440 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Bulkhead on Tompkins street, north of Rivington street, East river | July..... | 937 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier 67, East river, half slips, and fifty-five feet bulkhead northerly | June..... | 682 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Dumping-board at East Seventeenth street, East river | July..... | 326 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Bulkhead East Twentieth street, East river | June..... | 1,263 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Dumping-board at East Twenty-second street, East river | July..... | 480 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Site of Pier at East Twenty-sixth street, East river | February.. | 2,242 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Bulkhead East Twenty-ninth street, East river | June..... | 1,493 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier at East Thirty-second street, East river | June..... | 3,800 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Pier at East Thirty-seventh street, East river | July..... | 203 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Dumping-board at East Thirty-eighth street, East river | May..... | 2,381 | | | 15 | Contract No. 218. | Resolution of the Board, May 28, 1884. | Union Dredging Co. |
| Charity Hospital Dock, Blackwell's Island | June..... | 11,496 | | | 20 to 26 | Contract No. 201, Class 1 and 2. | Resolution of the Board, December 15, 1883. | J. D. Leary. |
| Store-house Dock, Blackwell's Island | July..... | 1,553 | | | 10 | Treasurer's Order No. 11030. | Secretary's Order No. 3781. | Union Dredging Co. |
| Sto e-house Dock, Blackwell's Island | August.... | 1,098 | | | 10 | Treasurer's Order No. 10952. | Secretary's Order No. 3706. | Union Dredging Co. |
| Bulkhead and platform between East Sixty-third and East Sixty-fourth streets, East river | June..... | 884 | | | 10 | Treasurer's Order No. 10953. | Secretary's Order No. 3707. | Union Dredging Co. |
| Dumping-board at East Seventieth street, East river | June..... | 884 | | | 10 | Treasurer's Order No. 11411. | Secretary's Order No. 4207. | Union Dredging Co. |
| Charity Hospital Dock, Blackwell's Island | March..... | 791 | | | 15 | Treasurer's Order No. 11204. | Secretary's Order No. 3958. | Union Dredging Co. |
| Store-house Dock, Blackwell's Island | October.... | 522 | | | 6 to 10 | Treasurer's Order No. 11203. | Secretary's Order No. 3918. | Union Dredging Co. |
| Bulkhead on platform between East Sixty-third and East Sixty-fourth streets, East river | April..... | 1,017 | | | 6 to 10 | Treasurer's Order No. 11421. | Secretary's Order No. 4214. | Union Dredging Co. |
| Dumping-board at East Seventieth street, East river | June..... | 84 | | | 8 to 10 | Treasurer's Order No. 10968. | Secretary's Order No. 3708. | Union Dredging Co. |
| Charity Hospital Dock, Blackwell's Island | June..... | 374 | | | 8 to 10 | Treasurer's Order No. 10969. | Secretary's Order No. 3734. | Union Dredging Co. |
| Bulkhead East One Hundred and Fifth street, Harlem river | October.... | 824 | | | 10 | Contract No. 210, Class 1, a and b. | Resolution of the Board, May 21, 1884. | Walls & Van Riper. |
| Bulkhead East One Hundred and Sixth street, Harlem river | August.... | 300 | 203 | | 10 | Contract No. 210, Class 2, a and b. | Resolution of the Board, May 21, 1884. | Walls & Van Riper. |
| Bulkhead East One Hundred and Seventh street, Harlem river | August.... | 599 | 412 | | 10 | Treasurer's Order No. 11138. | Secretary's Order No. 3818. | Union Dredging Co. |
| Dumping-board at One Hundred and Tenth street, Harlem river | September. | 1,467 | | | 15 | Treasurer's Order No. 11425. | Secretary's Order No. 4236. | Union Dredging Co. |
| Pier at East One Hundred and Seventeenth street, Harlem river | April..... | 1,624 | | | 15 | Treasurer's Order No. 11317. | Secretary's Order No. 4043. | Union Dredging Co. |
| Branch Lunatic Asylum Dock, Hart's Island | January.... | 1,375 | | | 10 to 15 | Contract No. 214, Class 1. | Resolution of the Board, June 20, 1884. | Walls & Van Riper. |
| Branch Workhouse Dock, Hart's Island | September. | 2,116 | | | 15 | Contract No. 214, Class 1. | Resolution of the Board, June 20, 1884. | Walls & Van Riper. |
| | October.... | 2,136 | | | | | | |
| | September. | 4,044 | | | | | | |
| | October.... | 1,724 | | | | | | |
| | | 356,692 | 6,333 | 598 cubic yards boulders, wreck and cargo, boulders. | | | | |

Report of Stock On Hand, Purchased, Fabricated, Received from Sections and Issued, at Gansevoort and West Fifty-seventh Street Yards, during the Year ending April 30, 1885.

| | | |
|---|----------|-----|
| Balance of stock on hand May 1, 1884 | \$11,431 | 31½ |
| Purchased from May 1, 1884, to April 30, 1885 | 51,350 | 80 |
| Received from sections | 771 | 56½ |
| Fabricated (97½ blocks) from May 1, 1884, to April 30, 1885 | 23,093 | 15½ |
| Total to be accounted for | \$86,646 | 83 |

| | | |
|--|---------|---------------------------------|
| Floating property..... | \$1,291 | 05½ |
| West Twenty-third Street Section..... | 10 | 41½ |
| West Thirty-first Street Section..... | 5,169 | 83½ |
| Sections south of West Twenty-third street, North river..... | 29,040 | 77 ² / ₁₀ |
| General repairs..... | 1,573 | 33¼ |
| Pier "A," North river..... | 17,216 | 29¾ |
| Construction on account of West Fifty-seventh Street Yard..... | 18,603 | 34 ¹ / ₁₀ |
| Concrete block on account of bulkhead wall..... | 745 | 12½ |
| East Seventeenth Street Yard..... | 79 | 67 |
| Surveying party..... | 64 | 50 ⁸ / ₁₀ |
| Tide gauges..... | 2 | 37 ¹ / ₁₀ |
| Gansevoort Street Yard..... | 50 | 82½ |
| Secretary's Office..... | 2 | 45 |
| Office of Engineer-in-Chief..... | 3 | 79 ⁷ / ₁₀ |
| Office West Fifty-seventh Street Yard..... | 94 | 06 |
| Auction sales..... | 74 | 50 |

| | |
|--------------------------------------|---------------------------|
| Total | \$74,022 36 $\frac{1}{8}$ |
| On hand May 1, 1885, to balance..... | 12,624 46 $\frac{5}{8}$ |

\$86,646 83

| DESCRIPTION. | CONTRACT OR TREASURER'S ORDER NUMBER, FURNISHED UNDER. | DATE OF CONTRACT OR TREASURER'S ORDER. | ON HAND MAY 1, 1884. CUBIC FEET. | RETURNED FROM WORKS. CUBIC FEET. | ISSUED TO WORKS. CUBIC FEET. | ON HAND MAY 1, 1885. CUBIC FEET. | AUDITED PRICE PER CUBIC FOOT. | AMOUNT. | REMARKS. |
|----------------------------------|---|---|-------------------------------------|-------------------------------------|---------------------------------|-------------------------------------|-----------------------------------|-------------|---|
| Headers and stretchers, cut..... | Treasurer's Order, No. 7944..... | Oct. 18, 1884 | 32.77 | ..... | ..... | 32.77 | \$0 50 | \$16 38 | |
| " " | " 8391..... | Nov. 7, 1879 | 45.30 | ..... | ..... | 45.30 | 59 ¹⁰ / ₁₀₀ | 27 14 | |
| " " | " 8391..... | " 7, " | 34.60 | ..... | ..... | 34.60 | 54 ¹⁰ / ₁₀₀ | 18 97 | |
| " " | " 8800..... | Aug. 21, 1880 | 18.00 | ..... | ..... | 18.00 | 55 | 9 90 | |
| " " | " 8958..... | Nov. 8, 1880 | 840.76 | 28.05 | 868.81 | ..... | 85 | ..... |  |
| " " | " 8959..... | " 8, " | 1,527.14 | 50.72 | 1,577.86 | ..... | 85 | ..... |  |
| " " | " 8960..... | " 8, " | 1,774.61 | ..... | ..... | 862.31 | 85 | 732 97 | |
| " " | Contract No. 25..... | June 30, 1871 | 403.85 | ..... | 137.90 | 265.95 | 1 11 ¹ / ₂ | 295 50 | |
| " rough..... | " 55..... | Sept. 30, 1874 | 142.48 | ..... | ..... | 142.48 | 39 | 55 57 | Cutting, after receipt, 91 cents per cubic foot additional. |
| " " | " 55..... | " 30, " | 33.00 | ..... | 33.00 | ..... | 39 | ..... |  |
| " cut..... | " 88..... | Feb. 14, 1877 | 62.56 | ..... | ..... | 62.56 | 62 | 38 79 | |
| " " | " 103..... | May 17, 1879 | 96.77 | ..... | 96.77 | ..... | 64 | ..... |  |
| " " | " 112..... | Mar. 26, 1880 | 4,315.06 | ..... | 1,504.92 | 2,750.14 | 63 | 1,732 59 | |
| " " | " 125..... | Feb. 2, 1881 | 2,252.31 | ..... | 1,367.68 | 884.63 | 80 ³ / ₄ | 712 13 | |
| Coping, cut..... | Treasurer's Order No. 8391..... | Nov. 7, 1879 | 81.60 | ..... | ..... | 81.60 | 59 ¹⁰ / ₁₀₀ | 48 88 | |
| " " | Contract No. 103..... | May 17, " | 594.90 | ..... | ..... | 594.90 | 69 | 410 48 | |
| " " | " 112..... | Mar. 26, 1880 | 501.60 | ..... | 82.00 | 419.60 | 63 | 264 34 | |
| " " | " 125..... | Feb. 2, 1881 | 7,815.28 | ..... | 248.64 | 7,566.64 | 89 ³ / ₄ | 6,791 06 | |
| Voussoirs, cut..... | " 52..... | April 4, 1874 | 845.87 | ..... | ..... | 845.87 | 1 95 | 1,049 45 | |
| Spandrel and end stones..... | " 52..... | " 4, " | 457.75 | ..... | ..... | 457.75 | 1 80 | 823 95 | |
| Corner and key stones..... | " 52..... | " 4, " | 442.00 | ..... | ..... | 442.00 | 60 | 265 20 | Cutting, after receipt, \$1.41 per cubic foot additional. |
| | | | 22,318.21 | 78.77 | 6,889.88 | 15,507.10 | .... | \$13,893 50 | |

Pier. new 1. N. R.

pany, lessees, by order of the Board : begun October 11, 1884, and finished October 18, 1884.

Secretary's Order No. 410.—Bulkhead and bulkhead platform in rear and north of Pier 2, North river ; 3 courses of new timber placed on bulkhead, new rangers and new 7-inch deck placed on platform, and 20 new piles driven, by the Lehigh Valley Railroad Company, under permit of the Board : begun January 22 and finished March 27, 1885.

Secretary's Order No. 3661—An engine and bin removed to the north side of pier by the New York Steam Company, under permit of the Board; begun May 17, 1884, and finished May 22, 1884.

Secretary's Order No. 3663.—3 oak fender piles driven by the Pennsylvania Railroad Company, under permit of the Board; begun June 24, 1884, and finished June 26, 1884.

Secretary's Order No. 3663—3 oak fender piles driven by the Pennsylvania Railroad Company, under permit of the Board; begun June 24, 1884, and finished June 26, 1884.

Secretary's Order No. 4928.—7 oak fender piles placed on south side of pier, and 3 oak fender piles placed at southwest corner, by Philadelphia and Reading Railroad Company, under permit of the Board: begun December 10, 1884, and finished December 16, 1884.

Secretary's Order No. 4103.—2 piles replaced at pier by the Philadelphia and Reading Railroad Company, under permit of the Board; begun and finished January 20, 1885.

Bulkhead Platform North Side Pier 11, N. R.

Secretary's Order No. 4003.—Superstructure renewed for an area of about 300 feet in length by 13 feet in width, 25 bearing piles driven, and about 31 fender piles driven and chocked, by the Metropolitan Steamship Company, under permit of the Board; begun November 18, 1884, and finished December 15, 1884.

Secretary's Order No. 4278.—Piles replaced by the Philadelphia and Reading Railroad Company, under permit of the Board; begun April 20, 1885, and finished April 28, 1885.

Secretary's Order No. 3784.—Fender piles driven within existing lines by the Philadelphia and Reading Railroad Company, under permit of the Board; begun June 17, 1884, and finished July 25, 1884.

Secretary's Order No. 3998.—Fender piles driven by the Philadelphia and Reading Railroad Company, under permit of the Board : begun November 19, 1884, and finished December 10, 1884.

Secretary's Order No. 4278.—Piles replaced by the Philadelphia and Reading Reading Railroad Company, under permit of the Board; begun April 20, 1885, and finished April 28, 1885.

Secretary's Order No. 3784.—Fender piles driven within existing lines by the Philadelphia and Reading Railroad Company, under permit of the Board; begun June 19, 1884, and finished July 25, 1884.

Secretary's Order No. 3998.—Piles driven and horizontal planking placed on ferry rack along north side of pier by Philadelphia and Reading Railroad Company, under permit of the Board; begun November 17, 1884, and finished December 10, 1884.

Secretary's Order No. 4278.—Piles replaced on south side of pier by the Philadelphia and Reading Railroad Company, under permit of the Board; begun April 20, 1885, and finished April 28, 1885.

Ferry Racks between Fiers 14 and 15, N. R.

Ferry Racks between Piers 14 and 15, N. R.

Secretary's Order No. 3621.—The ferry racks repaired by driving 20 oak piles, and the west-
erly side of Pier 14, N. R., repaired by driving 10 bearing piles and 20 oak fender piles, by the
Philadelphia and Reading Railroad Company, under permit of the Board; begun May 1, 1884, and
finished June 15, 1884.

Pier 15, N. R.

Secretary's Order No. 3998.—Piles driven and horizontal planking placed on ferry rack along south side of pier by Philadelphia and Reading Railroad Company, under permit of the Board; begun November 17, 1884, and finished December 10, 1884.

Pier 18, N. R.

Secretary's Order No. 3861.—A gangway erected on north side of pier about 50 feet inshore from outer end by John H. Starin, under permit of the Board; begun August 12, 1884, and finished August 15, 1884.

Pier. old 20. N. R.

Secretary's Order No. 4153.—3 bearing piles driven and 13 fender piles driven and planked horizontally with 4-inch yellow pine on the south side, by the Delaware and Lackawanna Railroad Company, by order of the Board; begun March 30, 1885, and finished April 1, 1885.

Pier, old, 21, N. R.

Secretary's Order No. 4282.—Mooring-post chocked on the north side inshore end of pier by Henderson Brothers, by order of the Board : begun and finished April 21, 1885.

Secretary's Order No. 4273.—Such portions of the deck of pier as was necessary to permit the Department of Public Works to repair wooden trunk sewer discharging thereat, were removed and replaced by said Department, under permit of the Board; begun April 20, 1885, and finished April 20, 1885.

Bulkhead Platform between Piers, old 21 and old 23, N. R.

Secretary's Order No. 3980.—Repairs made on a length of 125 feet, as follows: 18 bearing piles, 125 linear feet of longitudinal cap, 64 linear feet of cross caps, 125 linear feet backing-log, and 25 spring piles driven, fastened and choked, by G. F. & E. C. Swift, by order of the Board; begun November 5, 1884, and finished December 17, 1884.

Pier, old 23, *N. R.*

Secretary's Order No. 3619.—Northerly half repaired by the alleged owners, and the south-
erly half repaired by the lessees, by order of the Board; begun May 12, 1884, and finished June 29,
1884.

Secretary's Order No. 3918.—Water-pipe and 2 hydrants placed along southerly side of pier, by the Department of Public Works, under permit of the Board; begun December 8, 1884, and finished December 10, 1884.

Secretary's Order No. 4137.—Repairing by alleged owners, by order of the Board ; begun April 20, 1885 : in progress.

Approach to Pier, old 23, N. R.

Secretary's Order No. 4000.—New 4-inch spruce placed for 120 feet westerly of the pavement, and on the southerly half of the 56 feet westerly of established bulkhead line, by the Department of

Public Works, and the northerly half of the 56 feet westerly of the established bulkhead line, patched for about 104 square feet, by the Produce Bank, by order of the Board; begun November 23, 1884, and finished November 27, 1884.

