THE CITY RECORD.

OFFICIAL JOURNAL.

William H. Burnham

William J. Brennan Dennis F. Eagan Edward S. Gutierrez

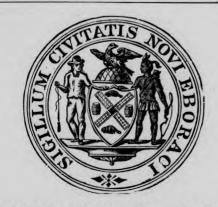
Robert Kyles.
George A. Shevlin.
William P. Baker.

John J. Givnan.
Francis Macklin.
Montraville M. Smith.

Zephaniah C. Smith..... Isaac B. Maslen..... Tronson Kerr....

Vol. XX

NEW YORK, FRID



DEPARTMENT OF DOCKS.

Twenty-first Annual Report, for the Year ending April 30, 1891.

CITY OF NEW YORK—DEPARTMENT OF DOCKS, PIER "A," NORTH RIVER, BATTERY PLACE, NEW YORK, December 11, 1891.

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

SIR-I transmit herewith the annual report of this Department for the fiscal year ending April Sir.—I transmit herewith and 1891.
Trusting the same will meet with your approval, I remain,
Yours, very respectfully,
EDWIN A. POST, President.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, April 30, 1891.

To the Honorable HUGH J. GRANT, Mayor of the City of New York:

SIR—The Department of Docks, in pursuance of section 719 of chapter 410, Laws of 1882, has the honor to present its annual report for the year commencing May 1, 1890, and ending April 30, 1891, containing: "1st. The name, occupation and compensation of all persons appointed and employed by said Department. 2d. A statement of the action of the Board for the past year, classified with reference to the various subjects and duties which have engaged the attention of the Board. 3d. A list of the orders and rules made by said Board, and a description of the contracts made by said Department, the payments made by said Department and the purposes and amounts thereof; and the leases made by said Department, for what term, at what rent, to whom, and for what property." Very respectfully,

EDWIN A. POST,

J. SERGEANT CRAM, Commissioners.

AUGUSTUS T. DOCHARTY, Secretary.

[SEAL.]

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

Commissioners' Office.

NAME.	Occupation.	Compensation.	Tronson Kerr. James Vandegrift.
Augustus T. Docharty Francis E. Moon James Weir John H. Matthews Charles Miller, Jr Louis S. Kellogg Charles J. Farley Webster H. Gilon Edwin A. Gregory, Jr Max Drucker Joseph B. Erwin Patrick J. Brady Edward Abeel John J. Ryan Charles Parks John J. Martin William T. Coggeshall Charles S. Coye. George A. Woods Bartholomew F. Kenney James W. Carson Joseph F. Meehan Henry A. Palmstine Mary Dowling	Secretary Chief Clerk. Apportionment Clerk Clerk to Treasurer. Recording Clerk Clerk Clerk to the Commissioners. Stenographer and Typewriter Clerk. Collector Dock Master	\$3,000 00 2,700 00 2,400 00 2,000 00 2,000 00 1,500 00 1,500 00 1,800 00	Frederick P. Thompson C. W. Staniford. George A. Button. Allen N. Spooner. J. Frank Johnson. William S. White John T. Hilton. William Selmer Bernard Rolf Hiram C. Calkins. George E. Rogers Patrick Crowley Francis O'Neill John F. Williams John Moran James King. John Post Charles Thompson Iver Peterson
Catharine Lyons	"	" i 30	Ole Olssen. Charles G. Beck. Jeremiah Collins James Van Houten
	Engineer-in-Chief's Office.		James C. Darby
G. S. Greene, Jr. William W. Maclay S. W. Hoag, Jr. Godfrey P. Farley Henry C. Freeman Edward Gottschall Lucius C. Higgins Joseph Thompson Frederick Lange Robert M. Kid John A. Duntze William G. Johnson Otto H. Klein Alexander M. Goge Nicholas J. Van der Weyde	Engineer-in-Chief First Assistant Engineer Assistant Engineer Clerk to Engineer-in-Chief Searcher of Water Grants Clerk Stationery Clerk and Messenger Draughtsman	\$6,000 00 4,000 00 2,000 00 1,800 00 2,000 00 1,200 00 1,200 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,000 00 1,000 00	William J. F. Sullivan Richard Williams. William H. Carman James J. White James W. Dikeman, Jr. Gerald S. Griffin Luke Hazard Nicholas H. Voorhis John McDonough George W. Carpenter Berthold Sommer. Frank P. Rush
	Construction Force.		
Winfield S. Lasher. Andrew McC. Parker. F. J. Boller. John A. Bensel	Assistant Engineer	\$2,700 00 3,000 00 1,800 00 1,800 00	Robert M. Sterritt

Name,		Оссира	TION.	COMPENS	ATION.
	-				
Mortimer W. Casper		Pier Buil	ding		
John Hogan		**	************	12	5
John E. Land		11			5
Frank E. Doughty		44		1 64	5
Edward E. McCarney		D:11 J	Woodmal		5
Patrick White	. Foreman of		Woodwork	•	5
Daniel Darby	. Foreman of	Dock Buil		44	4
Martin Miller					4
William H. Ellis		**	***********	1 44	4
Thomas Hanly	•				3
Patrick Geoghegan	•		***** *******		4
Simeon S. Dunning	. Foreman of			46	3
Edwin A. Gregory					3.
John Jackson	•				3.
Edward T. DuBois				"	3.
John S. Markham	•		**************	66	3
John McSorley					3
William Kealson					3
Adoniram Fairchild	Diver			Per day	7 0
Frank Paul		iver		of 4 hours	5 0
John Bundick	46			44	5 0
Robert S. Russell	44	000000		66	5 0
Peter Gilligan	**			44	5 0
Edward Hickman	**			66	50
David Tulloch	46	10.512.510.0		66	5 0
Bernard Troy	44			46	5 0
E. T. Christiansen				**	5 0
Frank Newman				**	5 0
Patrick Griffen	Diver's Ten			Per hour.	
John R. Leary	Diver's Tend	er and Be	oatman	"	3
Charles Miller	"	"	*****	66	3.
Effingham V. Smith	Timekeeper.			T	000 00
William McDonald	Clerk			Per mo.,	~
				2 - 2 - 11101,	-
50.040 80.00	On Floating				
John H. Corley	Superintende	nt of Mac	hinery	\$1,0	650 C
David H. Lane	Clerk				000 0
Thomas Stuyvesant	Captain, derr	ick "City	of New York"	Per week,	25 50
Richard Munster	Rigger and C	aptain 10-	Ton Derrick	**	18 00
John C. Wood.,	Engineer, tug	" Manha	attan "	I,	200 00
Luther C. Sheldon	Deck-hand to	ug "Manl	nattan ''		000 00
George H. Coffin	"				00 00
Henry Head	Fireman, tug	"Manhat	tan "	7	20 00
William Love				Per hour,	
William H. Rose			ick	Per week,	

James Vandegrift. Patrick H. McCullough.	FiremanRoundsman	Per week, 19	
	Surveying Force.		
Frederick P. Thompson C. W. Staniford. George A. Button. Allen N. Spooner. J. Frank Johnson. William S. White John T. Hilton William Selmer Bernard Rolf Hiram C. Calkins. George E. Rogers Patrick Crowley Francis O'Neill John F. Williams John Moran James King. John Post Charles Thompson Iver Peterson Ole Olssen. Charles G. Beck. Jeremiah Collins	Surveyor Assistant Surveyor Assistant Engineer Transitman Leveler Hydrographer Rodman Boatman Scowman, Foreman	" 15 " 15 " 15 " 15 " 15 " 20 " 15	0 00 00 00 00 00 00 00 00 00 00
James Van Houten James C. Darby. William H. Reilly William J. F. Sullivan. Richard Williams. William H. Carman James J. White. James W. Dikeman, Jr. Gerald S. Griffin Luke Hazard Nicholas H. Voorhis	Sounder	" 15" 15" 15" 15" 15" 15" 15" 15" 15" 15	00 00 00 00 00 00 00
John McDonough George W. Carpenter Berthold Sommer. Frank P. Rush	Inspector of Dredging	Per hour, "1,500 1,000	25 25 00

General Repairs Force.

West Fifty-seventh Street Yard.

Superintendent of Repairs.................

Foreman West 57th Street Yard...... Office Keeper and Messenger...... Saw Filer

Steam Engineer.

\$3,000 00

1,000 00

Per week, 15 00 Per hour, 35

	Compensation.	
	Per hour, \$	0 3
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	44	5
	**	5
	44	5
	66	5
	46	5
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	Per hour,	3
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	Per week,	15
		15
		15
		Per week,

Lawrence F. Broderick. Montford Clements.

Patrick Donnelly, Messenger and Watchman (\$15 per week). John Gannon.

Nicholas F. Kinnally. Thomas J. Larkin (23 cents per John Murray. Henry Manheimer.

James O'Reilly. William Strowbridge (23 cents per hour). Edmund K. Stephens.

Daniel McLeod.

Dock Builders Per Hour Thirty Cents.

William Fitzgerald, No. 2.

William Gibbons.

Frederick Akerstrom. James Ahearn. William Barr. Edward Brady. Dunning Brown. Patrick Brady. George Bloomer. Patrick Breenan. Bernard E. Berntson. Joseph Byrnes. Patrick Broderick. Michael Burns. Edward Brennan. Theodore Balke. Henry Balke. William F. Bloomer. James Clark. Charles Clark. Michael Connolly. Richard Cunningham. Stephen Chisom. George T. Cash. Michael Chrystal. Terence Cumiskey. William Carlson. Maurice Christal. Thomas Clark. John Canavan. Charles Chalifour. Chris. Colorer. William Clancy. John Daniels. John Duke. William Dally. Joseph Doyle. Henry Doyle. Joseph De Temple. Michael Dolan. George Deer. George Deer.
Cornelius Dougherty.
William J. Devine.
Thomas Dillon.
Davis H. Dunn.
Peter J. De Temple.
Joseph De Temple, Jr.
George I. Ellis.
John Fitzpatrick.
Edward Fitzpatrick.
William Fitzgerald, No. I.
William Peter French.
Bernard Farley.

Bernard Farley.

Thomas Gilluley. John Grinnon. John Gately. Luke Gallagher. James Gaffney. lames Harney. Peter Huyland. Luke Hanly. Truman D. Hyde. John Hillis. John Heffernan. Michael Hennessy. Alfred Hines. John Howard. Michael E. Higgins. Conrad Hinkler. James Hughes. William Jordan. Peter Johnson. Thomas Kiernan. Andrew Knox. Thomas Kenny. Edward Kelty. Morris Kennedy. Charles Kreppel. Lawrence J. Kelly. Hugh Kelly. Dennis Kennedy. Patrick G. King. Patrick Kelly. John Love. Patrick Lafferty. Thomas Lafferty. Thomas Lynch. John H. Link. Herman Landwehr. Daniel Lyons. Andrew W. Laine. Alois Ludwig. John Lane.
Patrick Lynch.
Matthew McDonald.
Charles McInenly.
James McEneaney. Neil McLeod.
James McDonald.
John McInenly.
Thomas McCabe.

Duncan McIsaacs. Michael McNeary. Michael McNeary, Henry McShane, Frederick McManus, Patrick McLaughlin, John J. McGuire, Thomas Molloy, Michael Monohan, Thomas Moran. James E. Maloney. Patrick Monohan. Patrick Monohan.
John Moran.
Edward Madison.
James Mahoney.
Timothy Madden.
Dennis Meehan.
James Mulgrew,
Michael V. Monohan.
John Mason. John Mason. John Norbeck. George Nelson. William O'Brien. John Paul. William Porter. Patrick Ryan. Thomas Redman. Joseph Ryan. John Reeves. Thomas Reagan. Samuel Robinson. James Smith, No. 1. James Smith, No. 2. James Smith, No. 3. John Stokey. Charles Swanson. Timothy F. Shine. Eugene Sullivan. Michael Stapleton. Mortimer Sullivan. Thomas Sullivan. Matthew Sheridan. Matthew Sheridan.
Ambrose C. Tanner.
Matthew Tavlin.
John F. Trenly.
Jackson Vermilyea.
Patrick Wheelan.
James Woods.
William Welden.
George Wright.

Laborers, Per Hour, 23 Cents.

William J. Armstrong (per week, \$15). Thomas Ahearn. Robert Aram. Edward Barry. Thomas E. Brady. William Barrett. James Bransfield. James Bransheld.
John Bowen.
Hugh Brady.
John Bartlett.
John Barr.
Thomas Burns.
Patrick J. Barrett.
James Bagley.
Jacob Bauer.
Peter Burke. Peter Burke. Thomas Barry. William J. Burke. Michael Boyle. Mark Byrne. Henry R. Bennett. Joseph Brooks. Francis Briordy.
Thomas Byrnes.
Edward Beatty.
George Ballard.
Patrick Barry.
James A. Brown.
Chesles Bernett Charles Bennett, Thomas C. Carroll (per menth, \$75).
Dennis Caniff.
Patrick Coyle.
Thomas Coady.
Patrick Cash.
Marcus Cane. John Cuff. John P. Canavan. John Conway. Patrick Cunningham. Bernard Cummings. Patrick Cain. Patrick Carroll.

Thomas Croker, William Curtis.

Peter Canty.
Matthew Carley.
Daniel Cogan.
David Cagney. David Cagney.
William Cherry.
Christopher Cassidy.
Stephen Cash.
William J. Crowley.
John F. Cherry (per month, \$75).
Terrence Cavanagh.
Patrick T. Cahill.
Martin Clancy.
John Corcoran.
Joseph Devlin. Joseph Devlin. Thomas P. Doran. James Devine, No. 1.

ames Dunning. Patrick Devin. John Downing. Edward A. Doran. John Durnin.
Joseph Driscoll.
Frank Devine.
Thomas J. Dickman.
John Dillon.
John Dowdell.
John P. Dempsey.
Patrick Davin.
James Doran. James Doran. John Donohue.

John Donohue.
D. H. Davis.
William H. Decker.
Amos H. Dickinson.
Martin Dunn.
Michael Dunn.
Charles Fulbrook.
James Ferguson.
Thomas Fitzgerald.
John English.
August Echelle.
Leremiah Fitznatrick Jeremiah Fitzpatrick. Michael Farrell.

James Fox.
James P. Finnan. James Farley, No. 1 John P. Frech. Edward Fullbrook. James Farley, No. 2. Thomas Fitzpatrick. William Garvin. Martin Griffin. John Gibbons. John Gilmore. James F. Gibbons. Thomas Graham.

Michael Gleason. Michael Griffin. Michael Griffin.
George Goldie.
Martin Garry.
John G. Guendling.
Daniel Guilfoyle.
Andrew Gallagher.
Lames Griffin.

James Griffin. James Gresham. Patrick Goggins. Lewis Graylin.

Michael Madden, Dock Builder.
 James McNamee, Stone Cutter.
 Henry R. Bennett, Thomas Clark, Dock Builders.
 John Finnegan, August Schweigert, Garrett Dillon, James Maloney, Edward Beebe,
 Louis Miller, Laborers.
 Henry Quade, James Farley, Laborers.
 Edward Flynn, William Kennedy, Dock Builders.
 Frank Newman, Assistant Diver.
 Bartholomew F. Kenney, Dock Master.
 Frank Quinn, Laborer.
 Elias Ludwig, Dock Builder.

Francis Moss, No. 1. Thomas Murphy. Bartholomew Murphy. John Golden. James Hamill. Francis S. Hickey. Patrick Hickey. John Miller, Jr. Stephen Mullins. John Meyers. Thomas Moran. Daniel Haggerty, No. 1. Hugh Higgins. John Horrigan. John Holmes. William Hennessey. John Manning.
Louis Miller.
Thomas F. Madden.
John Mullin.
Frederick H. Michaelis (per Peter W. Hasnak. Nicholas Habing. James Hartney. Joseph Hickey. John P. Hinkley. John Hanifin. week, \$15.) Daniel Mahoney. Patrick Madden. John Hanifin.
Frederick Hoffman.
James J. Hunt.
Henry A. Howland.
John Herwig.
Michael Hurley.
Patrick Hughes.
Edward L. Halstead.
Charles A. Hawke.
Frederick W. Hardier.
George Hackett Charles Merritt. William F. Martin. Charles Norton. William F. Martin.
Charles Norton.
William Mitchell.
Joseph Mander.
John Murray.
Robert Nolan.
James Nolan.
William Nethercott.
Percy E. Naylor.
Thomas P. J. Nash.
Nelse Nelson.
William T. Nash.
Patrick T. O'Brien.
James O'Brien.
Michael O'Connell, No. 1.
Timothy O'Connor.
Bartholomew O'Connor.
James J. O'Connor.
Patrick O'Keefe.
Michael O'Connell, No. 2.
John O'Brien. George Hackett.
John Hanery.
Robert Heaton (per week, \$15).
Patrick Jordan.
Griffith Jones.
Otto Lunkerman Otto Junkerman. Richard Jones. John Jones. Thomas Julian. Bernard Kelley. William Kehoe. James Keane, No. 1. James Kennedy, No. 1. John O'Brien.
Michael O'Flynn,
James O'Grady.
Michael O'Connor.
John O. Halloran.
Morris O'Connell. Peter King. Patrick Kiernan. Owen Kettle. Thomas Kelley.
William Keisler.
James Keane, No. 2.
Thomas King.
Patrick Kelley. Nelson Parker, William Poole, William Palmer, John Kearney. Michael Petit. Thomas Pertain.
John O. Prey.
Thomas Quinlan, No. 1.
Patrick Quinn.
James Quigley.
Mortimer Quinn.
John Owing John Kennedy Frank Kennedy. William Kellighan. Frank Kelleher. Henry Kearney. William Kelley. Richard Kane. John Quinn. George Rafferty. Michal Ryan. James Kane. John Keegan. Thomas Kelley, No. 2. George Romer. Edward Robinson. Joseph Kratky. Edward Lynch, No. 1. George F. Lange. Daniel Lenahan. John Rode. James Reilly. Wilham Reilly. Patrick Reynolds. John F. Rein. Max Levy. Charles Leiser. Lawrence Ryan. Thomas Lyons. William Lowrie. Denis Ryan. Louis Rosenberg. John Ritchie. James Lane. Thomas Lahey, Jr. Charles Leaycraft. James Rooney. Frank Reilly. David Robinson. Charles Leaveraft.
William Lattimer.
Nimrod Lindgren.
James Leavy.
Thomas Lancer.
Thomas Lestrange.
Henry Loughran.
Owen Lynch.
Ferdinand A. Lubbs.
Thomas S. Lonergan.
James Laughlin. Frank Rhodes. Edmund Sheridan. William Struve. Peter Sneddin. Dennis Shea. Patrick Smith, No. 1. Phillip Stark. Franz Sackman. Patrick Scullin. James Lonergan.
James Laughlin.
John McGrath.
Edward McDonald.
James McKeever.
James P. McCaffrey.
William McDermott.
John McGarry. William Shoveller (\$75 per mo.) James Spellman. Thomas H. Spooner. James A. Standish.
Daniel Sullivan.
John T. Sullivan.
Milton Sears.
Bernard Scanlon.
James M. Strickland. William McDermott.
John McGarry.
Patrick McGovern.
Hugh McGuire.
Arthur McCormick.
Peter McLaughlin.
Jefferson McCormack.
Harry R. McCready.
Hugh McGarry.
John McGrane.
James McMahon. Patrick Smith, No. 2. Patrick Smith, No. 2.
Thomas Saunders.
Luke Sweeney.
Edward T. Stedman.
Bernard J. Shandley.
E. D. Stephens.
Edward Smith.
Henry Thomas.
Joseph Trainer.
Daniel Tucker.
John Toumey. John McGrane.
James McMahon.
Fhomas McElroy.
Patrick McCabe.
Duncan McPhail.
Patrick McCann.
Patrick McGrath.
Peter McArdle.
Cornelius McElligott.
James McGill.
Peter McCarthy. John Toumey. George Tremper. Archibald Thompson. Peter McCarthy.
Robert F. McIntyre. Chester P. Traver. Charles H. Wolf. Thomas McCullough. mes A. White. Patrick McManus. Joseph McCloskey. Peter McLaughlin. Thomas McGrane. William Wells. William Whalen. Frederick Ward. Joseph Williams. John Wilmot. Patrick Walsch. Thomas Mahon. John Moroney. Nicholas Murphy. Patrick Maguire. James Mallon. William Warren. Nicholas H. White. Michael Zeigler.