Bulkhead North of Pier, old 23, N. R.

Secretary's Order No. 4137.—Repairing of north half by alleged owners, by order of the Board; begun April 20, 1885; in progress.

Pier, old 24, N. R.

Secretary's Order No. 3862.—About 60 linear feet of new backing-log placed on north side of pier by the alleged owners, under order of the Board; begun August 12, 1884, and finished August 15, 1884.

Ferry Racks at foot of Barclay Street, N. R.

Secretary's Order No. 4320.—Replating of about 20 piles by the Hoboken Land and Improvement Company, under permit of the Board; begun April 28, 1885; in progress.

Pier, old 25, N. R.

Secretary's Order No. 3798.—The planking on the north side of pier repaired by T. & A. Walsh, contractors, for the alleged owners, under permit of the Board; begun June 23, 1884, and finished July 21, 1884.

Bulkhead Platform between Piers, old 25 and old 27, N. R.

Secretary's Order No. 3798.—About 20 new fender piles replaced by T. & A. Walsh, contractors, for the alleged owners, under permit of the Board; begun June 23, 1884, and finished July 21, 1884.

Bulkhead between Murray Street and Warren Street, N. R.

Secretary's Order No. 3484.—Folly-house removed by W. E. Duryea's Sons, by order of the Board; begun and finished August 1, 1884.

Pier, old 28, N. R.

Secretary's Order No. 4299.—15 piles driven under pier to replace old piles by the Old Colony Steamboat Company, under permit of the Board; begun April 23, 1885, and finished April 24, 1885.

Pier, old 29, N. R.

Secretary's Order No. 4272.—6 oak spring piles driven on the outer southerly corner of pier, by the Providence Steamboat Light, under permit of the Board; begun April 9, 1885, and finished April 13, 1885.

Pier, new 29, N. R.

Secretary's Order No. 3859.—Damage done to the southwesterly corner of the pier by an Erie Railway ferry-boat, repaired by replacing broken cross-cap, horizontal and vertical sheathing, replacing the three southerly columns of the outer row, and refastening the bracing pile and armature plates, by the New York, Lake Erie and Western Railway Company, under order of the Board; begun August 20, 1884, and finished August 27, 1884.

Secretary's Order No. 4255.—Repairs by the New York, Lake Erie and Western Railway Company, lessees, by order of the Board; begun March 3, 1885; work in progress.

Pier, new 21, N. R.

Secretary's Order No. 4255.—Repairs by the New York, Lake Erie and Western Railway Company, lessees, by order of the Board; begun March 3, 1885; work in progress.

Pier, old 33, N. R., North Half.

Secretary's Order No. 3909.—Repairs made as follows: new bracing on 29 rows of piles, about 2,200 square feet of new deck, 90 linear feet of new railers, 14 linear feet of new side cap, 14 linear feet of new cross caps, 83 linear feet of new backing log, and chocking and fastening the spring piles, by the West Shore and Ontario Terminal Company, under order of the Board; begun September 22, 1884, and finished October 13, 1884.

Secretary's Order No. 4088.—5 new spring piles chocked and fastened on the north side of the pier, and the fender piles refastened on the northwesterly corner of the pier, by the New York, Ontario and Western Railway Company, by order of the Board; begun January 10, 1885, and finished January 12, 1885.

Bulkhead Platform between Piers, old 33 and old 34, N. R.

Secretary's Order No. 4088.—About 20 bearing piles and about 20 fender piles driven along face of platform, and surface of deck patched, by the New York, Ontario and Western Railroad Company, by order of the Board; begun March 9, 1885, and now in progress.

Pier, old 34, N. R.

Secretary's Order No. 4098.—New side bearing piles and fender piles driven and old ones refastened, new 12"x12" timber placed where required, and one new mooring-post placed on southerly side of the pier, and the southerly half of the pier sheathed with new 3-inch spruce plank, by the New York, Ontario and Western Railroad Company, by order of the board; begun March 9 and finished March 26, 1885.

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

Secretary's Order No. 3664.—Pavement repaired by the Department of Public Works; begun May 12, 1884, and finished May 13, 1884.

Pier, old 35, N. R.

Secretary's Order No. 4231.—9 oak and 10 spruce piles replaced by H. Dubois' Sons, under permit of the Board; begun March 30, 1885, and finished April 6, 1885.

Secretary's Order No. 4297.—Resheathing deck of pier by Horace Ramsdell Transportation Company, under permit of the Board; begun April 22, 1885; in progress.

Pier, new 26, N. R.

Secretary's Order No. 4048.—Some fender piles replaced and deck resheathed by the Old Dominion Steamship Company, under permit of the Board; begun December 10, 1884, and finished December 29, 1884.

Bulkhead between Piers, new 26 and old 36, N. R.

Secretary's Order No. 3874.—The damage done to bulkhead by the steamship "Breakwater" repaired by the Old Dominion Steamship Company, under permit of the Board; begun August 20, 1884, and finished August 24, 1884.

Pier, new 27, N. R.

Secretary's Order No. 3759.—A shed erected upon the pier by the Pennsylvania Railroad Company, under resolution of the Board, dated 29th May, 1884; begun September 17, 1884, and finished March 7, 1885.

Secretary's Order No. 4139.—12 oak spring piles driven and fastened at each of the outer corners of the pier, by the Pennsylvania Railroad Company, under permit of the Board; begun February 5, 1885, and finished February 20, 1885.

Platform between Piers, new 27 and new 28, N. R.

Secretary's Order No. 3611.—Backing logs placed around platform by the Pennsylvania Railroad Company, under permit of the Board; begun April 25, 1884, and finished April 30, 1884.

Pier, new 28, N. R.

Secretary's Order No. 3647.—About 12 linear feet of horizontal oak sheathing at the outer end of the pier repaired by the Pennsylvania Railroad Company, under permit of the Board; begun and finished June 9, 1884.

Pier, old 39, N. R.

Secretary's Order No. 3773.—The deck of the pier and the horizontal planking on the side of the pier repaired, and 10 new bearing piles driven by the Pennsylvania Railroad Company, under permit of the Board; begun June 14, 1884, and finished July 12, 1884.

Secretary's Order No. 4298.—Deck and understructure of pier repaired by A. Van Santwood, under permit of the Board; begun April 20 and finished April 24, 1885.

Ferry Slip at foot of Desbrosses Street, N. R.

Secretary's Order No. 4234.—Southerly ferry rack repaired by the Pennsylvania Railroad Company, under permit of the Board, begun March 27, 1885, and finished March 30, 1885.

Platform North of Desbrosses Street Ferry, N. R.

Secretary's Order No. 3926.—Deck of platform patched with about 4,500 feet, board measure, of 3-inch and 4-inch spruce plank, by Harvey P. Farrington, by order of the Board; begun October 6, 1884, and finished November 24, 1884.

Bulkhead Platform South of Pier, old 40, N. R.

Secretary's Order No. 4242.—9 bearing and 6 fender piles driven by Harvey P. Farrington, under permit of the Board; begun April 1, 1885, and finished April 3, 1885.

Pier, old 41, N. R.

Secretary's Order No. 4222.—Planking at entrance to pier and in front of office repaired by the New Jersey Steamboat Company, under permit of the Board; begun March 18 and finished March 19, 1885.

Secretary's Order No. 4319.—8 piles replaced by the New Jersey Steamboat Company, under permit of the Board; begun April 21 1885, and finished April 28, 1885.

Pier, new 36, N. R.

Secretary's Order No. 3364.—The railroad track and its pavement leading to the pier repaired by the New York Central and Hudson River Railroad Company, under permit of the Board; begun September 25, 1883, and finished June 3, 1884.

Secretary's Order No. 3896.—The paving between the rail tracks leading to the pier repaired by the New York Central and Hudson River Railroad Company, under permit of the Board; begun October 3, 1884, and finished October 5, 1884.

Pier, new 37, N. R.

Secretary's Order No. 3378.—A shed erected thereon in conformity with plan and specifications, by C. P. Huntington, under permit of Board; begun December 5, 1883, and finished May 3, 1884.

Pier, new 40, N. R.

Secretary's Order No. 3687.—2 additional doors cut in the north side of the shed on the pier, by the Cunard Steamship Company, under permit of the Board; begun August 15, 1884, and finished January 10, 1885.

Secretary's Order No. 3952.—Dredged the half slip each side of the pier to a depth from 28 to 30 feet of water at mean low water-mark, by the lessees; begun October 11, 1884, and finished October 14, 1884.

Pier, new 41, N. R.

Secretary's Order No. 4237.—Half slip north of pier dredged to a depth of 25 feet of water at mean low water-mark, by the Delaware, Lackawanna and Western Railroad Company, by order of the Board; begun April 20, 1885, and finished April 27, 1885.

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; begun January 19, 1884, and finished October 5, 1884.

Secretary's Order No. 4035.—Dredging the half slip north of the pier to a depth of from 27 feet to 30 feet at mean low water-mark, by the lessees by order of the Board; begun March 30, 1885, and finished April 7, 1885.

Secretary's Order No. 4238.—Dredging half slip south of pier to a depth of 25 feet of water at mean low water mark, by lessees, by order of the Board; begun April 17, 1884; in progress.

Pier, new 43, N. R.

Secretary's Order No. 3636.—The chock on the northwest corner of the pier damaged by the ferry-boat "Hoboken," repaired by the Hoboken Ferry Company, under order of the Board; begun May 3, 1884, and finished May 4, 1884.

Secretary's Order No. 3583.—A spring pile on southwest corner of pier damaged by one of the French steamships, repaired by L. De Bebian, agent, by order of the Board; begun and finished August 8, 1884.

Secretary's Order No. 4174.—20 linear feet of side cap placed to repair damage done to north side of pier, by the Hoboken Ferry Company, by order of the Board; begun March 24, 1885, and finished March 27, 1885.

Ferry Platform between Piers, new 43 and new 44, N. R.

Secretary's Order No. 3826.—About 3,000 feet, board measure, of deck plank renewed by Hoboken Land and Improvement Company, under permit of the Board; begun June 10, 1884, and finished October 6, 1884.

Ferry Platform South of Pier, new 44, N. R.

Secretary's Order No. 3786.—The grade of platform lowered about 2 inches for an area of about 600 square feet at the northerly corner of ferry building, by the Hoboken Land and Improvement Company, under permit of the Board; begun October 11, 1884, and finished October 14, 1884.

Pier, new 44, N. R.

Secretary's Order No. 3588.—Outer end repaired by putting in new side cap, by replacing sheathing and corner bands, by placing about 18 linear feet of new backing-log, and by driving 13 oak fender piles, by the Oceanic Steam Navigation Company, lessees, under permit of the Board; begun April 14, 1884, and finished May 3, 1884.

Pier, new 45, N. R.

Secretary's Order No. 3497.—The railroad track and its pavement leading to the pier repaired by the New York Central and Hudson River Railroad Company, under permit of the Board; begun December 6, 1883, and finished June 3, 1884.

Secretary's Order No. 3604.—The shed extended 11 feet 2 inches westerly by the White Star Line, under permit of the Board; begun June 1, 1884, and finished June 25, 1884.

Secretary's Order No. 2905.—Spring piles and chocks repaired by lessee, by order of the Board; begun on or about January 15, 1884, and finished May 5, 1884.

Bulkhead between Piers, new 46 and new 47, N. R.

Secretary's Order No. 3917.—85 linear feet of new backing-log placed by the Quebec Steamship Company, by order of the Board; begun September 22, 1884, and finished September 27, 1884.

Approach to Pier, new 47, N. R.

Secretary's Order No. 3617.—2 piles driven to prevent oyster boat from drifting, by Timothy Shea, under permit of the Board; begun and finished May 24, 1884.

Pier, new 47, N. R.

Secretary's Order No. 3961.—The slip on the south side of the pier dredged to about 19 feet of water at mean low water-mark, by the New York, Bermuda and West India Line, under permit of the Board; begun October 8, 1884, and finished October 10, 1884.

Secretary's Order No. 4286.—Repairing by the Quebec Steamship Company, by order of the Board; begun April 23, 1885; in progress.

Pier at West Eleventh Street, N. R.

Secretary's Order No. 4161.—Repairing by Citizens' Steamboat Company, by order of the Board; begun April 21, 1885; in progress.

Bulkhead between West Eleventh Street and Bank Street.

Secretary's Order No. 4130.—Rebuilt from 3 feet to 7 feet down and fender piles driven in front of it, by the alleged owners, by order of the Board; begun April 8, 1885, and finished April 27, 1885.

Bulkhead 100 feet North of Bank Street, N. R.

Secretary's Order No. 4130.—Rebuilt from 3 feet to 7 feet down and fender piles driven in front of it, by the alleged owners, by order of the Board; begun April 8, 1885, and finished April 27, 1885.

West Fourteenth Street, N. R.

Secretary's Order No. 4073.—Erection of ferry platforms, ferry racks and bridge and ferry house at the foot of West Fourteenth street, N. R., including rebuilding the bulkhead thereat from low water up, and dredging the site to a depth of 20 feet below mean low water, by the Hoboken Land and Improvement Company, under permit of the Board; begun about December 31, 1884; temporarily suspended on or about March 1, 1885.

Pier at West Fifteenth Street, N. R.

Secretary's Order No. 3682.—An ice bridge and platform removed from south side of pier by the Mutual Benefit Ice Company, under order of the Board; begun and finished May 13, 1884.

Bulkhead between West Seventeenth and West Eighteenth Streets, N. R.

Secretary's Order No. 4127.—Repairing of, by alleged owners, by order of the Board; begun April 8, 1885; in progress.

Pier, new 54, N. R.

Secretary's Order No. 4091.—Repairing of the damage done to southwest corner of pier by the ferryboat "Passaic," by the New York, Lake Erie and Western Railway Company, by order of the Board; begun December 24, 1884; not yet finished.

West Twenty-fourth Street Office.

Secretary's Order No. 3342.—Damage done to office and furniture by tug "H. Roussell," on the 23d October, 1883, repaired by owners of said boat, by order of the Board; begun October 26, 1883, and finished March 11, 1884; omitted from last Annual Report.

Pier No. 59, N. R.

Secretary's Order No. 3735.—Portable platform 75 feet long and 6 feet wide erected on inner end of pier by William Reinhart, under permit of the Board; work done in June, 1884.

Secretary's Order No. 3763.—Scales for weighing ice erected at entrance to pier by Kennedy, Reinhart & Co., under permit of the Board; work done in June, 1884.

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

Secretary's Order No. 4005.—Deck patched, new backing-log placed and fender piles refastened on outer end of pier, and about 20 bearing piles driven under tracks, by H. Dubois, under permit of the Board; begun November 25, 1884, and finished January 27, 1885.

West Thirty-fourth Street and Twelfth Avenue.

Secretary's Order No. 4118.—A rubble wall built along the southerly side and a part of the westerly face of the New York Packing Company's building at the southeast corner of West Thirty-fourth street and Twelfth avenue, and filled in the rear with earth by the New York Packing Company, under permit of the Board; begun January 28, 1885, and finished March 14, 1885.

Bulkhead between West Thirty-fourth Street and West Thirty-fifth Street, N. R.

Secretary's Order No. 3780.—Dredged to about 12 feet of water out about 90 feet, by Scott & Co., under permit of the Board; begun June 12, 1884, and finished June 17, 1884.

An ice-bridge or platform erected, and 30 fender piles and 13 spring piles driven along bulkhead, and new backing-log placed on bulkhead, by Scott & Co., under permit of the Board; begun June 17, 1884, and finished July 9, 1884.

Bulkhead North of West Thirty-fifth Street, N. R.

Secretary's Order No. 3797.—A fence erected by the Pennsylvania Railroad Company on the premises occupied by said company, under permit of the Board; begun June 24, 1884, and finished June 25, 1884.

Secretary's Order No. 4138.—Repairing bulkhead for the half-block northerly of West Thirty-fifth street by driving fender piles, etc., by the Pennsylvania Railroad Company, under permit of the Board; begun April 16, 1885; in progress.

Bulkhead between West Thirty-fifth and West Thirty-sixth Streets, N. R.

Secretary's Order No. 4053.—Existing shed north of pier at foot of West Thirty-fourth street, extended northerly about 30 feet for its full width of 76 feet 6 inches, by the Pennsylvania Railroad Company, under permit of the Board; begun December 19, 1884, and finished April 4, 1885.

South of West Thirty-sixth Street, N. R.

Secretary's Order No. 4054.—Southerly ferry rack and ferry platform south of West Thirty-fifth street, altered and reduced in width about 6 feet by the owners of said structure, under permit of the Board; begun March 26, 1885, and finished April 28, 1885.

Bulkhead and Bulkhead Platforms between West Thirty-ninth Street and West Fortieth Street, N. R.

Secretary's Order No. 3506.—The bulkhead repaired by renewing its top timbers, and the bulkhead platforms repaired by putting on new top timbers and deck, by driving new fender piles, by alleged owners, under order of the Board; begun March 21 and finished May 15, 1884.

Ferry at West Forty-second Street, N. R.

Secretary's Order No. 2976.—The old ferry premises removed, and a new ferry-house, with platform, racks and bridge built by Conrad M. Jordan, under permit of the Board; begun April 8, 1883; stopped by injunction, May 18, 1883; began again June 13, 1883. Finished racks, platforms and bridges, and partly completed ferry-house on January 1, 1884, and ferry used by the public on the last date; ferry-house furnished on or about January 15, 1885.

Bulkhead Platform South of West Fifty-fifth Street, N. R.

Secretary's Order No. 3498.—Erected platform on piles about 30 feet long and 49 feet wide, with a wing about 15 feet long and 11 feet wide at its southwesterly corner, by James Gillies, under resolution of the Board of February 28, 1884; begun June 16, 1884, and finished August 8, 1884.

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

Secretary's Order No. 3504.—Deck repaired by lessee, Andrew Dettenger, by order of the Board; begun April 26, 1884, and finished April 30, 1884.

Bulkhead South of Pier at West Fifty-ninth Street, N. R.

Secretary's Order No. 3775.—A float and bridge, constructed by T. C. Eastman, under permit of the Board; begun June 25, 1884, and finished July 26, 1884.

Pier at West Fifty-ninth Street, N. R.

Secretary's Order No. 3775.—Additional horizontal planking placed on south side of pier by T. C. Eastman, under permit of the Board; begun June 25, 1884, and finished July 26, 1884.

West Seventy-second Street to West Seventy-sixth Street, N. R.

Secretary's Order No. 2349.—Filling along the water front by the New York Central and Hudson River Railroad Company, under permit of the Board; begun in June, 1882, and finished in September, 1884.

Bulkhead between West Ninety-fifth Street and West Ninety-sixth Street, N. R.

Secretary's Order No. 4012.—Dredging for and building a crib bulkhead about 198 feet long, with wings, south side of pier at West Ninety-sixth street, by Elias S. Higgins, under permit of the Board; begun on or about April 1, 1885; in progress.

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

Secretary's Order No. 3921.—Deck mast removed by Theodore F. Tone, by order of the Board; begun and finished September 17, 1884.

Bulkhead North of West One Hundred and Thirty-first Street, N. R.

Secretary's Order No. 3848.—Shed, scales and building removed from bulkhead by John Mulford, by order of the Board; begun August 9, 1884, and finished October 18th, 1884.

EAST RIVER.

Pier 2, E. R.

Secretary's Order No. 3155.—The westerly half repaired by the lessee, by driving 6 new bearing piles. The easterly half repaired by the alleged owners, by driving 24 new bearing piles and 38 fender piles, by splicing 10 cross-caps, by placing 210 linear feet of new rangers, and 112 linear feet of new backing-log, by laying 3,000 feet, board measure, of new 4-inch yellow pine deck, and by patching old deck and deck sheathing, by order of the Board; begun June 13, 1884, and finished June 23, 1884.

Pier 3, E. R.

Secretary's Order No. 4082.—8 fender and 3 bracing piles driven at outer end, and new backing-log on outer end and for about 15 feet on each side of the outer end, placed by James Cruikshank, under permit of the Board; begun January 26, 1885, and finished January 29, 1885.

Pier 8, E. R.

Secretary's Order No. 3540.—Bulkhead under the pier rebuilt from low water up for the width of the pier, by the alleged owners of the east half of the pier, and by the New York, Lake Erie and Western Railway Company, lessees of the west half of the pier, by order of the Board; begun June 11, 1884, and finished July 11, 1884.

Pier 10, E. R.

Secretary's Order No. 4202.—Dredging the half slip east of the pier to about 20 feet of water at mean low water-mark by the alleged owners, by order of the Board; begun March 25, 1885, and finished April 7, 1885.

Pier 11, E. R.

Secretary's Order No. 4202.—Dredged the half slip west of the pier to about 20 feet of water at mean low water-mark by the alleged owners, by order of the Board; begun March 25, 1885, and finished April 7, 1885.

Pier 12, E. R.

Secretary's Order No. 3802.—Deck sheathing renewed on the entire easterly half of the pier by the alleged owners, by order of the Board; begun July 14, 1884, and finished July 17, 1884.

Secretary's Order No. 4147.—New iron armature plates and 3 new oak fender piles placed on easterly corner, and 2 fender piles on east side of pier refastened, by alleged owners, under permit of the Board; begun March 20, 1885, and finished April 6, 1885.

Pier 13, E. R.

Secretary's Order No. 3613.—The half-slip on each side dredged to about 20 feet of water at mean low water-mark by the alleged owners, by order of the Board; begun August 14, 1884, and finished August 20, 1884.

Bulkhead between Piers 13 and 14, E. R.

Secretary's Order No. 4270.—Rebuilding bulkhead from low water up by alleged owners, by order of the Board; begun April 27, 1885; in progress.

Pier 14, E. R.

Secretary's Order No. 4224.—Half slip westerly dredged to 20 feet of water at mean low water-mark by alleged owners, by order of the Board; begun March 30, 1885, and finished April 7, 1885.

Pier 15, E. R.

Secretary's Order No. 4148.—3 fender piles driven on outer westerly corner of pier by alleged owners, by order of the Board; begun and finished March 6, 1885.

Ferry Slip between Piers 15 and 16, E. R.

Secretary's Order No. 4219.—Dredging the ferry slip to 20 feet of water at mean low water-mark by the Union Ferry Company, by order of the Board; begun April 13, 1885; in progress.

Pier 17, E. R.

Secretary's Order No. 3499.—Outer 16 feet of outer crib rebuilt on piles from low water up, and 16 oak fender piles driven at outer end by S. A. Frost, under permit of the Board; begun April 12, 1884 and finished May 3, 1884.

Secretary's Order No. 4204.—Bridge near bulkhead repaired by S. A. Frost, under permit of the Board; begun March 14, 1885, and finished March 23, 1885.

Pier 18, E. R.

Secretary's Order No. 4244.—Resheathing west half of pier by alleged owners, by order of the Board; begun April 26, 1885; in progress.

Bulkhead Platform between Piers 18 and 19, E. R.

Secretary's Order No. 3962.—Shed removed from bulkhead platform by the alleged owners, by order of the Board; begun October 17, 1884, and finished October 18, 1884.

Pier 19, E. R.

Secretary's Order No. 2972.—A story added to the shed by John H. Starin, under permit of the Board; begun February 18, 1884, and finished June 9, 1884.

Secretary's Order No. 3803.—Deck sheathing on easterly half of pier repaired by the alleged owners, by order of the Board; begun and finished July 7, 1884.

Secretary's Order No. 4049.—Deck sheathing on easterly half of pier repaired by S. A. Frost, agent, by order of the Board; begun January 3, 1885, and finished January 15, 1885.

Pier 20, E. R.

Secretary's Order No. 4220.—Half slip easterly dredged to from 20 to 25 feet of water at mean low water-mark by alleged owners, by order of the Board; begun April 8, 1885, and finished April 17, 1885.

Pier 21, E. R.

Secretary's Order No. 3415.—Erection of temporary posts for canvas awnings, by C. H. Mallory & Co., under permit of the Board; begun October 15, 1884; in progress.

Secretary's Order No. 4220.—Half slip westerly dredged to from 20 to 25 feet of water at mean low water-mark by alleged owners, by order of the Board; begun April 8, 1885, and finished April 17, 1885.

Pier 22, E. R.

Secretary's Order No. 3836.—3 spring piles and 5 fender piles driven on easterly side of pier by J. W. Campbell, under permit of the Board; begun July 22, 1884, and finished July 23, 1884.

Pier 23, E. R.

Secretary's Order No. 3556.—Outer crib rebuilt on piles from low water up, and about 14,000 feet of 3-inch deck sheathing patched, by S. L. Stors, lessee of west half, and by the alleged owners of east half, by order of the Board; begun June 23, 1884, and finished July 19, 1884.

Bulkhead Platform between Piers 24 and 25, E. R.

Secretary's Order No. 3650.—5 old piles removed and 10 new bearing piles driven, and 30 linear feet of side cap and 6 rangers placed, by the New Haven Steamboat Company, under permit of the Board; begun May 6, 1884, and finished May 12, 1884.

Pier 25, E. R.

Secretary's Order No. 3830.—6 piles driven by the New Haven Steamboat Company, under permit of the Board; begun and finished July 21, 1884.

Pier 26, E. R.

Secretary's Order No. 4162.—Rangers over cribs of west-half of the pier blocked up; 5 oak fender piles driven at outer end, and old fender piles refastened, by the alleged owners, by order of the Board; begun March 24, 1885, and finished March 31, 1885.

Bulkhead between Piers 26 and 27, E. R.

Secretary's Order No. 3858.—A 6-inch sewer-pipe carried through the bulkhead from 156 South street, by William Bishop, under permit of the Board; begun September 5, 1884, and finished September 10, 1884.

Pier 27, E. R.

Secretary's Order No. 3835.—2 fender piles driven on westerly side of pier, by S. A. Frost, under permit of the Board; begun and finished July 24, 1884.

Pier 28, E. R.

Secretary's Order No. 3683.—Outer 108 feet in length removed and rebuilt from mean low water up, by S. A. Frost, under permit of the Board; begun May 20, 1884, and finished June 16, 1884.

Bulkhead Easterly Side of Pier 28, E. R.

Secretary's Order No. 4246.—Repaired by S. A. Frost, under permit of the Board; begun April 4, 1885, and finished April 7, 1885.

Bulkhead South of Pier 29, E. R.

Secretary's Order No. 3885.—A 6-inch sewer-pipe carried through the bulkhead by the New York and Brooklyn Bridge Trustees, under permit of the Board; begun September 15, 1884, and finished September 16, 1884.

Bridge Street Ferry Premises near James Slip, E. R.

Secretary's Order No. 3772.—Platform westerly of ferry buildings, and the unused ferry-house repaired temporarily to make them safe, by the alleged owners, by order of the Board; begun June 10, 1884, and finished June 14, 1884.

Piers 32 and 33, E. R., and Bulkhead between.

Secretary's Order No. 4075.—Building a platform about 74 feet wide in front of the bulkhead, rebuilding the bulkhead above mean low water, erecting a ferry-house on said platform, and rebuilding Pier 32, and driving fender piles on the westerly side and southwest corner of Pier 33, for ferry purposes, and dredging the slip between Piers 32 and 33 to a depth of about 15 feet below mean low water, by the Long Island Railroad Company, under resolution of the Board of December 24, 1884; begun February 10, 1885; in progress.

Pier 33, E. R.

Secretary's Order No. 4294.—125 linear feet of backing-log placed on west half of pier, westerly corner timbers repaired, and 10 oak fender piles driven at outer end of west half of the pier, by the Long Island Railroad Company, in connection with their ferry improvements westerly of the pier, by order of the Board; begun April 13, 1885, and finished April 18, 1885.

Slips between Piers 33 and 34, E. R.

Secretary's Order No. 3878.—Dredged the area of the slip not covered by the platforms to a depth of 15 feet of water at mean low-water mark, by the lessees, by order of the Board; begun April 7, 1885 and finished April 14, 1885; the work of dredging under the platforms not yet done.

Pier 35, E. R.

Secretary's Order No. 3970.—21 bearing piles driven underneath the pier at the outer end by the Bridgeport Steamboat Company, under permit of the Board; begun October 14, 1884, and finished October 24, 1884.

Bulkhead between Piers 36 and 37, E. R.

Secretary's Order No. 3325.—Filled in and repaved by alleged owner, by order of the Board; begun October 25, 1883, and finished June 9, 1884.

Pier 38, E. R.

Secretary's Order No. 4155.—Outer end of pier, where damaged by the ice, repaired by the Maine Steamship Company, by order of the Board; begun March 2, 1885, and finished March 7, 1885.

Pier 39, E. R.

Secretary's Order No. 3582.—140 feet in width of the slip east of the pier dredged, by the Screw Dock Company, under permit of the Board; begun April 15, 1884, and finished December 13, 1884.

Secretary's Order No. 4321.—10 piles driven by the Old Colony Steamboat Company, under permit of the Board; begun April 25, 1885, and finished April 26, 1885.

Slip between Piers 39 and 40, E. R.

Secretary's Order No. 3973.—11 spruce fender piles driven at the four corners of the screw docks, by the Screw Dock Company, under permit of the Board; begun October 22, 1884, and finished October 24, 1884.

Pier 40, E. R.

Secretary's Order No. 3645.—Repaired by the lessees, by order of the Board; begun May 12, 1884, and finished May 13, 1884.

Pier 43, E. R.

Secretary's Order No. 4024.—A 1½-inch water pipe placed under pier by F. W. Wright, Superintendent Elevator "Croton," under permit of the Board; begun December 8, 1884, and finished December 9, 1884.

Bulkhead between Piers 44 and 45, E. R.

Secretary's Order No. 3742.—Dredged to 15 feet of water at mean low water-mark in front of the bulkhead, by the alleged owners, by order of the Board; begun June 14, 1884, and finished July 3, 1884.

Pier 45, E. R.

Secretary's Order No. 3712.—The half slips on each side of the pier dredged to 15 feet of water at mean low water-mark, by the alleged owner, by order of the Board; begun June 13, 1884, and finished July 10, 1884.

Secretary's Order No. 4166.—Excavated outer crib to 25 feet below mean low water-mark, and rebuilding the outer 90 feet in length of the pier on piles, by the alleged owners, by order of the Board; begun March 12, 1885; in progress.

Bulkhead between Piers 45 and 46, E. R.

Secretary's Order No. 3743.—Dredged to 15 feet of water at mean low water-mark, in front of the bulkhead, by the alleged owners, by order of the Board; begun June 13, 1884, and finished July 10, 1884.

Bulkhead between Piers 46 and 47, E. R.

Secretary's Order No. 3744.—Dredged to 15 feet of water at mean low water in front of the bulkhead, by alleged owners, by order of the Board; begun June 13, 1884, and finished July 10, 1884.

Pier 47, E. R.

Secretary's Order No. 3713.—The half slips on each side of the pier dredged to 15 feet of water at mean low water-mark, by the alleged owners, by order of the Board; begun June 5, 1884, and finished July 9, 1884.

Secretary's Order No. 4275.—Dangerous hole in the street at the entrance to the pier repaired by the alleged owners, by order of the Board; begun April 16, 1885, and finished April 18, 1885.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 3745.—Dredged in front of bulkhead to about 15 feet of water at mean low water-mark for about 30 feet easterly of Pier 47, E. R., by the alleged owners, by order of the Board; the remainder not yet begun.

Pier 48, E. R.

Secretary's Order No. 3471.—A structure about 6 feet square, for the use of telegraph apparatus to connect the fire-boat "Havemeyer" with the fire-alarm system, placed on outer end of the west side of the pier by the Fire Department, under permit of the Board; begun and finished June 28, 1884.

Pier 49, E. R.

Secretary's Order No. 4254.—Small repairs made to the pier by the alleged owners, by order of the Board; begun and finished April 11, 1885.

Bulkhead between Piers 49 and 50, E. R.

Secretary's Order No. 4006.—10 fender piles driven by the Glen Cove Manufacturing Company, under permit of the Board; begun November 19, 1884, and finished November 20, 1884.

Pier 51, E. R.

Secretary's Order No. 3450.—10 bearing piles, 8 spruce fender piles, and 30 oak fender piles, driven on west side and outer end, 6,000 feet, board measure, of 4-inch spruce deck sheathing; 12,000 feet, board measure, 12-inch by 12-inch yellow pine timber; backing logs, caps and rangers, placed on westerly half of pier, and about 8,000 feet, board measure, of oak plank placed as horizontal fendering on west side of pier, by the New York, New Haven and Hartford Railroad Company, under permit of the Board; begun January 28, 1884, and finished June 9, 1884.

Bulkhead North of Pier 52, E. R.