Appointments from May 1, 1890, to April 30, 1891.

May 1. Hugh Donohue, Thomas P. T. Nash, Sydney Welton, Thomas E. Snook, John Cody, Laborers.

1. Michael Madden, Dock Builder.

APRIL 29, 1892. 1890.
May 23. Terrence Griffin, Stone Mason.
29. Adolphus C. Horbacher, Dock Master.
29. William Weish, Blacksmith.
29. Lawrence J. Kelly, Dock Builder.
29. Richard Jones, Christopher Cassidy, Edward Fullbrook, Thomas F. Madden, Laborers.
June 5. John Sloan, Captain, tug "Manhattan," Andrew W. Lorne, Dock Builder, John McMahon, Frank Kelleher, Laborers.
13. Max Drucker, Collector.
13. E. J. Treemill, Blacksmith.
13. Michael O'Flynn, John Jones, Dock Builders.
13. Richard Whitehouse, Patrick T. Leavy, Patrick O'Hara, Laborers.
20. Michael William, John Lane, James Halton, Frederick McManus, Patrick McLaughlin, John Wilmot, James H. Brennan, Mortimer Sullivan, John Canavan, Edward Harris, Dock Builders. Dock Builders Dock Builders.

20. Frank M. Merritt, Milton Smith, Robert Johnston, Andrew Gallagher, James F. McNeary, John Mullen, J. J. Hunt, Laborers.

20. Henry R. Bennett, Ship Carpenter.

27. Joseph F. Meehan and James W. Carson, Dock Masters.

27. Dominick McGarrah, Mark Connolly, M. J. Crowley, Thomas Powers, Laborers.

July 11. John Ronan, Blacksmith, James Denney, Foreman of Dock Builders.

11. Hugh Kelly, Dennis McGuinness, Theodore Balke, Michael Higgins, Dock Builders.

11. Eugene Lentilhon, Frederick W. Michaelis, Anthony Buchholz, James Hammill, Nelse Nelson, James Scott, John Donohue, Cornelius McElligott, Chandler Davis, James Doran, Daniel Tucker, John Herwig, Robert F. McIntyre, Jeremiah Collins, Patrick Barry, Laborers. Doran, Daniel Tucker, John Herwig, Robert F. McIntyre, Jeremiah Collins, Patrick Barry, Laborers.

22. Matthew Dolan, Carpenter.

22. Thomas Suliivan, Michael O'Connell, Dock Builders.

22. James Van Houten, Scowman.

22. Thomas McDonald, Blacksmith.

22. John Thomas, John Williams, Ship Carpenters.

23. Henry J. Spencer, Michael Hurley, Henry A. Howland, James McGill, Laborers.

24. John O'Shea, Ship Carpenter.

24. Morris Strauss, Michael Reagan, Laborers.

Aug. 1. William Maloney, John Baldwin, Michael Flaherty, Stone Cutters.

1. James Donnelly, Larpenter.

1. Henry Balke, Dock Builder.

1. James Griffin, Nimrod Lundgren, Patrick Haley, Dennis Ryan, Patrick Murray, Thomas Ward, Albert Hillman, Henry R. Bennett, John Mulhall, Daniel Mahoney, Henry Carney, Laborers. 1. Henry Balke, Dock Butlder.

1. James Grifin, Nimrod Lundgren, Patrick Haley, Dennis Ryan, Patrick Murray, Thomas Ward, Albert Hillman, Henry R. Bennett, John Mulhall, Damel Mahoney, Henry Carney, Laborers.

7. John McCarthy, James O'Grady, Laborers.

14. Patrick McAnanly, Etward F. Snedecor, Ship Carpenters.

14. Patrick McAnanly, Etward F. Snedecor, Ship Carpenters.

14. Thomas Fitzpatrek, Michael O'Connor, Patrick Hughes, John S. Costello, John Mulligan, John J. Kenny, Patrick Walsh, Thomas Farrell, Michael Meagher, Patrick McCarthy, Peter Wilmot, John Tuomery, Thomas Barns, George Robinson, William Warren, Lawrence Ryan, William Warren, Lawrence Ryan, William Warren, Lawrence Ryan, William Warren, James Leavy, Frank Daly, William Kennedy, Thomas Julian, Charles Charlifour, Laborers.

21. George Ward, Ship Carpenter.

21. James Greshon, Michael Williams, Thomas Finnerty, Michael Dunn, Edward Hall, John O'Halloran, Henry Loughran, James Hanlon, Laborers.

21. Henry A. Palmstine, Dock Master.

22. Henry A. Palmstine, Dock Master.

25. J. Scharles Giblin, Foreman of Masons.

5. Francis Briody, Frederick Able, Patrick Goggins, George Tremper, Milton Sears, William Smith, Laborers.

5. Mark M. Sulphi, Foreman of Masons.

5. Francis Briody, Frederick Able, Patrick Goggins, George Tremper, Milton Sears, William Smith, Laborers.

5. Mark Connolly, Stone Cutter.

12. We. Horton, Leveler.

12. Tronson Kerr, Steam Engmeer.

12. John Green, Stone Cutter.

12. James Brooks, Lewis Grablin, Francis J. Hickey, William Murray, Henry F. Holland, Thomas Lancer, Thomas McCollough, Laborers.

18. Charles A. Hawke, Charles Pertain, William Bush, Jacob G. Williams, Laborers.

19. John Ritchie, Blacksmith's Helper.

20. Joseph McVey, Thomas Donohue, Daniel Mackey, V. B. Jacobson, Ship Carpenters.

20. John Ritchie, James F. McNeary, Bernard Scanlan, Laborers.

20. John Ritchie, James F. McNeary, Bernard Scanlan, Laborers.

21. Homas Serguson, Thomas Scallahan, John Early, Richolas A. Curtain, Laborers.

22. John Cambin, Transitma

David H. Dunn, Dock Builder.
 Bartholomew Donohue, Ship Carpenter.
 William B. Earle, Owen Lynch, William H. Decker, Michael O'Keefe, Frederick Hadler,

30. Michael Enright, Dock Builder. 30. Bernard H. Shanley, John Hanevy, Amos H. Dickinson, Laborers.

1891. in. 8. 8. 3. 30. Bernard H. Shanley, John Hanevy, Amos H. Dickinson, Laborers.
 1891.
 Jan. 8. Alfred J. Nayer, Thomas F. Burns, Steam Engineers.
 8. James Doran, George Wright, Dock Builders.
 8. John Handy, Charles Merritt, Laborers.
 8. William Baker, Deckhand, tug "Manhattan."
 15. Luke Sweeney, John Gannon, C. M. Brown, Laborers.
 15. Benjamin Walker, Caulker.
 16. Michael J. Neary, Stone Cutter.
 22. Morris O'Connell, Edward F. Stedmam, Patrick Donohue, John Guion, Martin Clancy, James Thomas, Laborers.
 22. Thomas H. Powers, Cornelius O'Connor, Ship Carpenters.
 23. John H. Dawson. Frank Reilly, James Norton, Laborers.
 24. Edward D. Saunders, James Gaffney, Stone Cutters.
 25. Thomas Culkin, George Hackett, John Gough, John O. Prey, Laborers.
 26. S. W. Hoag, Jr., Assis ant Engineer.
 27. John H. Kelly, Ship Carpenter.
 28. Bartholomew Gurrin, Stone Cutter.
 29. John H. Kelly, Ship Carpenter.
 20. John Golden, Laborer; Thomas Lawlor, Blacksmith.
 20. John Golden, Laborer; Thomas Lawlor, Blacksmith.
 20. John Golden, Laborer; Thomas Lawlor, Blacksmith.
 20. Charles Campbell, Deckhand, tug "Manhattan."
 21. Edward Smith, John Quinn, James Kelly, Charles Morton, Laborers.
 22. Edward Smith, John Quinn, James Kelly, Charles Morton, Laborers.
 23. William Purcell, Ship Carpenter.
 24. William McCornick, Laborer.
 25. William Purcell, Ship Carpenter.
 26. Andrew Livingston, Milchael Carroll, Ship Carpenter.
 27. William McCornick, Laborer.
 28. William McCornick, Laborer.
 29. Patrick Cronin, Ship Carpenter.
 21. Daniel Corcoran, Blacksmith's Helper.
 22. Daniel Corcoran, William T. Nash, Edward H. Miles, William Hammersley, Matthew

Mar. 26. Lawrence Dugan, Laborer.

Apr. 2. Charles Wilson, Captain, tug "Manhattan."

2. John Ronan, James Brown, William Mitchell, Thomas McGrain, Laborers.

2. Patrick Kelly, John F. Trenley, Peter J. De Temple, Dock Builders.

2. John Crowe, Ship Carpenter.

3. John Crowe, Ship Carpenter.

4. John Sanderson, Stone Cutter.

5. William Sanderson, Stone Cutter.

6. Richard Powers, Joseph De Temple, William Clancy, Dock-builders.

7. Peter McLoughlm, Edward Ahearn, John P. Fogarty, J. S. H. Petite, John Whearty,

Thomas Burns, John Devlin, John A. Lowe, David Robinson, Laborers.

16. Patrick O'Rourke, Laborer.

17. Joseph Mauder, Martin Dunn, Joseph Kratky, John Murray, Laborers.

23. Patrick Burns, Owen McCabe, Stone Cutters.

30. Charles Bennett, Thomas Madden, Laborers.

30. Thomas Traynor, Dock Builder.

30. Thomas McCormick, Ship Carpenter.

Resigned, Discharged, etc., from May 1, 1890, to April 30, 1891. 1890.

May I. Jeremiah Donovan, Dock Builder, resigned.

8. John T. Williams, Laborer, name dropped from roll.

9. Timothy Ryan, Laborer, discharged.

15. William Stanton, Dock Builder, Frederick Locard, Laborer, resigned.

June 12. Adolphus C. Horbacher, Dock Master, resigned.

20. Percy E. Naylor, Laborer, resigned.

20. Peter McAvoy, Stone Cutter, H. R. Bennett, Dock Builder, James Maguire, Laborer, discharged.

Peter McAvoy, Stone Cutter, H. R. Bennett, Dock Builder, James Maguire, Ladorer, discharged.
 John A. Lowe, Laborer, resigned.
 Edward Boyle, Laborer, discharged.
 John Finnegan, Laborer, resigned.
 Thomas Lestrange, Laborer, discharged.
 Patrick Barry, Laborer, appointment revoked.
 Walter Crook, Laborer, discharged.
 Thomas Powers, Laborer, discharged.
 Henry R. Bennett, John Thomas, Ship Carpenters, resigned.
 Charles S. Thompson, Dock Master, resigned.
 Robert Whitehouse, Laborer, discharged.
 Patrick Canty, Laborer, discharged.
 Michael Caldwell, Foreman of Masons, name taken from roll.
 Thomas Quinlan (No. 2), John McGranary, Laborers, discharged.
 Matthew Dolan, Carpenter, name taken from roll.
 Thomas O'Donnell, John Hanley, Henry Weisbader, Robert Johnson, James O'Hara, Hugh Donohue, Laborers, and Michael Williams, Dock Builder, and E. J. Treemill, Blacksmith, discharged.

Hugh Donohue, Laborers, and Michael Williams, Dock Builder, and E. J. Treemill, Blacksmith, discharged.

14. Francis Farney, Laborer, resigned.

21. James Connolly, Ship Carpenter, and Patrick Murray, Laborer, discharged.

21. Patrick Healy, William Kennedy, Frank Daly, John Mulligan, Albert Hillman, Michael Meagher, Patrick Fleming, Peter Wilmot, Laborer, discharged.

28. John J. Kenny, Laborer, resigned.

28. Patrick Vallely, Laborer, name dropped from roll.

Sept. 4. William J. Trimble, Clerk, name dropped from roll; William Stanton, Dock Builder, resigned.

pt. 4. William J. Trimble, Clerk, name dropped from roll; William Stanton, Dock Builder, resigned.

5. Peter Brown, James Cheston, Jr., William Connolly, James F. Cunningham, Mark Connolly, Henry J. Cox, John Daly, Michael Gavigan, Timothy Holland, Eugene Healy, William Hart, Arthur R. Kirkby, Hugh Keenan, John Kelly, Max Kemper, Patrick Keegan, B. R. MacLaurin, John McCarthy, John McMann, James F. McCormack, John Martin, Henry Quade, Frank Quinn, John Roach, Charles Rose, Thomas Sullivan, Morris Unruh, Joseph Wolff, Walter Willis, John Whearty, Harvey Zellniff, Laborers, discharged.

5. George Ballard, William Bush, Owen Dehen, Thomas Love, Patrick McManus, Dennis McGuinness, James F. McNeary, Peter Nolan, Michael O'Connor, John Shea, James Tormey, Christopher Welsh, Michael Williams, Dock Builders, discharged.

5. William Gallagher, John Palmer, Stone Cutters, discharged.

5. Benjamin Walker, Caulker, discharged.

12. Terrence Griffin, Mason, discharged.

12. William Kennedy, Edward Harris, John F. Weber, Dock Builders, discharged.

12. George Eichelle, Peter Braisted, Henry J. Spencer, John Cody, John Hewer, Frank M. Merritt, William Smith, Charles Connolly, Dominick McGarrah, Milton Smith, Laborers, discharged.

18. E. D. Stephens, Laborer, resigned.

Merritt, William Smith, Charles Connolly, Dominick McGarrah, Milton Smith, Laborers, discharged.

18. E. D. Stephens, Laborer, resigned.

25. Philip V. R. Van Wyck, Jr., Leveler, James J. Reagan, Laborer, resigned.

26. George Ward, Martin L. Sutherly, William J. Farrell, Ship Carpenters, discharged.

27. George Ward, Martin L. Sutherly, William J. Farrell, Ship Carpenters, discharged.

28. George Burke, Joseph De Temple, Jr., Dock Builders, resigned.

29. Jacob Kirchhoch, Laborer, resigned.

20. Jacob Kirchhoch, Laborer, discharged.

21. Jeong Rosenberg, Laborer, discharged.

22. Louis Rosenberg, Laborer, discharged.

23. Louis Rosenberg, Laborer, discharged.

24. Thomas J. Macdonald, Blacksmith, resigned.

25. Thomas J. Macdonald, Blacksmith, resigned.

26. Trancis Moss (No. 2), Laborer, name dropped from the roll.

27. Anthony Buchholz, Patrick Barry, Michael Collins, Thomas Finnerty, Michael Gavin, James Hanlon, Thomas Higgins, Edward Lynch (No. 2), Morris Strauss, James F. McNeaty, Felix Morgan, James Maloney, Michael O'Keefe, Michael Rogers, James Scott, Thomas E. Snook, Thomas Ward, Sidney Welton, Michael Reagan, David G. Williams, Laborers, discharged.

21. William Weldon, Dock Builder, discharged.

22. William Weldon, Dock Builder, discharged.

23. August Schweigert, Laborer, discharged.

24. Thomas Johnson, Dock Builder, name dropped from the roll.

25. Royal Chapin, Assistant Engineer, discharged.

26. William Bush, Laborer, discharged.

27. Thomas W. Gaynor, Steam Engineer, resigned.

28. Addison Connor, Assistant Engineer, name dropped from roll.

1891.

23. August Schweigert, Laborer, discharged.
1891.
Jan. 8. Addison Connor, Assistant Engineer, name dropped from roll.
8. Hans Jonassen, Deckhand, tug "Manhattan," discharged.
22. James Hallon, Dock Builder, discharged.
23. James Hallon, Dock Builder, discharged.
29. George Ballard, Laborer, dismissed.
20. John Sloan, Captain, tug "Manhattan," name dropped from roll.
Feb. 5. Joseph Crotty, Laborer, resigned.
12. Charles Giblin, Foreman of Masons and Michael Doyle, Stone Cutter, discharged.
13. Henry Crum, Dock Builder, and Patrick T. Leavy, Laborer, resigned.
14. Henry Crum, Dock Builder, and Patrick T. Leavy, Laborer, resigned.
20. John Sloan, Laborer, discharged.
21. Thomas Culkin, Laborer, discharged.
22. Thomas H. Powers, Ship Carpenter, discharged.
23. John Gannon, Laborer, discharged.
24. William Kelly (No. 1), Laborer, name dropped from the roll.
12. William Purcell, Robert Farrell, William E. Downey, Edward F. Snedeker, Ship Carpenters, discharged.
12. William Melly (No. 1), Laborer, name dropped from the roll.
12. James Kennedy, Thomas Labey, John E. Relyea, Laborers, discharged.
23. John Sheevers, Laborer, resigned.
24. Patrick Smith (No. 3), John Gurrin, Thomas Farrell, William McCormick, James Costello, Thomas Burns (No. 2), John Foley, Edward Hall, Laborers, discharged.
25. Patrick Smith (No. 3), John Gurrin, Thomas Farrell, William McCormick, James Carroll, William McCormick, John Muhall, Laborers, discharged.
26. Frederick W. Ward, Laborer, resigned.
27. Thomas Callahan, John Handy, Dennis Gallagher, James Norton, William B. Earl, Laborers, discharged.
28. Frederick W. Hale, William Teal, Laborers, William Owens, Stone Cutter, discharged.
29. Thomas Callahan, John Handy, Dennis Gallagher, James Norton, William B. Earl, Laborers, discharged.
23. Willi

1890. Compensation Fixed as Follows:

May I. Rate of pay of Stone Cutters, 45 cents per hour, Saturdays, 50 cents per hour.

"23. John King, Boatman, \$15 per week.

"29. Foreman of Masons, 60 cents per hour.

"29. Nicholas H. Voorhis, Chainman, \$15 per week.

June 27. Louis S. Kellogg, Clerk, \$150 per month.

"27. Francis E. Moon, Chief Clerk, \$200 per month.

"27. James Weir, Appertiontment Clerk, \$175 per month.

"27. Ship Carpenters, Caulkers and Painters, 39 cents per hour.

"27. Foreman of Ship Carpenters, 45 cents per hour.

"27. Office Cleaners, \$1.45 per day. (Rescinded July II, 1890.)

July II. Office Cleaners, \$1.30 per day.

"11. John F. Cherry, Laborer, \$15 per week.

"24. John H. Conley, Superintendent of Machinery, \$137.50 per month.