Secretary's Order No. 3714.—The slip for about 369 feet northerly of pier dredged to about 10 feet of water at low water-mark by the alleged owners, by order of the Board; begun in June, 1884, and finished in July, 1884.

Bulkhead South of Pier 53, E. R.

Secretary's Order No. 3714.—The slip for about 70 feet southerly of pier dredged to about 10 feet of water at low water-mark by the alleged owners, by order of the Board; begun in June 1884, and finished in July, 1884.

Pier 54, E. R.

Secretary's Order No. 3640.—5 bearing and 9 fender piles driven at Street Cleaning Department dumping-board by the Street Cleaning Department, under permit of the board; begun April 29, 1884, and finished April 30, 1884; omitted from last report.

Bulkhead opposite Nos. 745, 748, 750 and 755 Water Street, E. R.

Secretary's Order No. 3612.—Rebuilt and straightened from low-water up and dredged along the face of the same to a depth of about 20 feet of water at mean low water-mark by Lawrence & Co., under permit of the Board; begun April 21, 1884, and finished June 11, 1884.

Pier 55, E. R.

Secretary's Order No. 3824.—The spring piles on the easterly corner repaired by the People's Ferry Company, by order of the Board; begun July 22, 1884, and finished July 25, 1884.

Pier 57, E. R.

Secretary's Order No. 3966.—Hole in deck on northerly side of the pier repaired by the alleged owners, by order of the Board; begun and finished December 11, 1884.

Secretary's Order No. 4245.—Repairing deck sheathing, backing-logs and vertical sheathing of northerly half of pier by the alleged owners, by order of the Board; begun April 21, 1885; in progress.

Secretary's Order No. 4290.—Driving bearing and fender piles on the northerly side and north-easterly corner by the New York Ferry Company, under permit of the Board; begun April 22, 1885; in progress.

Bulkhead between Piers 57 and 58, E. R.

Secretary's Order No. 4290.—Driving fender piles, placing backing log, and otherwise repairing the bulkhead by the New York Ferry Company, under permit of the Board; begun April 22, 1885; in progress.

Pier 58, E. R.

Secretary's Order No. 4267.—About 300 square feet of deck sheathing patched on southerly half of pier by the alleged owners, by order of the Board; begun April 30, 1885; in progress.

Secretary's Order No. 4290.—Driving of 6 fender piles at the southeasterly corner by the New York Ferry Company, under permit of the Board; begun April 22, 1885; in progress.

Pier 62, E. R.

Secretary's Order No. 3860.—Deck patched and 3 bearing piles and 7 fender piles driven on southerly half of pier by the alleged owners, by order of the Board; begun August 25, 1884, and finished December 15, 1884.

Houston Street Ferry Premises, E. R.

Secretary's Order No. 3762.—6 fender piles driven within existing lines by the Nassau Ferry Company, under permit of the Board; begun June 9, 1884, and finished June 10, 1884.

Pier at East Houston Street, E. R.

Secretary's Order No. 3960.—7 fender piles replaced on the north side of pier by the Nassau Ferry Company, under permit of the Board; begun October 7, 1884, and finished October 10, 1884.

Bulkhead between Houston Street and East Third Street, E. R.

Secretary's Order No. 2729.—A row of fender piles driven in front of the bulkhead by I. W. & W. F. Smith, under permit of the Board; begun May 29, 1884, and finished June 9, 1884.

Bulkhead North of East Fourth Street, E. R.

Secretary's Order No. 3996.—Bulkhead excavated down about 4 feet and rebuilt, and new 4-inch yellow pine fenders and 6 new mooring posts placed by Reverend C. H. Fay, under permit of the Board; begun November 25, 1884, and finished December 15, 1884.

Pier at East Fifth Street, E. R.

Secretary's Order No. 4081.—4 spring piles driven on south side of pier by the New Haven Steamboat Company, under permit of the Board; begun and finished December 31, 1884.

Bulkhead at foot of East Thirteenth Street, E. R.

Secretary's Order No. 3876.—33 fender piles driven along face of bulkhead by John Rhinfrank & Co., under permit of the Board; begun August 13 and finished August 15, 1884.

Bulkhead between East Twenty-first Street and East Twenty-second Street, E. R.

Secretary's Order No. 3725.—Dredged to 15 feet of water at mean low water-mark by Ogden & Co., by order of the Board; begun July 11, 1884, and finished July 18, 1884.

Pier at East Twenty-third Street, E. R.

Secretary's Order No. 3795.—Ferry platforms and racks erected on southerly side of the pier by the New York Ferry Company, under permit of the Board; begun June 28, 1884, and finished December 24, 1884.

Secretary's Order No. 4216.—Building ferry house on ferry platform, south side of pier, by People's Ferry Company, under permit of the Board; begun April 7, 1885; in progress.

Bulkhead along North side of East Twenty-third Street, E. R.

Secretary's Order No. 3908.—Top of old bulkhead removed about 3 feet down and rebuilt 3 logs high, with new backing-log, by the Greenpoint Ferry Company, under permit of the Board; begun September 1, 1884, and finished September 18, 1884.

Pier at East Twenty-eighth Street, E. R.

Secretary's Order No. 3821.—Damage done the pier by the steam tug "Bee," repaired by the owners of said tug, by order of the Board; begun July 15, 1884, and finished July 21, 1884.

Bulkhead 100 feet South of East Twenty-ninth Street, E. R.

Secretary's Order No. 3997.—Bulkhead rebuilt from low water-mark up, and fender piles driven by James Sutherland, by order of the Board; begun November 29, 1884, and finished December 24, 1884.

Pier at East Thirty-first Street, E. R.

Secretary's Order No. 3684.—7 fender piles driven by Joseph V. Brown, lessee, under permit of the Board; begun May 16, 1884, and finished May 17, 1884.

Secretary's Order No. 3771.—Half slip on each side dredged to 22 feet of water at mean low water-mark, by Joseph V. Brown, lessee, under permit of the Board; begun June 7, 1884, and finished June 10, 1884.

Pier at East Thirty-third Street, E. R.

Secretary's Order No. 3190.—Resheathed surface with new 4-inch spruce plank, took up and replaced backing-logs, patched deck and and hauled one bearing pile to place, by the Knickerbocker Ice Company, by order of the Board; begun May 19, 1884, and finished May 31, 1884.

Bulkhead North of East Thirty-sixth Street, E. R.

Secretary's Order No. 3646.—10 spruce fender piles driven in front of bulkhead, by Warren Rosevelt, contractor, under permit of the Board; begun May 14, 1884, and finished May 15, 1884.

Bulkhead North of East Thirty-eighth Street, E. R.

Secretary's Order No. 4203.—Dredged in front of the bulkhead to a depth of from 14 feet to 16 feet of water at mean low water-mark, by F. M. Orton & Co., by order of the Board; begun and finished March 31, 1885.

Slip North of East Fortieth Street, E. R.

Secretary's Order No. 3927.—A crib bulkhead built across the inner end of the slip by the Equitable Gas-light Company, under permit of the Board, begun September 16, 1884, and finished October 1, 1884.

Pier at East Forty-sixth Street, E. R.

Secretary's Order No. 3817.—New fender piles driven, backing-log repaired and deck and sheathing of north half of the pier patched by Michael Kane, lessee, under permit of the Board; begun July 9, 1884, and finished July 19, 1884.

Secretary's Order No. 3955.—50 feet in length of the outer end of the pier sheathed with 3-inch spruce by Michael Kane, lessee, by order of the Board; begun November 20, 1884, and finished November 21, 1884.

Bulkhead between East Forty-sixth Street and East Forty-seventh Street, E. R.

Secretary's Order No. 3817.—Face timber of bulkhead repaired and fenders placed by Michael Kane, under permit of the Board; begun July 9 and finished July 19, 1884.

Bulkhead between East Fifty-second Street and East Fifty-third Street, E. R.

Secretary's Order No. 3587.—Repairing of bulkhead by E. W. Candee, under permit of the Board; begun April 13, 1885; in progress.

Bulkhead North of East Sixty-third Street, E. R.

Secretary's Order No. 3916.—Backing-log placed by lessees, September 18 to 20, 1884; work of putting on close fenders not yet begun.

Bulkhead at foot of East Ninety-third Street, E. R.

Secretary's Order No. 3888.—2 fender piles driven alongside of the 12-inch pipe in bulkhead, by Jacob Ruppert and George Ehret, under permit of the Board; begun August 27 and finished August 28, 1884.

Bulkhead at East Ninety-third Street, E. R.

Secretary's Order No. 4218.—Cutting of an opening through the bulkhead for a 16-inch pipe for drawing salt water, by Jacob Ruppert and George Ehret, under permit of the Board; begun March 30, 1885; 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; begun March 15 and finished August 9, 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 centre, 60 feet wide by 170 to 200 feet long; and dredging done in front, and filling deposited in the rear, by William H. Simonson, under permit of the Board; begun October 25, 1883; crib-work finished about April 1, 1884; filling finished on or about October 1, 1884.

Secretary's Order No. 3483.—The returns to the crib-work on the northerly line of East One Hundredth street, and on the southerly line of East One Hundred and First street, finished and completed; begun February, and finished about October 1, 1884.

Bulkhead Platform between East One Hundred and Fifth Street and East One Hundred and Sixth Street, H. R.

Secretary's Order No. 3523.—Retaining structure of close piles in front of rip-rap wall, from north line of East One Hundred and Fifth street to south line of East One Hundred and Sixth street, built and filled in rear with earth and ashes, and a bulkhead platform about 20 feet wide built in front of the same by Thomas R. A. Hall and others, under permit of the Board; begun March 22 and finished June 14, 1884.

Bulkhead Platform between East One Hundred and Sixth Street and East One Hundred and Seventh Street, H. R.

Secretary's Order No. 3522.—Retaining structure of close piles in front of rip-rap wall, from north line of East One Hundred and Sixth street to south line of East One Hundred and Seventh street, built and filled in rear with earth and ashes, and a bulkhead platform about 20 feet wide built in front of the same by Robinson Gill, under permit of the board; begun May 1, 1884, and finished on or about January 1, 1885.

Platform on Piles between East One Hundred and Nineteenth Street and East One Hundred and Twentieth Street, H. R.

Secretary's Order No. 2300.—Removal of that portion of platform built outside of existing lines by Robert Murray, by order of the Board; begun August 19, 1884, and finished August 27, 1884.

Bulkhead between East One Hundred and Twentieth Street and East One Hundred and Twenty-first Street, H. R.

Secretary's Order No. 3381.—Bulkhead repaired and fender piles driven by S. Downing, under permit of the Board; begun July 18, 1884 and finished July 26, 1884.

Platform on Piles at Randall's Island, E. R.

Secretary's Order No. 3956.—The pile platform in front of Central Office building extended about 20 feet, to give a sufficient depth of water at low tide to land thereat, by Israel C. Jones, Superintendent of House of Refuge, under permit of the Board; begun November 24, 1884, and finished November 26, 1884.

Pier between East One Hundred and Twenty-eighth Street and East One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 3633.—Deck patched with 2,500 feet, board measure, of spruce plank, by D. P. Ingraham, under permit of the Board; begun April 28, 1884, and finished May 3, 1884.

Second Avenue, H. R.

Secretary's Order No. 3442.—Filling placed under water to support Croton water-pipe, by Drake, Dwight & Co., under permit of the Board; begun January 11, 1884, and finished January 20, 1884.

Bulkhead Platform foot of Second Avenue at East One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 3437.—That portion removed by the Suburban Rapid Transit Company renewed and repaired by said company, by order of the Board; begun March 23, 1885 and finished April 9, 1885.

Bulkhead North of East One Hundred and Twenty-ninth Street, H. R.

Secretary's Order No. 4039.—Bulkhead thoroughly repaired by the Manhattan Railway Company, under permit of the Board; begun December 6, 1884, and finished December 20, 1884.

Bulkhead Platform North side of Third Avenue Bridge at East One Hundred and Thirty-third Street, H. R.

Secretary's Order No. 3982.—New caps, ranges, and new 4-inch yellow pine deck placed on about 175 feet in length of the bulkhead platform, by Messrs. Walls & Van Riper, contractors, under permit of the Board; begun October 21, 1884, and finished November 10, 1884.

Harlem Railroad Bridge, H. R.

Secretary's Order No. 3969.—21 piles driven on the northerly end of the bridge, and 10 piles driven on the southerly end, inside of abutment guard, by the New York Central and Hudson River Railroad Company, under permit of the Board; begun September 30, 1884, and finished October 5, 1884.

East One Hundred and Thirty-eighth Street, H. R.

Secretary's Order No. 3937.—Building crib-bulkhead, south side of East One Hundred and Thirty-eighth street, east side of Harlem river, and filling in rear of the same, by Messrs. Wilson & Adams, under resolution of the Board dated September 19, 1884; work begun; in progress.

One Hundred and Fiftieth Street, H. R.

Secretary's Orders Nos. 3008, 3665.—Work on a platform on piles, a crib-bulkhead and rubble wall with filling in the rear, carried on during the year, by T. L. Sturgis, under permit of the Board; begun April 18, 1883; work in progress and nearly finished.

Bulkhead Southwest of One Hundred and Sixty-first Street, H. R.

Secretary's Order No. 3649.—Building a crib-bulkhead and filling in rear of same along Cromwell's Creek, by J. J. Astor, under permit of the Board; begun; in progress.

Railroad Pier East of High Bridge, H. R.

Secretary's Order No. 3785.—Float rack repaired by the New York City and Northern Railroad Company, under permit of the Board; work begun June 18, 1884, and finished June 27, 1884.

Pier above High Bridge, H. R.

Secretary's Order No. 2292.—Made safe for foot passengers by alleged owners, by order of the Board; begun February 24, 1882, and finished May 15, 1884.

Water Front of Ogden Estate West of High Bridge, H. R.

Secretary's Order No. 3685.—Float placed and gangway on piles leading to the same built within the existing bulkhead lines, by I. H. McConnell, under permit of the Board; begun May 19, 1884, and finished May 29, 1884.

Pier at Spuyten Duyvil Creek, South of Riverdale Avenue, H. R.

Secretary's Order No. 3648.—The work of building a crib-bulkhead and rip-rap wall and filling in rear of the same, commenced by placing filling, by T. W. Thorn & Co., under permit of the Board; begun in May, 1884, and work in progress.

New Wharfage Room in Lineal Feet, made during the Year by Private Owners, under Permit of the Board of Docks.

NORTH RIVER.

Bulkhead platform south of West Fiftieth street..... 45

EAST AND HARLEM RIVERS.

Pier extension at East One Hundred and Fiftieth street..... 164

Bulkhead platform at East One Hundred and Fifth to East One Hundred and Sixth street..... 202

Bulkhead platform at East One Hundred and Sixth to East One Hundred and Seventh street..... 202

404

Total pier extension and bulkhead platforms on East and Harlem rivers..... 568

Total new wharfage on North, East and Harlem rivers..... 613

New Wharfage Room in Lineal Feet to be made by Work carried on during the Year by Private Owners, under Permit of the Board, but not yet Finished.

HARLEM RIVER.

Crib-bulkhead at East One Hundred and Thirty-eighth street..... 917.

Crib-bulkhead at East One Hundred and Fiftieth street..... 142.5

Crib-bulkhead at East One Hundred and Fiftieth street (Cromwell's Creek)..... 1,368.2

Total new wharfage in progress..... 2,427.7

DEPARTMENT OF PUBLIC WORKS.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE, No. 31 CHAMBERS STREET,
NEW YORK, September 15, 1885.

In accordance with the provisions of section 53 of chapter 410 of the Laws of 1882, the Department of Public Works makes the following report of its transactions for the week ending September 12, 1885:

Public Moneys Received and Deposited in the City Treasury.

| | |
|--|-------------|
| For Croton water rents | \$21,992 47 |
| For penalties..... | 277 60 |
| For taps..... | 286 00 |
| For sewer permits | 709 60 |
| For restoring and repaving—Special Fund..... | 1,751 00 |
| For redemption of obstructions seized | 18 50 |
| For vault permits..... | 3,802 63 |
| Total | \$28,837 80 |

Public Lamps.

2 lamps discontinued.
2 lamp-posts removed.
1 lamp-post reset.
6 lamp-posts straightened.
1 column refitted.
7 columns releaded.