"25. John A. Bensel, Assistant Engineer, and Godfrey P. Farley, Assistant Engineer, \$125 per month. month.

month.

24. Edwin A. Gregory, Jr., Clerk, \$100 per month.

24. Charles J. Farley, Clerk to the Commissioners, \$125 per month.

24. Patrick White, Foreman of Piling and Woodwork, 50 cents per hour.

24. Henry C. Freeman, Clerk to the Engineer-in-Chief, \$2,000 per annum.

24. Charles Miller, Jr., Recording Clerk, \$2,000 per annum.

24. Edward Gottschall, Searcher of Water Grants, \$2,000 per annum.

31. Addison Connor and Royal Chapin, Assistant Engineers, \$2,000 per annum.

g. 1. Webster H. Gilon, Stenographer and Typewriter, \$116.66 per month.

5. Chandler Davis, Leveler, \$100 per month.

5. Eugene Lentilhon. Leveler, \$80 per month.

Aug. 1. Webster H. Gilon, Stenographer and Typewriter, \$116.66 per month.

5. Chandler Davis, Leveler, \$100 per month.

5. Eugene Lentilhon, Leveler, \$80 per month.

5. Jacob Bauer, Laborer, Acting Watchman, 23 cents per hour.

12. Berthold Sommer, Clerk, \$125 per month.

12. Patrick Geoghegan, Foreman of Dock Builders, 40 cents per hour.

18. Frank P. Rush, Clerk, \$100 per month.

26. Frederick Lange, Stationery Clerk and Messenger, \$125 per month.

26. Frederick H. Michaelis, Laborer, \$15 per week.

Oct. 30. David F. McCarthy, Superintendent of Repairs, \$3,000 per annum.

30. Andrew McC. Parker, Assistant Engineer, \$2,700 per annum.

30. Winfield S. Lasher, Assistant Engineer, \$150 per month.

30. Frederick P. Thompson, Surveyor, \$3,000 per annum.

30. G. W. Staniford, Assistant Surveyor, \$175 per month.

30. Otto H. Klein, Draughtsman, \$125 per month.

30. Otto H. Klein, Draughtsman, \$125 per month.

30. James Weir, Apportionment Clerk, \$2,700 per annum.

30. John F. Williams, Rodman, \$18 per week.

30. Henry R. McCready, Laborer, \$15 per week.

Nov. 6. Allen N. Spooner and Godfrey P. Farley, Assistant Engineers, \$150 per month.

13. Theodore Alling, Blacksmith, 40 cents per hour.

20. Wester H. Gilon, Stenographer and Type-writer, \$125 per month.

18. S. W. Hear, Ir. Assistant Engineer, \$150 per month.

Feb. 12. S. W. Hoag, Jr., Assistant Engineer, \$166.66 per month.

12. John F. Cherry, Laborer, \$75 per month.

20. William W. Maclay, First Assistant Engineer, \$333.33 per month.

Mar. 5. Eugene Lentilhon, Leveler, \$100 per month.

Apr. 2. Charles Wilson, Captain, tug "Manhattan," \$125 per month.

1890. Official Designation.

May I. James King, Laborer to Boatman.

1. Allen N. Spooner, Hydrographer, to Assistant Engineer.

1890.
May I. Peter G. Spencer, Chainman, to Leveler.

"I. Philip V. R. Van Wcyk, Jr., Rodman, to Leveler.

"I. James W. Carson, Laborer, to Chainman.

"9. James Reilly, No. 2, Laborer, to Dock Builder.

"29. John T. L. Doughty, Laborer, to Hydrographer.
July 22. John J. McEntee, Dock Builder, to Foreman of Dock Builders.

"22. Hugh Daly, John R. Grant, Daniel McLoughlin, John McNamara, Carpenters, to Ship Carpenters.

Aug. I. William Ellis, Dock Builder, to Foreman of Dock Builders.

"14. Patrick Gately, Dock Builder, to Foreman of Dock Builders.

"21. Dennis Meehan, Laborer, to Dock Builder.

Sept. 5. Chandler Davis and Eugene Lentilhon, Laborers, to Levelers.

Sept. 5. Chandler Davis and Eugene Lentilhon, Laborers, to Levelers.

25. William W. Maclay, Superintendent of Section, to First Assistant Engineer.

Oct. 23. Frederick Lange, Stationery Clerk and Messenger, to Stationery Custodian and Messenger.

30. Patrick H. Murray, Dock Builder, to Foreman of Dock Builders.

Dec. 18. William White, Dock Builder, to Foreman of Dock Builders.

18. George A. Button, Leveler, to Assistant Engineer.

1801. Apr. 23. John J. McGuire, Laborer, to Dock Builder.

SECOND.—GENERAL DUTIES.

SECOND.—GENERAL DUTIES.

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

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

I .- ORDERS AND RULES ADOPTED BY THE BOARD.

June 27, 1890, resolution adopted increasing the number of Dock Districts from twelve to thirteen; and the boundary of Dock Districts Nos. 9, 11 and 13, were fixed as follows to take effect June 30, 1890:

District No. 9—From East Fifty-fourth street to and including Ninety-sixth street, East river.

District No. 13—From Seventh avenue, on both sides of the Harlem river, to Spuyten Duyvil, and on the North river, from Yonkers to Eighty-sixth street.

District No. 11—From East Ninety-sixth street, on both sides of the Harlem river to Seventh avenue, including the Bronx Kills and East river or Long Island Sound, to the Bronx river, and along the Bronx river. along the Bronx river.

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

* By chapter 482 of the Laws of 1890, the Department is authorized, with the consent and approval of the Commissioners of the Sinking Fund, to extend and alter the present pier-head line as now established on the Hudson river between Battery Place and Seventieth street.

II.—Description of Contracts Made by the Board.

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT,	DATE OF EXPIRATION.
331	Dredging at East Twenty-fourth Street Section, E. R	Atlantic Dredging Co	22 cents per cubic yard	Apr. 25, 1890	Apr. 28, 1890	December 1, 1890.
332	Repairing pier at East Twenty-fourth street, E. R	John Gillies	\$14,600 00	July 23, 1890	July 24, 1890	December 1, 1890.
333	Building pier at East Ninety-fifth street, E. R	Geo. H. Scribner, Jr	Class 1: \$13,700; Class 2: 70 cents per cubic yard	June 6, 1890	June 16, 1890	October 1, 1890,
334	Repairing bulkhead between Piers, old 56 and old 58, N. R	John W. Flaherty	Crib-work between Piers, old 56 and old 57, \$4,368; crib-work between Pier, old 58 and Little West Twelfth street, \$3,487		June 12, 1890	
335	Dredging at West Thirty-fourth street, N. R	Charles and Henry E. DuBois	14 cents per cubic yard	June 11, 1890	June 13, 1890	August 20, 1890.
336	Paving new-made land between West Fiftieth and West Fifty-first streets, N. R	George F. Doak	\$1.63 per square yard	June 20, 1890	June 24, 1890	August 1, 1800.
337	Not awarded in consequence of an injunction served June 20, 1890.					
338	For furnishing granite.	John Pierce	Class 1: 99 cents per cubic foot; Class 2:			
339	Building pier, including sewer-box and dumping-board, at East One Hundred and Tenth		\$1.15 per cubic yard	July 3, 1890	July 11, 1890	October 15, 1890.
239	street, H. R.	William W. Hegeman	\$28,100 00	July 9, 1890	July 15, 1890	November 1, 1890.
340	Building pier and approach at foot of West Forty-ninth street, N. R	Barth. S. Cronin	41,375 00	July 16, 1890	July 17, 1890	December 31, 1890.
341	Repairing Pier, new 57, N. R	Barth. S. Cronin	17,875 00	July 16, 1890	July 17, 1890	October 31, 1890.
342	Sundry dredging on North river	The Morris & Cumings Dredging Co	20 cents per cubic yard	July 16, 1890	July 17, 1890	September 30, 1890.
343	Dredging site for pier at West Forty-ninth street, N. R	The North American Dredging and Improvement Co	19¼ cents per cubic yard	July 23, 1890	July 29, 1890	April 30, 1891.
344	Building pier at West Fifty-second street, N. R	P. Sanford Ross	\$37,000 00	July 18, 1890	July 31, 1890	December 31, 1890
345	Furnishing and putting in place small cobble and rip-rap stone		Class "A": 97 cents per cubic yard; Class "B"; 67 cents per cubic yard			January 1, 1891.
346	Sundry dredging on North river	Charles DuBois	12 cents per cubic yard			April 30, 1891.
347	Dredging at West Fifty-second street, N. R.	Charles DuBois	12 cents per cubic yard			April 30, 1891.
348	Building pier at West One Hundred and Thirty-third street, and crib-bulkhead between West One Hundred and Thirty-second and West One Hundred and Thirty-third streets, N. R.	William P. Kelly	{Class 1: 22 cents per cubic yard; Class 2: \$14,613.71; Class 3: \$20,839.90			December 31, 1890.
349	Building pier at foot of West One Hundred and Thirty-fourth street, N. R	William P. Kelly	Class 1: \$19,034.65; Class 2: 70 cents per cubic yard	Aug. 22, 1800	Aug. 25, 1890	December 31, 1890
350	Building Pier, new 58, N. R.	John W. Flaherty			Sept. 16, 1890	February 15, 1891.
351	Dredging south half of Pier, new 34, N. R		120111014		Sept. 18, 1890	October 30, 1890.
352	Dredging site bulkhead-wall, East One Hundred and Second street, H.R		45 cents per cubic yard	100000000000000000000000000000000000000	Nov. 28, 1890	December 30, 1890.
353	Building crib-bulkhead at Charity Hospital, Blackwell's Island, etc., E. R	John Gillies	\$12,958 o o			
354	Dredging site bulkhead-wall from north side of East Seventy-sixth street to the southerly side of East Seventy-eighth street, E. R.	R. G. Packard.	\$1.62½ per cubic yard	Nov. 21, 1890		April 1, 1891. December 1, 1890.
355	Dredging site for pier at East Twenty-second street, E. R.	Bids rejected October 9, 1890.	galoz/2 per casie jaran in	Sept. 20, 1095	Oct. 1, 1090	December 1, 1090.
356	Building pier, etc., at East Twenty-second street, E. R	Resolution authorizing building of said	nian recainded October of 1911			
	For turnishing granite					
357	For turnsling grante	William J. Clark	Class 1: 95 cents per cubic foot; Class 2: \$1.13 per cubic foot; Class 3: 70 cents per 1,000 blocks	Oct. 29, 1890	Nov. 5, 1890	July 1, 1891.
358	Dredging from West Seventy-eighth street to West Seventy-ninth street, N.R	Morris & Cumings Dredging Co				
359	Repairing and extending Pier, new 46, etc		Class 1: 40 cents per cubic yard; Class 2: \$17,000; Class 3: \$18,000; Class 4:		Nov. 26, 1890	
360	Building Pier, new 14	John Gillies	Class 1: \$62,500; Class 2: 65 cents per			
121	Dredging site for pier at East Twentieth street, E.R	Section 19 and 1	cubic yard	Dec. 5, 1890	Dec. 10, 1890	July 15, 1891.

PRIL 29, 1892. THE	CITY	RECO	RD.			1363
Description of Contract.	CONT	RACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF Expiration.
redging site for Pier, new 14, N. R	. Atlantic Dredging	g Co	Class 1: 20 cents per cubic yard; Class 2 \$1 per cubic yard; Class 3: 40 cents pe cubic yard.	r	Dec. 8, 1890	April 17, 1891.
redging between Piers, 10 and 11, and 11 and 12, E.R	. Atlantic Dredging	Co			Jan. 19, 1891	February 1, 1891
redging site for Pier, new 23, N. R		s Dredging Co		Jan. 13, 1891	Jan. 14, 1891	March 1, 1891.
nilding Pier 43, E. R			Class 1 : \$1,200; Class 2 : \$15,700	Jan. 27, 1891	Jan. 7, 1891	Мау 31, 1891.
illding tug pier			\$41,800 00	Feb. 18, 1891	Mar. 15, 1891	August 31, 1891.
rnishing sawed yellow pine timber			\$21 74 per 1,000 feet	Feb. 18, 1891	Feb. 20, 1891	August 1, 1891.
or filling in behind the crib-bulkhead, from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, H. R.	Michael H. Whale	n & Co	14 cents per cubic yard	Feb. 11, 1891	Feb. 16, 1891	Aug. 1, 1891.
or extending Pier, new 25, N. R.	. Joseph Walsh		\$17,700 00	Mar. 23, 1891	Apr. 1, 1891	July 15, 1891.
ndry dredging on North and East rivers	. Morris & Cuming	s Dredging Co	20 cents per cubic yard	Mar. 31, 1891	Apr. 1, 1891	Apr. 25, 1891.
indry dredging on North river	. Atlantic Dredging	Co	20 cents per cubic yard	Apr. 16, 1891	Apr. 25, 1891	May 11, 1891.
or extending Pier, new 37, N. R	. John W. Flaherty		cubic yard	Apr. 23, 1891	Apr. 20, 1891	Sept. 1, 1891.
or furnishing granite	. Francis H. Smith.		Class 1: 90 cents per cubic foot; Class 2: \$1.13 per cubic foot	Apr. 23, 1891	May 4, 1891	Sept. 1, 1891.
nilding crib-bulkhead, from the middle of West Eighty-first street to the middle of the block between West Eighty-second and West Eighty-third streets, N. R	Thomas Walsh	Class r: 27 cents per cubic yard; Clas \$24,500	Class r: 27 cents per cubic yard; Class 2: \$24,500	Apr. 23, 1891	Apr. 1, 1891	Oct. 1, 1891.
III.—REVENUE. The total revenues of the Department which have accrued within the 1554.93, not including \$334,579.05 collected by the Finance Department for hich properly constitutes a part of the revenue of the water-front. IV.—Leases Made by the Board. I leases made during the year by the Board of wharf property owned by the gland under water, are contained in the rent-roll accompanying this reputal; to whom and for what property each of said leases was respectively make same will expire, including an enumeration of the leases in force on the last of May, 1891.	the Corporation, ort; the amount ade and the time	III.—BALANCE: Amount of proteins Depart NEW YORK Approved a EDW	ceeds of Dock Bonds in the hands of the Continent, April 30, 1891. Respectfully su	omitted to the	ril 30, 1891, for	\$1,971,844 use of \$1,100,288
STATEMENT OF REVENUES AND DISBURSEMENTS. ount with the Mayor, Aldermen and Commonalty, and Balance Sheet for A	<i>lpril</i> 30, 1891.	J. St The Mayor, Ale the D	dermen and Commonalty of the City epartment of Docks for and during		, in account ing April 30,	with the Board 1890.
ount with the Mayor, Aldermen and Commonalty, and Balance Sheet for A		J. Si The Mayor, Ali the D DR.	dermen and Commonalty of the City epartment of Docks for and during	of New York the Year end		Cr.
ment of the Revenues and Disbursements of the Department and during the Year ending April 30, 1891.		J. St. The Mayor, All the D. DR. To deposits of mon	dermen and Commonalty of the City epartment of Docks for and during	of New York the Year end		with the Board 1890. CR. he re- te \$1,178,135
ount with the Mayor, Aldermen and Commonalty, and Balance Sheet for A	of Docks for vit:	The Mayor, Alta the DR. DR. To deposits of mon lain	ergeant Cram, Board of Dock dermen and Commonalty of the City lepartment of Docks for and during ey with the Chamber- s audited for materials es furnished and for lered, to wit: n account	of New York the Year end balance, April 3 port for the year	to, 1890, as per to rending that da Rent	CR he re- te \$1,178,135 1,508,554 3,000,000 rivate tment 33,380

.—Revenue:			
Amount of rents accruing and wharfage collected during the year endi	ng April 30, 1	891, to wit:	
To lessees of corporation wharf property and occupants of land the property of the corporation, covered by wharf improvem by permission of the Department. Amount of wharfage collected within the year from unlessed wharf property.	corporation	\$1,408,994 66 99,560 27	
			\$1,508,554 93
I.—Distribution:			
Cash—			
Amount of moneys deposited with the Chamberlain prior to May 1, 1890, being in payment, in advance of rents accruing therefor. Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund for the Redemption of the City Debt.	\$15,303 75 1,499,344 30		
P. 1		\$1,514,648 05	
Deduct these amounts included in the said moneys, but not applicable to rents payable during the year, to wit: Sums received at public sale of leases of corporation wharf property, being deposits made by purchasers as security for the execution on their part of their leases respectively, which leases are to date from May 1, 1891, or subsequently, and which deposits are to be applied as rent first accruing under such leases as shall be duly completed, or in default to become forfeited. Proceeds of sales of old material Collections received from the Counsel to the Corporation in settlement of claims placed in his hands prior to May 1, 1890, including interest and costs and judgments recovered.	\$16,240 42 314 19 7,296 72	23,851 33	
Leaving this amount deposited during the year as rents and w corporation wharf property (except from premises in use undemade with the Comptroller)	r ferry leases	\$1,490,796 72	,
the Corporation for collection		1,725 00 16,033 21	\$1,508,554 93
DOCK BONDS.			
Total amount of "Dock Bonds of the City of New York," issued by sioners of the Sinking Fund, for the uses and purposes of the Dep date of its organization in May, 1870, to April 31, 1891	artment of De	cks, from the	\$18,603,000 00

DOCK FUND.

I.—RECEIPTS:

			nissioners osing the of Docks.
DR.	lance She	et, April 30, 1891.	Cr.
Contingent Fund	\$1,000	The Mayor, Aldermen and Commona of the City of New York	lty \$2.716.200 17
Judgments (as per Schedule J)	121,857	Rents paid in advance of May 1, 1891	
Sundry Debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule I)	78,426		16,240 42
Dock Fund	1,100,288	1	
Floating plant as per Schedule L)	184,475	o	
Acquired real property	1,230,450	7	
Sundry unpaid rents	16,033	<u> </u>	
	\$2,732,530	59	\$2,732,530 59

\$5,814,474 34

By sale of dump tickets.....

By moneys credited to Dock Fund.....

By sale of old material

By fines and penalties.....

By interest received.....

By costs received.....

By increased value of floating plant.... 15,675 oo

By Balance, April 30, 1891..... \$2,732,530 59

13,957 50

47,539 50

314 19

150 00

75 38

400 42

\$5,814,474 34

-RECEIPTS:			
 Amount of proceeds of Dock Bonds approximated as being in the Comptroller on May 1, 1890, for the uses and purposes of this as per Annual Report for the year ending April 30, 1890 Amount of proceeds of Dock Bonds directed to be issued by the Cofthe Sinking Fund Amount of moneys received in and during the year, and depose Chamberlain for the uses and purposes of the Department; being ments for the costs of repairs to wharf properties not owned! 	Department, commissioners ited with the ng reimburse-	\$24,593 45	
ration, and for the use of the Department appliances and dum furnishing maps, tracings, etc	ping-grounds,	47.539 50	
.—Expenditure:			\$3,
Amount of bills and claims audited in and during the year ending Ap to the Finance Department for payment, being for materials and services rendered to this Department, to wit:	ril 30, 1891, ar l supplies furn	d transmitted ished, and for	
1. For Construction—			
For bills and claims audited as per Schedule B	\$881,492 19		
As per Schedule C:			
Salaries of the Commissioners	10,999 98 78,337 98		
tion force	384,206 07		
		\$1,355,036 22	
2. For General Repairs—		\$1,355,036 22	
For bills and claims audited as per Schedule D	\$102,569 06		
As per Schedule E: Pay-rolls of dock-builders, watchmen, carpenters, inspectors and engineers on General Repairs force			
and engineers on Ocheral Repairs to ce	27,524 72	\$130,003 78	
3. For Annual Expense— For bills and claims audited as per Schedule F	\$6,105 71		
As per Schedule G;		16	
Salaries of officers and appointees	43,824 24		

SCHEDULE A. LEDGER BALANCES, APRIL 30, 1891.