Report of Photometrical Examinations of Illuminating Gas, for the week ending September 12, 1885, made at the Photometrical Rooms of the Department of Public Works.

| DATE. | TIME. | Thermometer. | Barometer. | GAS COMPANY. | BURNER. | Pressure as Delivered to Burner. | Consumption of Gas, Rate per hour. | Consumption of Candle, Grs. per hour. | ILLUMINATING POWER. | |
|---------|-----------|--------------|------------|-----------------|---------------------|----------------------------------|------------------------------------|---------------------------------------|---------------------|------------|
| | | | | | | | | | Observed. | Corrected. |
| Sept. 7 | 5 30 P.M. | 76. | 30.20 | Manhattan | Empire 5 ft..... | .88 | 5.00 | 121.2 | 18.38 | 18.56 |
| " 8 | 3 30 P.M. | 73. | 30.13 | " | " | .86 | 5.00 | 121.2 | 18.14 | 18.32 |
| " 9 | 5 30 P.M. | 81. | 29.73 | " | " | .88 | 5.00 | 116.4 | 20.96 | 20.37 |
| " 10 | 3 P.M. | 75. | 30.09 | " | " | .86 | 5.00 | 120.6 | 18.58 | 18.67 |
| " 11 | 5 P.M. | 75. | 30.26 | " | " | .86 | 5.00 | 120.6 | 18.44 | 18.53 |
| " 12 | 3 30 P.M. | 72. | 30.23 | " | " | .87 | 5.00 | 120.0 | 18.16 | 18.16 |
| | | | | | | | | | Average. | 18.77 |
| Sept. 7 | 5 P.M. | 76. | 30.20 | New York..... | Bray's Slit Union.7 | .96 | 5.00 | 114.0 | 26.20 | 24.89 |
| " 8 | 4 P.M. | 75. | 30.13 | " | " | .94 | 5.00 | 118.8 | 24.60 | 24.35 |
| " 9 | 4 30 P.M. | 80. | 29.73 | " | " | .94 | 5.00 | 114.6 | 26.22 | 25.04 |
| " 10 | 5 P.M. | 77. | 30.09 | " | " | .94 | 5.00 | 121.2 | 24.26 | 24.50 |
| " 11 | 4 30 P.M. | 74. | 30.26 | " | " | .94 | 5.00 | 118.8 | 25.02 | 24.77 |
| " 12 | 4 P.M. | 73. | 30.23 | " | " | .96 | 5.00 | 115.2 | 26.30 | 25.25 |
| | | | | | | | | | Average. | 24.80 |
| Sept. 7 | 4 P.M. | 75. | 30.20 | N. Y. Mutual.. | " | 1.01 | 5.00 | 116.4 | 29.88 | 28.98 |
| " 8 | 5 30 P.M. | 77. | 30.13 | " | " | 1.00 | 5.00 | 118.2 | 26.04 | 25.65 |
| " 9 | 3 30 P.M. | 78. | 29.73 | " | " | 1.01 | 5.00 | 114.6 | 30.96 | 29.56 |
| " 10 | 4 30 P.M. | 76. | 30.09 | " | " | 1.00 | 5.00 | 122.4 | 28.90 | 29.48 |
| " 11 | 3 30 P.M. | 73. | 30.26 | " | " | 1.01 | 5.00 | 124.2 | 29.38 | 30.41 |
| " 12 | 5 P.M. | 74. | 30.23 | " | " | 1.02 | 5.00 | 118.2 | 30.18 | 29.73 |
| | | | | | | | | | Average. | 28.97 |
| Sept. 7 | 4 30 P.M. | 75. | 30.20 | Municipal..... | " | .98 | 5.00 | 117.0 | 30.58 | 29.81 |
| " 8 | 4 30 P.M. | 76. | 30.13 | " | " | .96 | 5.00 | 114.6 | 30.02 | 28.67 |
| " 9 | 4 P.M. | 79. | 29.73 | " | " | .95 | 5.00 | 117.0 | 30.96 | 30.18 |
| " 10 | 4 P.M. | 76. | 30.09 | " | " | .94 | 5.00 | 124.2 | 27.88 | 28.85 |
| " 11 | 4 P.M. | 74. | 30.26 | " | " | .97 | 5.00 | 118.8 | 29.56 | 29.26 |
| " 12 | 4 30 P.M. | 74. | 30.23 | " | " | .98 | 5.00 | 117.0 | 29.18 | 28.45 |
| | | | | | | | | | Average. | 29.20 |
| Sept. 7 | 3 30 P.M. | 73. | 30.20 | Equitable..... | " | .92 | 5.00 | 123.0 | 30.92 | 31.69 |
| " 8 | 5 P.M. | 76. | 30.13 | " | " | .94 | 5.00 | 115.2 | 34.32 | 32.94 |
| " 9 | 5 P.M. | 81. | 29.73 | " | " | .93 | 5.00 | 114.0 | 35.38 | 33.61 |
| " 10 | 5 30 P.M. | 77. | 30.09 | " | " | .92 | 5.00 | 122.4 | 32.02 | 32.66 |
| " 11 | 3 P.M. | 73. | 30.26 | " | " | .93 | 5.00 | 123.6 | 32.50 | 33.47 |
| " 12 | 5 30 P.M. | 75. | 30.23 | " | " | .95 | 5.00 | 117.0 | 34.10 | 33.25 |
| | | | | | | | | | Average. | 32.93 |
| Sept. 7 | 6 30 P.M. | 74. | 30.20 | Metropolitan... | No. 6 | .69 | 5.00 | 125.4 | 20.22 | 21.13 |
| " 8 | 6 30 P.M. | 74. | 30.08 | " | " | .69 | 5.00 | 118.8 | 20.92 | 20.71 |
| " 9 | 7 P.M. | 79. | 29.75 | " | " | .68 | 5.00 | 118.8 | 21.70 | 21.48 |
| " 10 | 6 P.M. | 75. | 30.15 | " | " | .56 | 4.43 | 123.6 | 18.64 | 21.67 |
| " 11 | 6 P.M. | 74. | 30.26 | " | " | .69 | 5.00 | 123.6 | 21.10 | 21.63 |
| " 12 | 6 30 P.M. | 72. | 30.22 | " | " | .69 | 5.00 | 120.0 | 21.82 | 21.82 |
| | | | | | | | | | Average. | 21.40 |
| Sept. 7 | 6 P.M. | 72. | 30.20 | Knickerbocker. | " | .79 | 5.00 | 121.2 | 22.32 | 22.52 |
| " 8 | 7 P.M. | 75. | 30.08 | " | " | .80 | 5.00 | 118.8 | 22.74 | 22.51 |
| " 9 | 6 30 P.M. | 78. | 29.75 | " | " | .79 | 5.00 | 118.2 | 23.08 | 22.73 |
| " 10 | 6 30 P.M. | 77. | 30.15 | " | " | .80 | 5.00 | 123.0 | 21.92 | 23.49 |
| " 11 | 5 30 P.M. | 73. | 30.26 | " | " | .80 | 5.00 | 122.4 | 21.44 | 21.87 |
| " 12 | 7 P.M. | 74. | 30.22 | " | " | .80 | 5.00 | 126.0 | 22.06 | 23.16 |
| | | | | | | | | | Average. | 22.71 |

E. G. LOVE, PH. D., Gas Examiner.

Permits Issued.

55 permits to tap Croton pipes.
 97 permits to open streets.
 26 permits to make sewer connections.
 28 permits to repair sewer connections.
 158 permits to place building material on street.
 7 permits—special.
 8 permits—vault.

Obstructions Removed.

Booth from northeast corner Eighty-seventh street and Second avenue.
 Booth from northwest corner Eighty-sixth street and Second avenue.
 Telegraph pole from No. 24 Jay street.
 Dirt cart from No. 9 Greenwich street.
 Dry goods, etc., from No. 77 Catharine street.
 Double truck and pole from No. 61 Thompson street.
 Plank from No. 47 Oak street.
 Dry goods, etc., from No. 6 Catharine street.
 6 barrels from No. 214 First avenue.
 Barrel of rubbish from No. 58 West Forty-fifth street.
 Barrel of rubbish from No. 9 Second avenue.
 Gutter-bridge from No. 225 West Thirty-second street.
 Gutter-bridge from No. 256 West Twenty-ninth street.
 2 barrels of lime from No. 154 Second avenue.
 Double truck from Thirty-ninth street, between Tenth and Eleventh avenues.
 4 large packing boxes from No. 87 White street.
 Broken down double truck from Thirty-seventh street, between Tenth and Eleventh avenues.
 Wooden awning from No. 82 Cherry street.
 18 drain-pipe and beams from north side Seventy-third street, between Madison and Fourth avenues.
 Large fence from No. 144 East Thirty-ninth street.

Repairing and Cleaning Sewers.

54 receiving-basins and culverts cleaned.
 1,475 lineal feet of sewer cleaned.
 10 lineal feet of sewer repaired.
 32 lineal feet of new curb set.
 3 lineal feet of culvert rebuilt.
 5 basins repaired.
 10 manholes repaired.
 2 new basin heads put on.
 4 new manhole heads and covers put on.
 30 new manhole covers put on.
 1 new basin cover put on.
 4 manhole heads reset.
 31 cubic yards earth excavated and refilled.
 50 square yards pavement relaid.
 85 square feet flagging relaid.
 5 cart-loads earth filling.
 151 cart-loads dirt removed.

Assessment Lists Transmitted.

| | |
|---|------------|
| Sewer in One Hundred and Forty-fifth street, between Boulevard and Tenth avenue, and in Tenth avenue, between One Hundred and Forty-fifth and One Hundred and Forty-sixth streets | \$8,773 67 |
| Regulating and grading Sixty-second street, from Tenth avenue to Edgecombe avenue | 13,774 31 |
| Sewer in Eighty-eighth street, between Madison and Fifth avenues, and in Madison avenue, between Eighty-seventh and Ninety-first streets | 15,133 56 |
| Sewer in Eighth avenue, between One Hundred and Fourteenth and One Hundred and Sixteenth streets | 3,538 14 |

Street Pavements Repaired.

The street pavement in 93 different streets was repaired during the week.

Statement of Laboring Force Employed in the Department of Public Works during the Week ending September 12, 1885.

| NATURE OF WORK. | MECHANICS. | LABORERS. | TEAMS. | CARTS |
|---|------------|-----------|--------|-------|
| Aqueduct—Repairs, maintenance and strengthening | 79 | 198 | 9 | 7 |
| Supplying water to shipping | 6 | 1 | .. | .. |
| Laying Croton-pipes | 4 | 18 | .. | 2 |
| Bronx River Works—Maintenance and repairing | 2 | 11 | .. | 1 |
| Repairs and renewal of pipes, stop-cocks, etc. | 44 | 153 | .. | 10 |
| Repairing and cleaning sewers | 4 | 32 | .. | 16 |
| Repairs and renewal of pavements and regrading | 134 | 412 | .. | 90 |
| Boulevards, roads, etc.—Maintenance of | 6 | 35 | 15 | 3 |
| Roads, streets and avenues, unpaved | .. | 50 | 3 | 2 |
| Totals | 279 | 910 | 27 | 131 |
| Increase over previous week | 1 | 1 | .. | .. |
| Decrease from previous week | .. | .. | .. | 1 |

Requisitions on the Comptroller.

The total amount of requisitions drawn on the Comptroller during the week is \$88,261.52.
 D. LOWBER SMITH, Deputy Commissioner of Public Works.

AQUEDUCT COMMISSION.

Minutes of Stated Meeting of the Aqueduct Commissioners, held at their office, No. 209 Stewart Building, Wednesday, September 16, 1885, at 2 o'clock P.M.

Commissioners present—The Mayor, the Comptroller, Commissioner of Public Works, Commissioners James C. Spencer, William Dowd and C. C. Baldwin.
 Also, Chief Engineer Church, Deputy Chief Engineer Fieley, and Consulting Engineer Davis.
 Also, Chief Engineer Birdsall and Consulting Engineer Adams, of the Department of Public Works.

The minutes of the stated meeting of September 9, 1885, were read, ordered amended and, as amended, approved.

The Committee of Finance and Audit reported the certification to the Comptroller for payment of Voucher No. 1082, in favor of Samuel L. M. Barlow, for \$21,714.88, the amount due him for lands and easements for the New Aqueduct; and also the examination and audit of bills included in Vouchers Nos. 1083 to 1112, which latter were, on motion of Commissioner Dowd, approved by the Commissioners and ordered certified to the Comptroller for payment.

The Committee also made report, dated September 15, in relation to the joint report of the Chief Engineer and Secretary, for rendering more efficient the work (other than engineering) now done in the Engineer's office at Tarrytown and New York, and offered the following resolution:

"Resolved, That for the more efficient performance of the work (other than engineering) connected with the Engineering Department, and now done at the Tarrytown and New York headquarters, it is hereby directed:

"1st. That all the work now done at Tarrytown and New York in connection with the purchase of instruments, materials, and supplies for the Engineer Corps, and keeping records of property, and all purchases for the offices of the Commissioners in New York, be hereafter done in the office of the Secretary in New York, and that the Purveyor and Property Clerk be placed under his direction.

"2d. That hereafter purchases of every kind for the Engineer Corps, and all the New York offices, shall be made by the Purveyor only, and upon formal requisitions, the Chief Engineer to

give to the Purveyor such direction and assistance in the purchase of articles requiring technical skill as will enable him to act understandingly.

"3d. That the Chief Engineer and Secretary together make from time to time such changes in the forms of requisition, receipt, and certification of, the Engineer, and others, as the Committee of Finance and Audit deem necessary to insure greater promptness and efficiency in the transaction of the business (other than engineering) of the Commission.

"4th. That until otherwise ordered, the duties of Purveyor and Property Clerk be performed by one and the same person, and that the services of the present Purveyor be dispensed with.

"5th. That these changes shall take effect on the 1st of October next, and the Chief Engineer and Secretary are hereby directed to make the necessary arrangements therefor."

This resolution was adopted by the affirmative vote of all the Commissioners.

The Committee on Construction made report, dated September 14, concurring in the recommendation of the Chief Engineer that the following promotions be made in the Engineer Corps, viz.:

Henry H. Bowley, from Leveler to Transitman, with compensation at the rate of \$1,500 per annum.

Ira A. Shaler, from Rodman to Leveler, with compensation at the rate of \$1,200 per annum.

Andrew J. Lamb and Charles P. Bonnett, from Chainmen to Rodmen, with compensation at the rate of \$75 per month.

On motion of Commissioner Spencer, these recommendations were approved by the Commissioners, and the promotions made, to date from the 1st of October next.

The Committee also recommended an additional appropriation of \$70, to cover the cost of glass targets, and of \$15 for furniture for the Engineer Corps.

This recommendation was also approved by the Commissioners, and the appropriations made.

The Committee also made report, dated September 14, in relation to the method of constructing the New Aqueduct across Gould's Swamp, and recommending further soundings and borings at that place.

The report was considered in Executive Council, and on motion of Commissioner Spencer, the recommendations of the Committee were approved by the Commissioners and the Chief Engineer instructed to make the required explorations and to report the results to the Commissioners at as early a day as practicable.

The report was then laid over for future consideration, and the Committee on Construction were requested to confer with the Counsel to the Corporation and obtain his opinion upon the legal questions involved.

The Special Committee to whom was referred, upon July 29th, the communication of the Chief Engineer of that date, in relation to the discontinuance of the office of Engineer of Construction, made report thereon dated September 15.

The report was considered in Executive Council, and action thereon deferred.

The Secretary presented a communication from the Counsel to the Corporation, dated September 10, 1885, giving notice of the filing in the office of the Register of the City and County of New York, and the County of Westchester, on August 28, 1885, of the property maps for the New Aqueduct, from the east side of the Harlem river to One Hundred and Thirty-fifth street and Convent avenue; and of the commencement on September 11, of the required publication of notice of motion for the appointment of Commissioners of Appraisal.

The communication was read and ordered placed upon file.

The Chief Engineer, under date of September 15, submitted an estimate of the cost of constructing culverts at Shafts Nos. 19, 20, and 21, and recommended that they be built.

On motion of the Comptroller, the matter was referred to the Committee on Construction for investigation and report, with request that an opinion be obtained by them from the Counsel to the Corporation upon the obligation of the contractors—under the specifications—to provide for such drainage.

The Commissioners then adjourned.

JAMES W. McCULLOH, Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

MEETINGS, AUGUST 31 TO SEPTEMBER 5, 1885.

Communications Received.

From Penitentiary. List of prisoners received during week ending August 29, 1885, males, 22; females, 7. On file.

List of 34 prisoners to be discharged from September 6 to 12, 1885. Transmitted to Prison Association.

From Lunatic Asylum, Blackwell's Island. History of 7 patients received during week ending August 29, 1885. On file.

From N. Y. City Asylum for Insane, Ward's Island. History of 8 patients received during week ending August 29, 1885. On file.

From City Prison. Amount of fines received during week ending August 29, 1885, \$458. On file.

Appointments.

August 31. Andrew Swanson, Engineer electric-light plant, Ward's Island (temporarily). Salary, \$100 per month.

September 2. William Connolly, Nurse, Homoeopathic Hospital. Salary, \$180 per annum.

" 3. Michael Crean, Nassau Leggett, John F. O'Reilly, Thomas Hayden, James O'Reilly, William Camm, Michael J. Haynes, Oswald J. Kelly, Herman Gerner, Francis Donnelly, Henry Alexander, Attendants, N. Y. City Asylum for Insane. Salary, \$240 per annum each.

" 3. Dennis M. Breslin, Attendant, Randall's Island Hospital.

" 3. Mary Ruthman, Attendant, Branch Lunatic Asylum. Salary, \$192 per annum.

" 4. Sabina Fitzpatrick, Attendant, Lunatic Asylum. Salary, \$192 per annum.

" 5. Maria Fanning, Cook, Bellevue Hospital. Salary, \$120 per annum.

" 7. Emil Fournier, Orderly, Bellevue Hospital. Salary, \$240 per annum.

" 7. James Irving, Watchman, Branch Work House. Salary, \$60 per annum.

Resigned.

August 31. A. R. Wagner, Orderly, Homoeopathic Hospital.

" 31. Henry Wolf, Guard, Branch Workhouse.

September 2. L. C. Wood, Assistant Physician, Lunatic Asylum.

" 2. E. D. Bondurant, Assistant Physician, Lunatic Asylum.

" 2. Henry Hoffman, Watchman, Branch Lunatic Asylum.

" 3. Bridget Maher, Attendant, Branch Lunatic Asylum.

" 5. Mary Commiskey, Attendant, Lunatic Asylum.

" 5. Henry McCahill, Attendant, N. Y. City Asylum for Insane.

Salary Increased.

August 31. Margaret Dunphy, Matron, Charity Hospital. From \$600 to \$700 per annum.

Relieved from Duty.

September 3. Alexander J. McBride, Attendant, N. Y. City Asylum for Insane.

" 3. James Nevin, Attendant, N. Y. City Asylum for Insane.

Dismissed.

September 2. James Person, Attendant, N. Y. City Asylum for Insane.

" 5. Charles Kuehle, Night Watchman, Bellevue Hospital.

G. F. BRITTON, Secretary.

APPROVED PAPERS.

Resolved, That permission be and the same is hereby given to John H. Dunn to place and keep a watering-trough on the sidewalk, near the curb, in Madison avenue, near the northwest corner of One Hundred and Thirty-fourth street, the work to be done and water supplied 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, August 31, 1885.

Approved by the Mayor, September 15, 1885.

Resolved, That permission be and the same is hereby given to James Macmichaels to retain a sign on awning, in front of No. 234 Eighth avenue, provided such sign shall not be an obstruction to the free use of the street by the public; such permission to continue only during the pleasure of the Common Council.

Adopted by the Board of Aldermen, August 31, 1885.

Approved by the Mayor, September 15, 1885.

JOHN T. NAGLE, M. D., Deputy Register of Records.

Births * reported during the week ending September 19, 1885.

| TOTAL | COLOR. | | SEX. | | | NATIVITY OF PARENTS. | | | | | | | | NAME OF CHILD. | | |
|-------|--------|----------|-------|---------|-------------|----------------------|---------|----------------------|----------------------|--------------------------------|----------|--------------------------------|----------|----------------|---------|-------------|
| | White. | Colored. | Male. | Female. | Not stated. | Foreign. | Native. | Foreign Father only. | Foreign Mother only. | NATIVITY OF FATHER STATED ONLY | | NATIVITY OF MOTHER STATED ONLY | | Not stated. | Stated. | Not stated. |
| | | | | | | | | | | Native. | Foreign. | Native. | Foreign. | | | |
| 585 | 579 | 6 | 294 | 291 | .. | 334 | 149 | 64 | 28 | .. | .. | 4 | 6 | .. | 515 | 70 |

Marriages * reported during the week ending September 19, 1885.

| TOTAL. | COLOR. | | | | NATIVITY. | | | | | | | | CONDITION. | | | | | | | | | |
|--------|--------|---------|----------|---------|-----------|---------|---------|---------|--------------|---------|-------------|---------|-----------------|---------|------------------|---------|-----------------|---------|------------------|---------|-------------|---------|
| | WHITE. | | COLORED. | | FOREIGN. | | NATIVE. | | BORN AT SEA. | | NOT STATED. | | FIRST MARRIAGE. | | SECOND MARRIAGE. | | THIRD MARRIAGE. | | FOURTH MARRIAGE. | | NOT STATED. | |
| | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. |
| | 178 | 178 | 2 | 2 | 88 | 83 | 92 | 97 | .. | .. | .. | .. | 142 | 155 | 35 | 24 | 2 | 1 | 1 | .. | .. | .. |
| 180 | | | | | | | | | | | | | | | | | | | | | | |

* The returns of births, marriages, and still-births are incomplete.

Nativity of those who were Married, and the Parents of the Births and Still-Births, for the week ending September 19, 1885, and those who Died (actual mortality), week ending September 12, 1885.

| NATIVITY OF DECEASED. | COUNTRY. | DEATHS. | | BIRTHS. | | MARRIAGES. | | STILL-BIRTHS. | |
|-----------------------|----------------------------|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| | | Nativity of Father. | Nativity of Mother. | Nativity of Father. | Nativity of Mother. | Nativity of Groom. | Nativity of Bride. | Nativity of Father. | Nativity of Mother. |
| | | | | | | | | | |
| 7 | Austria..... | 16 | 17 | 21 | 22 | 5 | 4 | 2 | 2 |
| 2 | British America..... | 1 | 4 | 6 | 6 | .. | .. | 1 | 1 |
| 10 | England..... | 16 | 14 | 20 | 20 | 12 | 12 | 3 | 2 |
| 3 | France..... | 4 | 3 | 12 | 11 | 2 | 2 | .. | .. |
| 68 | Germany..... | 157 | 143 | 193 | 170 | 39 | 38 | 15 | 14 |
| 94 | Ireland..... | 171 | 157 | 70 | 70 | 19 | 16 | 5 | 8 |
| 5 | Italy..... | 10 | 19 | 23 | 20 | .. | .. | 1 | .. |
| 4 | Poland..... | 6 | 7 | 11 | 9 | .. | .. | .. | .. |
| 4 | Scotland..... | 6 | 4 | 2 | 2 | .. | .. | 1 | 1 |
| 380 | Switzerland..... | 9 | 7 | 5 | 4 | .. | .. | .. | .. |
| 3 | United States..... | 115 | 120 | 177 | 217 | 92 | 97 | 10 | 21 |
| 1 | Unknown or not stated..... | 3 | 10 | 10 | .. | .. | .. | 7 | 5 |
| 1 | West Indies..... | 2 | 1 | 2 | .. | .. | .. | .. | .. |
| 4 | Other countries..... | 22 | 21 | 42 | 34 | 9 | 8 | 4 | 5 |

Still-Births reported during the week ending September 19, 1885.

| TOTAL. | SEX. | | | COLOR. | | NATIVITY OF | | | | | | PERIOD OF UTERO-GESTATION. | | | | | | | | | | |
|--------|-------|---------|-------------|--------|----------|-------------|----------|-------------|---------|----------|-------------|----------------------------|----|---|---|---|---|---|---|----|----|------------------------|
| | Male. | Female. | Not stated. | White. | Colored. | FATHER. | | | MOTHER. | | | MONTH. | | | | | | | | | | |
| | | | | | | Native. | Foreign. | Not stated. | Native. | Foreign. | Not stated. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Unknown or not stated. |
| | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 37 | 23 | .. | 58 | 2 | 19 | 34 | 7 | 21 | 34 | 5 | .. | .. | 1 | 3 | 1 | 9 | 6 | 7 | 33 | .. | .. |

Deaths reported during the week ending September 19, 1885.

| TOTAL. | PLACE OF DEATH. | | | | | | | | | | | | | | RESIDENCE. | | | CONDITION. | | | | |
|--------|-----------------|--|--|-----------------------------|---------------------------------|-------------|-----------|--------|---------|--------|---------|--------|--------|----------------|------------------------|---------------|----------|-------------|---------|----------|----------|---------------|
| | Institutions. | Tenement-houses (four families or more). | House containing three families or less. | Hotels and Boarding-houses. | In Rivers, Streets, Boats, etc. | Not stated. | FLOORS. | | | | | | | New York City. | Outside New York City. | Not stated. † | STATED. | | | | | |
| | | | | | | | Basement. | First. | Second. | Third. | Fourth. | Fifth. | Sixth. | | | | Seventh. | Not stated. | Single. | Married. | Widowed. | Not stated. † |
| 659 | 127 | 352 | 164 | 4 | 11 | 1 | 5 | 123 | 175 | 124 | 62 | 30 | .. | .. | 2 | 659 | .. | .. | 77 | 148 | 61 | 37 |

† Principally children and deaths in Institutions.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH all the Public Offices in the City are open for business, and at which each Court regularly opens and adjourns, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts.

EXECUTIVE DEPARTMENT.

Mayor's Office.
No. 6 City Hall, 10 A. M. to 3 P. M.
WILLIAM R. GRACE, Mayor; 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. BYRNES, 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 209, Stewart Building, 5th floor, 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. BARCOCK, 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. KEESSE, 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. STOKES, 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.
JAMES J. KELSO, Collector of the City Revenue and Superintendent of Markets.

Bureau for the Collection of Taxes.

First floor, Brown-stone Building, City Hall Park.
GEORGE W. McLEAN, 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.
WM. M. IVINS, City Chamberlain.

Office of the City Paymaster.

No. 33 Reade street, Stewart Building.
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 3.30 P. M.
THOMAS S. BRENNAN, 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.
HENRY D. PURROY, President; CARL JUSSEN, Secretary.

Bureau of Chief of Department.

CHARLES O. SHAY, Chief of Department.

Bureau of Inspector of Combustibles.

PETER SEERV, 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; CHARLES DE F. BURNS, Secretary.

Civil and Topographical Office.

Arsenal, Sixty-fourth street and Fifth avenue, 9 A. M. to 5 P. M.

Office of Superintendent of 23d and 24th Wards.
One Hundred and Forty-sixth street and Third avenue, 9 A. M. to 5 P. M.

DEPARTMENT OF DOCKS.

Nos. 117 and 119 Duane street, 9 A. M. to 4 P. M.
JOSEPH KOCH, President; B. W. ELLISON, 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.

MICHAEL COLEMAN, President; FLOYD T. SMITH, Secretary.

Office Bureau Collection of Arrears of Personal Taxes.

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

CHARLES S. BEARDSLEY, Attorney; WILLIAM COMBERFORD, Clerk.

DEPARTMENT OF STREET CLEANING.

Nos. 31 and 32 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 SUPERVISORY AND EXAMINING BOARDS.

Room No. 11, City Hall.

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.

EDWARD GILON, 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.

SHERIFF'S OFFICE.

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

ALEXANDER V. DAVIDSON, Sheriff; ARON ARONS, Under Sheriff; DAVID MCGONIGAL, Order Arrest Clerk.

REGISTER'S OFFICE.

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

JOHN REILLY, Register; JAMES A. HANLEY, Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.

CHARLES REILLY, Commissioner; JAMES E. CONNER, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

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

SUPREME COURT.

Second floor, New County Court-house, 10 1/2 A. M. to 3 P. M.
General Term, Room No. 9.
Special Term, Room No. 10.
Chambers, Room No. 11.
Circuit, Part I., Room No. 12.
Circuit, Part II., Room No. 13.
Circuit, Part III., Room No. 14.
Judges' Private Chambers, Room No. 15.
NOAH DAVIS, Chief Justice; PATRICK KEENAN, Clerk.

SUPERIOR COURT.

Third floor, New County Court-house, 11 A. M.
General Term, Room No. 35.
Special Term, Room No. 33.
Chambers, Room No. 33, 10 A. M.
Part I., Room No. 34.
Part II., Room No. 35.
Part III., Room No. 36.
Judges' Private Chambers, Room No. 30.
Naturalization Bureau, Room No. 32.
Clerk's Office, Room No. 31, 9 A. M. to 4 P. M.
JOHN SEDGWICK, Chief Judge; THOMAS BOESE, Chief Clerk.

COURT OF COMMON PLEAS.

Third floor, New County Court-house, 11 A. M.
Assignment Bureau, Room No. 23, 9 A. M. to 4 P. M.
Clerk's Office, Room No. 22, 9 A. M. to 4 P. M.
General Term, Room No. 24, 11 o'clock A. M. to adjournment.
Special Term, Room No. 21, 11 o'clock A. M. to adjournment.
Chambers, Room No. 21, 10.30 o'clock A. M. to adjournment.
Part I., Room No. 25, 11 o'clock A. M. to adjournment.
Part II., Room No. 26, 11 o'clock A. M. to adjournment.
Part III., Room No. 27, 11 o'clock A. M. to adjournment.
Naturalization Bureau, Room No. 23, 9 A. M. to 4 P. M.
CHARLES P. DALY, Chief Justice; NATHANIEL JARVIS Jr., Chief Clerk.

COURT OF GENERAL SESSIONS.

No. 32 Chambers street. Parts I. and II. Court opens at 11 o'clock A. M.
FREDERICK SMITH, Recorder; HENRY A. GILDER-SLEEVE and RUFUS B. COWING, Judges of the said Court.
Terms, first Monday each month.
JOHN SPARKS, Clerk. Office, Room No. 11, 10 A. M. till 4 P. M.

CITY COURT.

General Term, Room No. 20.
Trial Term, Part I., Room No. 20.
Part II., Room No. 19.
Part III., Room No. 15.
Special Term, Chambers, Room No. 21, 10 A. M. to 4 P. M.
Clerk's Office, Room No. 10, City Hall, 9 A. M. to 4 P. M.
DAVID MCADAM, Chief Justice; JOHN REID, Clerk.

OVER AND TERMINER COURT.

New County Court-house, second floor, southeast corner, Room No. 13. Court opens at 10 1/2 o'clock A. M.
Clerk's Office, Brown-stone Building, City Hall Park, second floor, northwest corner, Room No. 11, 10 A. M. till 4 P. M.

COURT OF SPECIAL SESSIONS.

At Tombs, corner Franklin and Centre streets, daily at 10.30 A. M., excepting Saturday.
Clerk's Office, Tombs.

DISTRICT CIVIL COURTS.

First District—First, Second, Third, and Fifth Wards, southwest corner of Centre and Chambers streets.
MICHAEL NORTON, Justice.
Clerk's office open from 9 A. M. to 4 P. M.

Second District—Fourth, Sixth, and Fourteenth Wards corner of Pearl and Centre streets, 9 A. M. to 4 P. M.
CHARLES M. CLANCY, Justice.

Third District—Ninth and Fifteenth Wards, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted), from 9 A. M. to 4 P. M.
GEORGE W. PARKER, Justice.

Fourth District—Tenth and Seventeenth Wards, No. 30 First street, corner Second avenue. Court opens 9 A. M. daily; continues to close of business.
ALFRED STECKLER, Justice.

Fifth District—Seventh, Eleventh, and Thirteenth Wards, No. 154 Clinton street.
JOHN H. MCCARTHY, Justice.

Sixth District—Eighteenth and Twenty-first Wards, No. 61 Union place, Fourth avenue, southwest corner of Eighth street. Court opens 9 A. M. daily; continues to close of business.
WILLIAM H. KELLY, Justice.

Seventh District—Nineteenth and Twenty-second Wards, No. 151 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues to the close of business.
AMBROSE MONELL, Justice.

Eighth District—Sixteenth and Twentieth Wards, southwest corner of Twenty-second street and Seventh avenue. Court opens at 9 A. M. and continues to close of business. Clerk's office open from 9 A. M. to 4 P. M. each court day.
FREDERICK G. GEDNEY, Justice.

Ninth District—Twelfth Ward, No. 225 East One Hundred and Twenty-fifth street.
HENRY P. MCGOWN, Justice.
Clerk's office open daily from 9 A. M. to 4 P. M. Trial days Tuesdays and Fridays. Court opens at 9 1/2 A. M.