Dr.	Folio.		Cr.
	90	Sale of maps	\$51 50
\$130,093 78	62	General repairs	
49,929 95	4	Annual expenses	
1,000 00	18	Contingent fund	
78,426 54	442	Unpaid rents in hands of Counsel to the Corporation	
1,052,748 61	36	Dock fund	
	32	Dock and Slip rent	1,508,554 9
	84	The Mayor, Aldermen and Commonalty of the City of New York	4,193,810 00
	77	Repairs for private owners, etc	33,380 5
1,230,450 27	1	Acquired property,	

\$1,355,036 22

Dr.	Folio.		CR.
	39	Dump tickets	13,957 50
\$121,857 45	70	Judgments recovered	
184,475 00	50	Floating plant	
1,546,883 80	71	T. C. T. Crain, Chamberlain	
1,355,036 22	16	Construction account	
	92	Sale of old material	314 19
	78	Interest account	75 38
	79	Costs account	400 42
	19	Rent advances	16,240 42
	48	Fines and penalties	150 00
650 00	217	A. T. Decker & Co	
15,000 00	380	Oceanic Steam Navigation Company	
250 00	361	New York, New Haven and Hartford Railroad Company	
100 00	431	Schmidt & Koehne	
33 21	319	Maine Steamship Company	
\$5,766,934 84			\$5,766,934 84

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

ent, Broken

				CONSTRUCTION		
Contracts for Building				, Piles, Grante meral Expenses.		Ceme
Victor Vierow					\$3.075	00
North American Dredgin	g Co				12,904	
Charles DuBois						55
Brown & Fleming					18,208	
John Sloan					500	
Union Dredging Co					46,308	
Atlantic Dredging Co Haebler & Co					53,297	
Morris & Cumings Dredgi	ing Co				12,227	00
Alfred J. Murray					33,968	
Beard & Kimpland C. M. Kimpland						
Baetjer & Myerstein					12,526	- Table 1
lames Brand					17.805	96
Dickinson Brothers & Kin Sinclair & Babson	ıg					
Barth. S. Cronin					1,255	
George F. Doak					2,404	
George H. Scribner, Jr Fogg & Scribner						
John W. Flaherty						
John Gillies				• • • • • • • • • • • • • • • • • • • •	80,403	53
William W. Hegemann John Pierce				************	13,637	38
Andrew A. Bouker					27.516	14
R. G. Packard					. 8,706	62
William P. Kelly Brandford Granite Co					47,873	
Patrick Keenan & Peter N	Veary				5,120	
P. Sandford Ross					36,700	00
Joseph Walsh					1 200	
Brown & Miller					10.405	
Alexander Pollock					8.663	59
John A. Bouker Joseph W. Duryee	• • • • • • • • • • • • • • • • • • • •				12,027	
Bell Bros					048	
David Duncan & Son					1,694	
Ward & Olyphant Meeker & Co					1.084	
Popham & Sedgwick Sperry & Popham Coal Co					267	
Popham & Co	D					50
James S. Barron & Co					2.028	
East River Mill and Lumb	ber Co				1,884	77
James Matthews, Treasure Hoyt Paper Tube Co	er				2,178	
Carolina Oil and Creosote	Co				1.825	00 82
Dunbar Box and Lumber F. Eckel	Co				264	12
Hastings Card Co	• • • • • • • • • • • • • • • • • • •			************	47	
Home of Industry					27	
Annin & Co Peter Seery			• • • • • •		. 5	00
Charles Hart					. 45	
Hodgman Rubber Co					. 247	
John Early & Co John Loyd					. 309	
F. W. Devoe & Co					544	
Zimdars & Hunt Arnold, Constable & Co						40
J. W. Mason & Co				• • • • • • • • • • • • • • • • • • • •	. 226	
Fred. A. Potts					814	
Corn Exchange Bag Co A. F. Swan				• • • • • • • • • • • • • • • • • • • •	. 2,013	-
A. B. Johnson & Co					T 262	
C. & R. Poillon					. 89	70
Canda & Kane Isaac Hall's Sons		• • • • • • • •	******			
American Photo-Lithograp	hing Co				71	
David Clark					120	
General Copying Apparate John Roebling Sons & Co.	us Co	• • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	31	
Riverside Bridge and Iron	Works				21	
Tallmadge Delafield A. Schraeder & Son					1 020	
John F. Walsh, Jr					750	
Samuel Ayers					665	
F. T. Higgins					. 541	
W. Ames & Co					2.244	
David E. Donovan					. 6,260	74
Gas Engine and Power Co.	• • • • • • • • • • • • • • • • • • • •	• • • • • • • •			. 37	50
New York Coal Tar and C	nemical Co)	221101	1440	172	
Hugh Nisbitt					71 6	50
E. W. McClave & Co Thomas H. Simonson & Sc	on				. 469 8	
Andrew McGrath					1 080 5	
Kapp & Johnson Lumber C	0				E26 I	54
Henry Pym					. 18 0	00

Keuffel & Essel	\$5 05	
George H. Read & Co	8 00	1/1
John C. Moore	6,513 50	
John H. J. Ronner	35 00	
H. B. Newhall & Co	1,022 26	
J. L. Mott Ironworks	255 45	
Alexander J. Howell	943 08	
William B. Ferguson & Son	3,230 45	
Fairbanks & Co	336 75	
Consolidated Gas Co	27 87	
Stern Brothers	7 85	
Charles L. Bucki & Co	2,420 45	
William Howe & Co	560 25	
Pioneer Iron Works	825 00	
Vurta Pag Co	825 00	
Kurtz Bag Co	305 87	
G. L. Schuyler & Co	742 89	
Candee & Smith	385 50	
Eppinger & Russell	4,013 60	
Martin B. Brown	5,729 40	
James Cunnion & Son	165 00	
J. B. & J. M. Cornell	15 00	
George Karr & Co	386 79	
P. H. McArdle	497 00	
Lidgerwood Manufacturing Co	15 00	
Metropolitan Telephone and Telegraph Co	1,628 44	
E. P. Gleason Manufacturing Co	12 00	
B. C. Valentine & Co	74 00	
Chalmers Spence Co	120 90	
Henry O. Tammany Co	13 00	
John Fox	1,332 81	
"Journal of Commerce"	16 20	
"Sunday Mercury"	2 75	
"Evening Post"	18 00	
Home Insurance Co	250 00	
Julius Bien & Co	25 00	
New York News Publishing Co	535 65	
"The World"	442 55	
William Cowles.	1,463 00	
Fernoline Chemical Co	72 50	
Thomas C. Townsend	94 02	
* Holling St. * Stringshitt	94 02	\$881,492 19
		\$001,492 TG

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Commissioners.