Tenth District—Twenty-third and Twenty-fourth Wards, corner of Third avenue and One Hundred and Fifty-eighth street.
Office hours, from 9 A. M. to 4 P. M. Court opens at 9 A. M.
JAMES R. ANGELL, Justice.

Eleventh District—No. 919 Eighth avenue: Twenty-second Ward, and all that part of the Twelfth Ward lying south of One Hundred and Tenth street and west of Sixth avenue. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.
LEO C. DESSAR, Justice.

POLICE COURTS.

Judges—MAURICE J. POWER, J. HENRY FORD, JACOB PATTERSON, JR., JAMES T. KILBRETH, JOHN J. GORMAN, HENRY MURRAY, SOLON B. SMITH, ANDREW J. WHITE, CHARLES WELDE, DANIEL O'REILLY, PATRICK G. DUFFY.
GEORGE W. CREGIER, Secretary.
Office of Secretary, Fifth District Police Court, One Hundred and Twenty-fifth street, near Fourth avenue.
First District—Tombs, Centre street.
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—Fifty-seventh street, near Lexington avenue.
Fifth District—One Hundred and Twenty-fifth street, near Fourth avenue.
Sixth District—One Hundred and Fifty-eighth street and Third avenue.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE,
NEW YORK, May 23, 1885.

IN PURSUANCE OF THE ORDINANCE approved April 30, 1877, and amended June 1, 1877, entitled "An ordinance to prevent the danger of hydrophobia to any of the inhabitants of the City of New York," notice is hereby given that all dogs found at large in the City of New York on and after June 1, 1885, contrary to such ordinance, will be seized and disposed of as provided therein.

The Dog Pound at the foot of Sixteenth street, East river, is hereby designated as the place where dogs so captured must be delivered to the keeper thereof. The pound will be open from eight o'clock A. M., until five o'clock P. M., daily, Sundays excepted, on and after the first day of June next.

W. R. GRACE, Mayor.

FIRE DEPARTMENT.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, September 24, 1885.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING A Water Tower, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 155 and 157 Mercer street, in the City of New York, until 10.30 o'clock A. M., Wednesday, October 7, 1885, at which time and place they will be publicly opened by the head of said Department and read.

For information as to the description of apparatus to be furnished, bidders are referred to the specifications which which form part of these proposals.

The form of the agreement and specifications, and showing the manner of payment for the work, may be seen and forms of proposals may be obtained at the office of the Department.

Any person making an estimate for the work shall present the same in a sealed envelope, to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

Each bid or estimate shall contain and state the name and place of residence of each of the persons making the same; the names of all persons interested with him or them therein; and if no other person be so interested, it shall distinctly state that fact; that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Common Council, Head of a Department, Chief of a Bureau, Deputy thereof or Clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders of the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance in the sum of two thousand dollars (\$2,000); and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities, as bail, surety, or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York before the award is made and prior to the signing of the contract.

No estimate will be considered unless accompanied by either a certified check upon one of the National Banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of one hundred dollars (\$100). Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the Estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but, if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Bidders will write out the amount of their estimate, in addition to inserting the same in figures.

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

The Fire Department reserves the right to decline any and all bids or estimates if deemed to be for the public interest. No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

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

Should the person or persons to whom the contract may be awarded neglect or refuse to accept the contract within five days after written notice that the same has been awarded to his or their bid or proposal, or if he or they accept but do not execute the contract and give the proper security, he or they shall be considered as having abandoned it and as in default to the Corporation, and the contract will be readvertised and relet, as provided by law.

HENRY D. PURROY,
RICHARD CROKER,
ELWARD SMITH,
Commissioners.

HEADQUARTERS
FIRE DEPARTMENT, CITY OF NEW YORK,
155 AND 157 MERCER STREET,
NEW YORK, May 12, 1885.

NOTICE IS HEREBY GIVEN THAT THE Board of Commissioners of this Department will meet daily, at 10 o'clock A. M., for the transaction of business.

By order of
HENRY D. PURROY, President.
RICHARD CROKER,
ELWARD SMITH,
Commissioners.

CARL JUSSEN,
Secretary.

HEALTH DEPARTMENT.

HEALTH DEPARTMENT—CITY OF NEW YORK,
No. 301 MOTT STREET,
NEW YORK, September 24, 1885.

PROPOSALS FOR ESTIMATES FOR THE ERECTION OF THREE FRAME PAVILIONS ON NORTH BROTHER ISLAND.

PROPOSALS FOR ESTIMATES FOR THE erection of three frame pavilions on North Brother Island, City and County of New York, will be received by the Commissioners of the Health Department, at their office, No. 301 Mott street, until 2.30 o'clock P. M. of the 6th day of October, 1885, at which time and place they will be publicly opened and read by said Commissioners.

Any person making an estimate for the above work shall furnish the same in a sealed envelope to the head of said Health Department, indorsed, "Estimate for the Erection of three Frame Pavilions on North Brother Island, City and County of New York," and also with the name of the person or persons presenting the same, and the date of its presentation.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal sum of \$5,000.

Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become part of every estimate received:

1st. Bidders must satisfy themselves by personal examination of the location of the proposed work, and by such other means as they may prefer, as to the accuracy of the estimate, and shall not at any time after the submission of an estimate, dispute or complain of the statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

2d. Bidders will be required to complete the entire work to the satisfaction of the Health Department, and in substantial accordance with the specifications of the contract and the plans therein referred to. No extra compensation beyond the amount payable for the work before mentioned, which shall be actually performed, at the prices hereof to be specified by the lowest bidder, shall be due or payable for the entire work.

Bidders will state in their estimates a price for the whole of the work to be done, in conformity with the approved form of contract and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder.

Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do he or they will be considered as having abandoned it, and as in default to the Corporation, and the contract will be readvertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimate their names and places of residence, the names of all persons interested with them therein; and if no other person be so interested, the estimate shall distinctly state the fact; also that the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof; which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true.

Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person or persons making the estimate, they will, on its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation any difference between the sum to which said person or persons would be entitled on its completion, and that which said Corporation or the Health Department may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done by which the bids are tested; the consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract and stated in the proposal, over and above all his debts of every nature, and over and above his liabilities as bail, surety and otherwise; and that he has offered himself as surety in good faith, and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York, after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the 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 by the Comptroller to the persons making the same, within three days after the contract is awarded.

If the successful bidder shall refuse or neglect within five days after notice that the contract has been awarded to him to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but, if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him by the Comptroller.

No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter as surety or otherwise, upon any obligation to the Corporation.

Bidders are requested, in making their bids or estimates, to use a blank prepared for that purpose by the Department, a copy of which, together with the form of the agreement, including specifications, and showing the manner of payment for the work, can be obtained upon application therefor at the office of the Department.

The Department reserves the right to reject any or all estimates not deemed beneficial to or for the public interest.

Plans may be examined, and specifications and blank forms for bids or estimates obtained, by application to the Secretary of the Board, at his office, No. 301 Mott street, New York.

ALEXANDER SHAHER,
WOOLSEY JOHNSON,
WILLIAM M. SMITH,
STEPHEN B. FRENCH,
Commissioners.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, September 23, 1885.

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

At Morgue, Bellevue Hospital, from No. 200 Rivington street—Unknown man (colored); aged about 25 years; 5 feet high; black hair, small whiskers. Had on blue and white calico shirt, white Canton flannel drawers.

Unknown man, from One Hundred and Forty-sixth street and Harlem river; aged about 50 years; 5 feet 10 inches high; gray hair, moustache and chin beard. Had on black and red mixed sack coat and vest, black mixed pants, white shirt, white knit underclothing, gray socks, gaiters. Ruptured on left side; wore a truss.

Unknown man, from Seventeenth Precinct Station-house; aged about 40 years; 5 feet 7 inches high; dark brown moustache, dark hair, hazel eyes. Had on blue flannel sack coat, dark vest, brown striped pants, white shirt, blue check jumper, white knit underclothing, blue socks, gaiters, black derby hat.

At Workhouse, Blackwell's Island—Mary A. Gorr; aged 55 years. Committed August 31, 1885.

Timothy Buckley; aged 65 years. Committed August 16, 1885.

Catharine Miller; aged 35 years. Committed July 11, 1885.

Christina Bofinger; aged 21 years; 4 feet 11 1/4 inches high; brown hair, blue eyes.

Grace Deviney; aged 35 years; 4 feet 10 1/2 inches high; black hair, gray eyes.

At Homeopathic Hospital, Ward's Island—William McLaren; aged 35 years; 5 feet 4 inches high; blue eyes, brown hair. Had on when admitted black coat and vest, dark mixed pants, gaiters, black derby hat.

Louisa Henze; aged 72 years; 5 feet 2 inches high; gray eyes and hair. Had on when admitted brown striped wrapper, black shawl, slippers.

At Randall's Island Hospital—Amelia Johnson; aged 20 years; 5 feet 5 inches high; light hair, blue eyes.

At Hart's Island Hospital—William Martin; aged 60 years.

Nothing known of their friends or relatives.

By order,
G. F. BRITTON,
Secretary.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, September 17, 1885.

THE UNDERSIGNED WILL SELL AT PUBLIC Auction, for account of the Commissioners of Public Charities and Correction, at their office, No. 66 Third avenue, on Tuesday, September 29, 1885, at 11 o'clock A. M., the following articles, viz:

About 10,000 pounds Mixed Rags.
20,000 pounds more or less, Mixed Scrap Iron.
1,000 pounds more or less, Old Lead.
400, pounds more or less, Old Brass.
100, more or less, Syrup Barrels.
75, more or less, Iron-bound Barrels.

—to be delivered at the foot of East Twenty-sixth street, and to be paid for as follows:

Twenty-five per cent. of estimated value to be paid on day of sale, and the remainder on delivery.

R. E. CLEARY,
Storekeeper.

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

TO CONTRACTORS.

PROPOSALS FOR FURNISHING A COMPLETE SYSTEM FOR STEAM-HEATING AND VENTILATING THE TEN-DAY HOUSE AND THE WOMEN'S BUILDING OF THE CITY PRISON, "TOMBS."

THE SPECIFICATIONS AND PLANS FOR which are at this office—will be received at No. 66 Third avenue, the Central office of the Department of Public Charities and Correction, in the City of New York, until 9.30 o'clock A. M. of Saturday, September 26, 1885. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Furnishing a Complete System for Steam-heating and Ventilating the Ten-day House and the Women's Building of the City Prison, 'Tombs,'" 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 their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened 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 470, 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 a 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 FIVE THOUSAND (\$5,000) 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.

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.

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 assessment has been completed and is lodged in the office of the Board of Assessors, for examination by all persons interested, viz.:

List 1885, No. 1. Sewers in West street, between Spring and West Eleventh streets, with connections to present sewers, and alterations and improvements to existing sewers, and their appurtenances, in Sewerage District No. 20.

The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated within the following area:

No. 1. Commencing on the south side of Spring street, at the Hudson river; thence easterly along Spring street to Sullivan street; thence northerly along Sullivan street to West Houston street; thence easterly along West Houston street to the Bowery; thence northerly along the Bowery and Fourth avenue to Sixteenth street; thence westerly along Sixteenth street to Seventh avenue; thence southerly along Seventh avenue to West Twelfth street; thence westerly along West Twelfth street to Hudson river; thence southerly to the place of beginning.

All persons whose interests are affected by the above-named assessment, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described list will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 20th day of October, ensuing.

EDWARD GILON, Chairman.
PATRICK M. HAVERTY,
CHAS. E. WENDT,
VAN BRUGH LIVINGSTON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, September 23, 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 assessment has been completed and is lodged in the office of the Board of Assessors, for examination by all persons interested, viz.:

List 1885, No. 1. Regulating, grading, setting curb and gutter stones and flagging Sixty-second street, from Tenth to Eleventh avenue.

The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated—

No. 1. Both sides of Sixty-second street, from Tenth to Eleventh avenue.

All persons whose interests are affected by the above-named assessment, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described list will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 10th day of October, ensuing.

EDWARD GILON, Chairman.
PATRICK M. HAVERTY,
CHAS. E. WENDT,
VAN BRUGH LIVINGSTON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, September 9, 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 assessment has been completed and is lodged in the office of the Board of Assessors, for examination by all persons interested, viz.:

List 1879, No. 1. Sewers in One Hundred and Twentieth street, between Fifth and Sixth avenues; in One Hundred and Twenty-first and One Hundred and Twenty-second streets, between Mount Morris and Sixth avenues, and in Mount Morris avenue, between One Hundred and Twentieth and One Hundred and Twenty-second streets.

The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated—

No. 1. Both sides of One Hundred and Twentieth street, from Fifth to Sixth avenue; both sides of Mount Morris avenue, from One Hundred and Twentieth to One Hundred and Twenty-second street, and both sides of One Hundred and Twenty-first and One Hundred and Twenty-second streets, from Mount Morris to Sixth avenue.

All persons whose interests are affected by the above-named assessment, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described list will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 2d day of October, ensuing.

EDWARD GILON, Chairman.
PATRICK M. HAVERTY,
CHAS. E. WENDT,
VAN BRUGH LIVINGSTON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, September 1, 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 assessment has been completed and is 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 Ninth avenue, from Eighty-first to One Hundred and Tenth street.

The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated—

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 assessment, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 11½ City Hall, within thirty days from the date of this notice.

The above-described list will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation, on the 28th day of September, ensuing.

EDWARD GILON, Chairman.
PATRICK M. HAVERTY,
CHAS. E. WENDT,
VAN BRUGH LIVINGSTON,
Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS,
No. 11½ CITY HALL,
NEW YORK, August 25, 1885.

THE CITY RECORD.

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

FINANCE DEPARTMENT.

NOTICE OF POSTPONEMENT OF SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE CITY OF 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 was 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, and which was postponed until Monday, May 12, 1885, has been and is again postponed until Wednesday, November 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, Room 31, Stewart Building.

EDWARD V. LOEW,
Comptroller

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, May 22, 1885.

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 was 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, and was postponed until Monday, May 11, 1885, has been and is hereby again postponed until Wednesday, November 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, Room 31, Stewart Building.

EDWARD V. LOEW,
Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, May 9, 1885.

INTEREST ON CITY STOCKS.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due November 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 September 25 to November 1, 1885.

EDWARD V. LOEW,
Comptroller.

FINANCE DEPARTMENT—COMPTROLLER'S OFFICE,
NEW YORK, September 18, 1885.

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 1887, prepared under the direction of the Commissioners of Records.

Grantees, grantees, suits in equity, insolvents and Sheriff's sales, in 61 volumes, full bound, price, \$100 00
The same in 25 volumes, half bound, price, 50 00
Complete sets, folded, ready for binding, price, 15 00
Records of Judgments, 25 volumes, bound, price, 10 00
Orders should be addressed to "Mr. Stephen Angell, Room 23, Stewart Building."

EDWARD V. LOEW,
Comptroller.

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK,
OFFICE OF THE PROPERTY CLERK (Room No. 9),
No. 300 MULBERRY STREET,
NEW YORK, 1885.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wire, blankets, diamonds, canned goods, liquors, etc., also small amount money taken from prisoners and found by patrolmen in this Department.

JOHN F. HARRIOT,
Property Clerk.

NEW AQUEDUCT.

NEW AQUEDUCT.

NOTICE OF APPLICATION FOR APPRAISAL.

PUBLIC NOTICE IS HEREBY GIVEN, THAT IT is the intention of the Counsel to the Corporation of the City of New York to make application to the Supreme Court for the appointment of Commissioners of Appraisal, under chapter 490 of the Laws of 1883.

Such application will be made at a Special Term of said Court, to be held in the Second Judicial District, at the Court-house in White Plains, Westchester County, on the 24th day of October, 1885, at 12 o'clock noon.

The object of such application is to obtain an order of court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and the other two of whom shall reside in the county in which the real estate hereinafter described is situated, as commissioners of appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real estate hereinafter described, as proposed to be taken or affected for the purposes indicated in chapter 490 of the Laws of 1883. The real estate sought to be taken or affected as aforesaid, is located in the County of New York, south of Harlem river, and is laid out and indicated on two similar or duplicate maps filed, one in the Register's office in the City and County of New York, on the 28th day of August, 1885, the other in the Register's office in the village of White Plains and County of Westchester, on the same day, and each bearing the following certificate: We, the Commissioners, appointed to carry out the provisions of chapter 490 of the Laws of 1883, do hereby certify that this is one of six similar maps prepared in accordance with the requirements of section 4 of said act, and do further certify that the same has been adopted by us in the manner prescribed in such section, this 17th day of June, 1885.

W. R. GRACE, Mayor,
EDWARD V. LOEW, Comptroller,
ROLLIN M. SQUIRE,
Commissioner of Public Works,
WM. DOWD.

Of the real estate so proposed to be taken or affected certain parcels are required, as

SHAFT SITES AND APPURTENANCES AND DUMPING-GROUNDS.

for the purpose of constructing and maintaining said Aqueduct.

The boundaries of said parcels are as follows, the said parcels being colored on said maps in pink:

All those parcels of land forming parts of Farms Nos. 56 and 59, contained within the boundaries described as follows: Beginning at a point in the westerly line of the proposed street known as Exterior street, at the intersection of said westerly line with the northerly line of the lands owned by the City of New York, and known as Higgs Bridge Park; and running thence (1) along said westerly line of Exterior street north 24° 54' 24" east 353.87 feet to a point on lot Ward No. 178; thence (2) northerly still along said westerly line of Exterior street upon a curve bending to the east with a radius of 2,700 feet 506.12 feet to a point on Farm No. 59; thence (3) still along said westerly line of Exterior street north 35° 32' 30" east 453 feet; thence (4) north 56° 30' west 652.73 feet to the easterly line of Tenth avenue; thence (5) north 38° 19' east along said easterly line of Tenth avenue 100.36 feet; thence (6) south 66° 30' east 707.91 feet to a point distant at a right angle 40 feet easterly of the United States bulkhead line; thence (7) south 35° 32' 30" west 556.36 feet; thence (8) southerly upon a curve bending to the east with a radius of 2,640 feet 499.15 feet to a point on lot Ward No. 178; thence (9) south 24° 54' 24" west, and parallel to the said United States bulkhead line 345.13 feet to the aforesaid northerly line of Higgs Bridge Park; thence (10) along said northerly line south 73° 53' 45" east 66.61 feet to the place of beginning, comprising within said boundaries parts of lots Ward Nos. 177, 178, 179, 180 and 181 of Farm No. 56, and part of Farm No. 59, containing 3,361.2 acres, more or less; and numbered on said property map Parcel 1 to 6 inclusive.

All those three parcels of land known as Ward Nos. 195, 196 and 197 of Farm No. 55, containing 8,426 square feet; and numbered respectively on said property map Parcels 8, 9, and 10.

All that parcel of land known as Ward No. 4 of Farm No. 54 containing 2,034 square feet, and numbered on said property map Parcel 11.

All those four parcels of land known as Ward Nos. 61, 62, 63 and 64 of Farm No. 1, containing 9,992 square feet; and numbered respectively on said property map Parcels 12, 13, 14 and 15.

All that piece or parcel of land which is bounded and described as follows, viz: Beginning at a point in the northerly line of One Hundred and Forty-ninth street, projected easterly, which point is the intersection of said projected line and the easterly line of Tenth avenue, and running thence (1) easterly along the said northerly line of One Hundred and Forty-ninth street projected 743.98 feet to the westerly line of St. Nicholas Avenue; thence (2) southerly along the westerly line of St. Nicholas Avenue, 61.35 feet to the southerly line of One Hundred and Forty-ninth street projected easterly; thence (3) westerly along the said southerly line of One Hundred and Forty-ninth street projected 756.83 feet to the easterly line of Tenth avenue; thence (4) northerly along the easterly line of Tenth avenue 60 feet to the place of beginning, containing 1,033.6 acres; and numbered on the aforesaid property map Parcel No. 44.

All that piece or parcel of land which is bounded and described as follows, viz: Beginning at a point in the northerly line of property owned by the Convent of the Sacred Heart, which point is the intersection of said line and the proposed westerly line of Convent avenue, and running thence (1) S. 34° 34' 43" E. along said northerly line 78.48 feet to the proposed easterly line of Convent avenue; thence (2) northerly along the proposed easterly line of Convent avenue 386.48 feet; thence (3) N. 34° 34' 43" W. 78.48 feet to the proposed westerly line of Convent avenue; thence (4) southerly along the proposed westerly line of Convent avenue 386.48 feet to the place of beginning, containing 1,036.6 acres, and numbered on the aforesaid property map Parcel No. 70.

Of the real estate so proposed to be taken or affected certain parcels are required as

TUNNEL SITES.

The boundaries and descriptions of the sites of the several tunnels which it is proposed to construct are as follows, being colored on said maps in blue.

All that piece or parcel of land under the water of the Harlem river, between the westerly boundary of lands now owned or occupied by the New York Central and Hudson River Railroad Company on the east and a line parallel to the United States bulkhead line on the westerly side of the Harlem river and 40 feet westerly therefrom, which is bounded and described as follows, viz: Beginning at a point in the westerly line of land owned or occupied by the New York Central and Hudson River Railroad Company, distant along said line 50 feet and ½ inch southerly from its intersection with the centre line of the proposed New Aqueduct, and running thence (1) N. 56° 30' W. 563.79 feet; thence (2) N. 35° 32' 30" E. 100.06 feet; thence (3) S. 56° 30' E. 556.43 feet to the westerly line of the aforesaid New York Central and Hudson River Railroad Company's lands; thence (4) along said westerly line S. 31° 27' W. 100.08 feet to the point or place of beginning, containing 1,285.8 acres; and numbered on the aforesaid property map Parcel No. 7.

All that part of Block No. 1078 described as follows: Beginning at the point of intersection of the easterly line of Tenth avenue with the southerly line of One Hundred and Fifty-second street, and running thence (1) southerly along said easterly line of Tenth avenue 45.85 feet; thence (2) southerly upon a curve bending to the east with a radius of 375 feet 69.354 feet to the easterly line of the Old Croton Aqueduct lands; thence (3) southwesterly along said Old Croton Aqueduct lands 2.84 feet; thence (4) southeasterly along the dividing line between lots Ward Nos. 4 and 67 of said block 2.8 feet; thence (5) southerly upon a curve bending to the east with a radius of 375 feet 137.23 feet to a point on lot Ward No. 7; thence (6) southerly reversing upon a curve bending to the west with a radius of 325 feet 59.33 feet to a point on the northerly line of One Hundred and Fifty-first street, which is distant on said line 214.84 feet easterly of the easterly line of Tenth avenue; thence (7) easterly along said northerly line of One Hundred and Fifty-first street 81.50 feet to a point on lot Ward No. 12; thence (8) northerly upon a curve bending to the west with a radius of 375 feet 137 feet to a point on lot Ward No. 8; thence (9) northerly reversing upon a curve bending to the east with a radius of 325 feet 94.71 feet to the westerly line of lot Ward No. 63; thence (10) northerly 4.02 feet along said westerly line of lot Ward No. 63, to the southerly line of lot Ward No. 66; thence (11) westerly 4.52 feet along said southerly line of lot Ward No. 66; thence (12) northerly upon a curve bending to the east with a radius of 325 feet 100.02 feet to the southerly line of One Hundred and Fifty-second street; thence (13) westerly along said southerly line of One Hundred and Fifty-second street 29.23 feet to the place of beginning, comprising part of lots Ward Nos. 64, 66, 67, 63, 62, 4, 3, 5, 6, 7, 8, 9, 10, 11 and 12 of said Block No. 1078, containing 13,181 square feet; and numbered on said property map Parcels 16 to 29, inclusive.

All that part of Block No. 1077 which is described as follows: Beginning at a point upon the southerly line of One Hundred and Fifty-first street upon lot Ward No. 53 and distant 285 feet and ¼ inch easterly of the easterly line of Tenth avenue; and running thence (1) southerly upon a curve bending to the west with a radius of 325 feet 219.36 feet to the northerly line of One Hundred and Fifty-fifth street at a point upon lot Ward No. 15 and distant on said line 365.54 feet from the easterly line of Tenth avenue; thence (2) easterly along said northerly line of One Hundred and Fifty-fifth street 50.04 feet; thence (3) northerly upon a curve bending to the west with a radius of 375 feet 211.05 feet to a point on the division line between lots Ward Nos. 50 and 51; thence (4) northerly along said division line 2.23 feet to the southerly line of One Hundred and Fifty-first street; thence (5) westerly along said southerly line of One Hundred and Fifty-first street 64.98 feet to the place of beginning, comprising part of lots Ward Nos. 49, 50, 51, 52, 53, 14, 15, 16 and 17 of said Block No. 1077, containing 10,578 square feet; and numbered on said property map Parcels Nos. 30 to 37, inclusive.

All that part of Block No. 1076, which is described as follows: Beginning at a point in the southerly line of One Hundred and Fifty-fifth street upon lot Ward No. 49 of said block, and distant 365 feet 10¾ inches easterly from the easterly line of Tenth avenue, and running

thence (1) easterly along said southerly line of One Hundred and Fifty-fifth street 50 feet; thence (2) southerly and parallel to said easterly line of Tenth avenue 199.84 feet to the northerly line of One Hundred and Forty-ninth street projected; thence (3) westerly along said northerly line of One Hundred and Forty-ninth street projected 50 feet; thence (4) northerly and parallel to said easterly line of Tenth avenue 199.84 feet to the place of beginning, comprising the easterly part of the lot Ward No. 49, all of lot Ward No. 48, the westerly part of lots Ward Nos. 47 and 17, all of lot Ward No. 16, and the easterly part of lot Ward No. 15, containing 9,992 square feet; and numbered on said property map Parcels Nos. 38, 39, 40, 41, 42 and 43.

All that part of Block No. 1075, which is described as follows: Beginning at a point on the southerly line of One Hundred and Forty-ninth street projected upon lot Ward No. 49 of said block and distant 365 feet 10¾ inches easterly from the easterly line of Tenth avenue and running thence (1) easterly along said southerly line of One Hundred and Forty-ninth street projected 50 feet; thence (2) southerly and parallel to said easterly line of Tenth avenue 199.84 feet to the northerly line of One Hundred and Forty-eighth street; thence (3) westerly along said northerly line of One Hundred and Forty-eighth street 50 feet; thence (4) northerly and parallel to said easterly line of Tenth avenue 199.84 feet to the place of beginning, comprising the easterly part of the lot Ward No. 49, all of lot Ward No. 48, the westerly part of lots Ward Nos. 47 and 17, all of lot Ward No. 16, and the easterly part of lot Ward No. 15, containing 9,992 square feet; and numbered on said property map Parcels Nos. 45, 46, 47, 48, 49 and 50.

All that parcel of land bounded and described as follows, viz: Beginning at a point in the northerly line of One Hundred and Forty-eighth street, distant 365 feet 10¾ inches easterly from the easterly line of Tenth avenue, and running thence (1) easterly along the northerly line of One Hundred and Forty-eighth street 50 feet; thence (2) southerly and at right angles to One Hundred and Forty-eighth street 60 feet to the southerly line of One Hundred and Forty-eighth street; thence (3) westerly along the southerly line of One Hundred and Forty-eighth street 50 feet; thence (4) northerly and at right angles to One Hundred and Forty-eighth street 60 feet to the place of beginning, containing 3,003 square feet; and numbered on the aforesaid property map Parcel No. 51.

All that part of Block No. 1074, which is described as follows: Beginning at a point in the southerly line of One Hundred and Forty-eighth street on lot Ward No. 50 of said block, and distant 365 feet 10¾ inches from the easterly line of Tenth avenue, and running thence (1) easterly along said southerly line of One Hundred and Forty-eighth street 50 feet; thence (2) southerly and parallel to said easterly line of Tenth avenue 199.84 feet to the northerly line of One Hundred and Forty-eighth street; thence (3) westerly along said northerly line of One Hundred and Forty-eighth street 50 feet; thence (4) northerly and at right angles to One Hundred and Forty-eighth street 60 feet to the place of beginning, comprising the easterly part of lot Ward No. 50, all of lot Ward No. 49, the westerly part of lots Ward Nos. 48 and 17, all of lot Ward No. 16, and the easterly part of lot Ward No. 15, containing 9,992 square feet; and numbered on said property map Parcels Nos. 52, 53, 54, 55, 56 and 57.

All that part of Block No. 1073, which is described as follows: Beginning at a point in the southerly line of One Hundred and Forty-seventh street on lot Ward No. 50 of said block, and distant 365 feet 10¾ inches from the easterly line of Tenth avenue, and running thence (1) easterly along said southerly line of One Hundred and Forty-seventh street 50 feet; thence (2) southerly and parallel to said easterly line of Tenth avenue 199.84 feet to the northerly line of One Hundred and Forty-seventh street; thence (3) westerly along said northerly line of One Hundred and Forty-seventh street 50 feet; thence (4) northerly and at right angles to One Hundred and Forty-seventh street 60 feet to the place of beginning, comprising the easterly part of lot Ward No. 50, all of lot Ward No. 49, the westerly part of lots Ward Nos. 48 and 17, all of lot Ward No. 16, and the easterly part of lot Ward No. 15, containing 9,992 square feet; and numbered on said property map Parcels Nos. 58, 59, 60, 61, 62 and 63.

All that part of Block No. 1072 which is described as follows: Beginning at a point in the southerly line of One Hundred and Forty-sixth street on lot Ward No. 50 of said block and distant 365 feet 10¾ inches easterly from the easterly line of Tenth avenue, and running thence (1) easterly along said southerly line of One Hundred and Forty-sixth street 50 feet; thence (2) southerly and parallel to said easterly line of Tenth avenue 199.84 feet to the northerly line of One Hundred and Forty-sixth street; thence (3) westerly along said northerly line of One Hundred and Forty-sixth street 50 feet; thence (4) northerly and parallel to said easterly line of Tenth avenue 199.84 feet to the place of beginning, comprising the easterly part of lot Ward No. 50, all of lot Ward No. 49, the westerly part of lots Ward Nos. 48 and 17, all of lot Ward No. 16, and the easterly part of lot Ward No. 15, containing 9,992 square feet; and numbered on said property map Parcels Nos. 64, 65, 66, 67, 68 and 69.

ROUTE.

The track or route of the said Aqueduct in tunnel from a point on the easterly bank of the Harlem river to a point in Convent avenue, near One Hundred and Thirty-fifth street, in the City of New York, as shown upon said maps, is as follows:

Beginning upon the centre line of the survey of said Aqueduct route, as shown on said maps, at a point upon the westerly line of the lands now owned or occupied by the New York Central and Hudson River Railroad Company upon the easterly bank of the Harlem river, about one-fourth of a mile northeasterly of the High Bridge, and distant upon said westerly line of said railroad lands 79.31 feet from the prolongation of the northerly line of a road or street from Sedgwick avenue to Commerce avenue; and running thence (1) along said centre line upon a course of north 56° 30' west across and under the Harlem river, and thence to a point in Tenth avenue 330 feet northerly of the north line of One Hundred and Seventy-eighth street and near the centre of said avenue, a distance of about 1,320 feet; thence (2) still upon said centre line, upon a course of south 38° 19' west along and parallel with Tenth avenue and 45 feet 7½ inches westerly of the easterly line of said avenue, a distance of about 7,103 feet to a point in said avenue 114.56 feet northerly of the northerly line of One Hundred and Fifty-second street; thence (3) still along said centre line, upon a curve bending to the eastward, with a radius of 350 feet, to a point upon lot Ward No. 7, of Block No. 1078, and thence reversing upon a curve bending to the westward, with a radius of 350 feet, a distance of 830.78 feet to a point in One Hundred and Fifty-fifth street, distant 14.68 feet southerly from the northerly line of said street, and 390.87 feet easterly of the easterly line of Tenth avenue; thence (4) still along said centre line upon a course of south 38° 19' west to and through Convent avenue, parallel with and near its centre to a point in said avenue near its intersection with the northerly line of One Hundred and Thirty-fifth street, a distance of 3,906 feet; the whole length upon said centre line of said aqueduct, as above described, being 13,160 feet, and its width throughout said distance being 25 feet on each side of said centre line, save and except in its passage across the Harlem river, and where a greater width is shown upon the said map at the several sites of the working shafts for the construction of the tunnel of the said aqueduct, and which sites are colored on said map in pink.

The enumeration of the numbers of the parcels to be taken in fee is as follows: Nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 44 and 70.

The enumeration of the numbers of the parcels in which an easement in perpetuity is to be acquired is as follows: Nos. 7, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68 and 69.

Dated New York, September 11, 1885.

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