Ames Matthews Sergeant Cram Construction Force. George S. Greene, Jr. Selected S. Greene, Jr. Selecte	3,666 66 3,666 66 3,666 66 6,000 00 3,166 66 2,850 00 2,700 00 2,750 00 1,950 00 1,950 00 1,950 00 1,612 50 1,500 00 1,200 00 1,200 00 1,200 00 1,200 00 1,200 00 1,200 00 1,200 00	10,999 98
Construction Force. George S. Greene, Jr. Villiam W. Maclay avid F. McCarthy Indrew McC. Parker rederick P. Thompson Vinfield S. Lasher W. Staniford Lenry C. Freeman dward Gottschall Illen N. Spooner John H. Corley odfrey P. Farley Frank Johnson Villiam Selmer J. Boller obert M. Kid John A. Duntze obert M. Kid John A. Duntze obert M. Kid John A. Bensel Leorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf Liram C. Calkins. eorge E. Rodgers obert M. Sterritt atrick H. McCullough eter C. Spence John C. Wood John J. Boyle (Illiam G. Johnson seeph Thompson. ucius C. Higgins. John W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane icholas J. Vander Weyde (Illiam McDonald hn Sloan oyal Chapin.	3,666 66 6,000 00 3,166 66 2,850 00 2,700 00 2,700 00 1,950 00 1,950 00 1,950 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,400 00 1,400 00 1,375 00 1,370 00 1,370 00 1,370 00 1,300 00 1,200 00 1,200 00	10,999 98
deorge S. Greene, Jr	6,000 00 3,166 66 2,850 00 2,700 00 2,700 00 2,750 00 1,950 00 1,950 00 1,950 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,470 00 1,470 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,370 00 1,370 00 1,300 00 1,200 00 1,200 00 1,200 00	10,999 98
seorge S. Greene, Jr	3,166 66 2,850 00 2,700 00 2,750 00 1,950 00 1,950 00 1,950 00 1,950 00 1,500 00 1,400 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,370 00 1,370 00 1,300 00 1,200 00	10,999 98
seorge S. Greene, Jr	3,166 66 2,850 00 2,700 00 2,750 00 1,950 00 1,950 00 1,950 00 1,950 00 1,500 00 1,400 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,370 00 1,370 00 1,300 00 1,200 00	
Villiam W. Maclay David F. McCarthy Endrew McC. Parker rederick P. Thompson Vinfield S. Lasher W. Staniford Idenry C. Freeman dward Gottschall Illen N. Spooner Dhn H. Corley Offrey P. Farley Frank Johnson Villiam S. White Villiam S. White Villiam Selmer J. Boller Obert M. Kid Ohn A. Duntze Obert M. Kid Ohn A. Duntze Obert M. Kid Ohn A. Duntze Other G. Button Arthold Sommer rederick Lange tto H. Klein ddison Connor erenard Rolf Giram C. Calkins. eorge E. Rodgers Obert M. Sterritt. Atrick H. McCullough eter C. Spence Other M. McCullough eter C. Spence Other M. Sterritt. Other M.	3,166 66 2,850 00 2,700 00 2,750 00 1,950 00 1,950 00 1,950 00 1,950 00 1,500 00 1,400 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,370 00 1,370 00 1,300 00 1,200 00	
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ndrew McC. Parker rederick P. Thompson Jinfield S. Lasher . W. Staniford lenry C. Freeman dward Gottschall llen N. Spooner shn H. Corley. odfrey P. Farley Frank Johnson illiam S. White illiam Selmer . J. Boller obert M. Kid ohn A. Duntze shn A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence shn C. Wood. shn J. Boyle illiam G. Johnson seeph Thompson ucius C. Higgins. shn T. L. Doughty. shn W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde illiam McDonald shn Sloan oyal Chapin.	2,700 00 2,550 00 1,950 00 1,950 00 1,950 00 1,650 00 1,612 50 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,200 00 1,200 00 1,200 00	
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W. Staniford lenry C. Freeman dward Gottschall llen N. Spooner shn H. Corley. odfrey P. Farley Frank Johnson illiam S. White illiam Selmer J. Boller obert M. Kid shn A. Duntze obert M. Selmer J. Boller obert M. Kid shn A. Duntze obert A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence ohn C. Wood. shn J. Boyle illiam G. Johnson sseph Thompson. ucius C. Higgins. shn T. L. Doughty, shn W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde illiam McDonald shn Sloan oyal Chapin.	1,950 00 1,950 00 1,950 00 1,950 00 1,612 50 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,475 00 1,470 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00	
lenry C. Freeman. dward Gottschall lllen N. Spooner ohn H. Corley. odfrey P. Farley Frank Johnson iilliam S. White //illiam Selmer . J. Boller obert M. Kid ohn A. Duntze ohn A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt atrick H. McCullough eter C. Spence ohn C. Wood ohn J. Boyle iilliam G. Johnson seeph Thompson ucius C. Higgins ohn T. L. Doughty ohn W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane icholas J. Vander Weyde iilliam McDonald hn Sloan oyal Chapin.	1,950 00 1,950 00 1,950 00 1,650 00 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,400 00 1,475 00 1,475 00 1,475 00 1,475 00 1,400 00 1,375 00	
dward Gottschall Ilen N. Spooner John H. Corley. odfrey P. Farley Frank Johnson illiam S. White illiam Selmer J. Boller obert M. Kid John A. Duntze John A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence John J. Boyle illiam G. Johnson. seeph Thompson ucius C. Higgins John T. L. Doughty John W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane icholas J. Vander Weyde illiam McDonald John Sloan oyal Chapin.	1,950 00 1,650 00 1,612 50 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,400 00 1,375 00 1,375 00 1,375 00 1,383 30 1,200 00 1,200 00 1,200 00	
llen N. Spooner shn H. Corley. odfrey P. Farley Frank Johnson. //illiam S. White //illiam Selmer . J. Boller obert M. Kid shn A. Duntze shn A. Bensel eorge A. Button. arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence shn C. Wood shn J. Boyle //illiam G. Johnson. sseph Thompson. ucius C. Higgins shn T. L. Doughty. shn W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde //illiam M. Lonal hn Sloan oyal Chapin.	1,650 00 1,612 50 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,475 00 1,475 00 1,475 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00	
shn H. Corley. Odfrey P. Farley Frank Johnson Villiam S. White Villiam Selmer J. Boller Obert M. Kid John A. Duntze Ohn A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. Giram C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence John C. Wood. Ohn J. Boyle. Villiam G. Johnson seeph Thompson ucuius C. Higgins. John T. L. Doughty. John W. Ingalls. rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde Villiam McDonald John Sloan oyal Chapin.	1,612 50 1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00 1,375 00	
odfrey P. Farley Frank Johnson Filliam S. White Filliam Selmer J. Boller Obert M. Kid Hn A. Duntze Hn A. Bensel eorge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. Firam C. Calkins eorge E. Rodgers Obert M. Sterritt atrick H. McCullough eter C. Spence Hn C. Wood hn J. Boyle Filliam G. Johnson seph Thompson actius C. Higgins hn T. L. Doughty hn W. Ingalls rank P. Rush lexander M. Goge Fingham V. Smith avid H. Lane icholas J. Vander Weyde illiam McDonald hn Sloan oyal Chapin.	1,575 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,400 00 1,375 00	
Frank Johnson illiam S. White illiam Selmer J. Boller obert M. Kid hn A. Duntze hn A. Bensel eorge A. Button urthold Sommer rederick Lange tto H. Klein didison Connor ernard Rolf. iram C. Calkins. eorge E. Rodgers obert M. Sterritt trick H. McCullough tter C. Spence hn C. Wood. hn J. Boyle illiam G. Johnson seph Thompson. tcius C. Higgins hn T. L. Doughty. hn W. Ingalls ank P. Rush exander M. Goge fingham V. Smith avid H. Lane. cholas J. Vander Weyde illiliam McDonald hn Sloan oyal Chapin.	1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,475 00 1,475 00 1,375 00 1,375 00 1,375 00 1,283 30 1,200 00 1,200 00 1,200 00	
illiam S. White illiam Selmer J. Boller J. Bounder J. Bounder J. Bounder J. Bounder J. Bolle	1,500 00 1,500 00 1,500 00 1,500 00 1,475 00 1,475 00 1,475 00 1,375 00 1,375 00 1,375 00 1,383 30 1,200 00 1,200 00 1,200 00	
J. Boller Debert M. Kid Den A. Duntze Deorge A. Button. Description of the Market State St	1,500 00 1,500 00 1,500 00 1,475 00 1,470 00 1,375 00 1,375 00 1,375 00 1,283 30 1,200 00 1,200 00 1,200 00 1,200 00	
obert M. Kid hn A. Duntze hn A. Bensel corge A. Button. orthold Sommer ederick Lange to H. Klein dison Connor ornard Rolf foram C. Calkins corge E. Rodgers obert M. Sterritt ttrick H. McCullough tter C. Spence hn C. Wood hn J. Boyle filliam G. Johnson seph Thompson. cius C. Higgins hn T. L. Doughty hn W. Ingalls ank P. Rush exander M. Goge fingham V. Smith avid H. Lane. cholas J. Vander Weyde filliam McDonald fin Sloan oyal Chapin.	1,500 00 1,500 00 1,475 00 1,400 00 1,375 00 1,375 00 1,375 00 1,283 30 1,200 00 1,200 00 1,200 00	
hn A. Duntze hn A. Bensel eorge A. Button. urthold Sommer ederick Lange tto H. Klein ddison Connor ernard Rolf. iriam C. Calkins. eorge E. Rodgers obert M. Sterritt ttrick H. McCullough tter C. Spence hn C. Wood. hn J. Boyle illiam G. Johnson seph Thompson. ucius C. Higgins. hn T. L. Doughty. hn W. Ingalls. ank P. Rush exander M. Goge fingham V. Smith avid H. Lane. cholas J. Vander Weyde illiam McDonald hn Sloan oyal Chapin.	1,500 00 1,475 00 1,400 00 1,375 00 1,375 00 1,350 00 1,283 30 1,200 00 1,200 00 1,200 00 1,200 00 1,200 00	
corge A. Button arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. iram C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence thn C. Wood. thn J. Boyle. illiam G. Johnson. seph Thompson. acius C. Higgins. thn T. L. Doughty. thn W. Ingalls. rank P. Rush lexander M. Goge fingham V. Smith avid H. Lane. lecholas J. Vander Weyde illiam McDonald thn Sloan oyal Chapin.	1,475 00 1,400 00 1,375 00 1,375 00 1,375 00 1,283 30 1,200 00 1,200 00 1,200 00 1,200 00	
eorge A. Button. arthold Sommer rederick Lange tto H. Klein ddison Connor ernard Rolf. firam C. Calkins. eorge E. Rodgers obert M. Sterritt. atrick H. McCullough eter C. Spence ohn C. Wood. ohn J. Boyle. filliam G. Johnson. seph Thompson. ucius C. Higgins. ohn T. L. Doughty. ohn W. Ingalls. rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde filliam McDonald on Sloan. oyal Chapin.	1,400 00 1,375 00 1,375 00 1,350 00 1,283 30 1,200 00 1,200 00 1,200 00 1,200 00	
urthold Sommer ederick Lange tto H. Klein ddison Connor ernard Rolf. iram C. Calkins. eorge E. Rodgers obert M. Sterritt. utrick H. McCullough tter C. Spence hn C. Wood. hn J. Boyle illiam G. Johnson seph Thompson. ucius C. Higgins. hn T. L. Doughty. hn W. Ingalls ank P. Rush exander M. Goge fingham V. Smith avid H. Lane cholas J. Vander Weyde illiam McDonald hn Sloan oyal Chapin.	1,375 co 1,375 co 1,350 co 1,350 co 1,283 30 1,200 co 1,200 co 1,200 co 1,200 co	
rederick Lange tto H. Klein ddison Connor ernard Rolf. Fram C. Calkins. eorge E. Rodgers obert M. Sterritt atrick H. McCullough etter C. Spence ohn C. Wood. ohn J. Boyle filliam G. Johnson sseph Thompson. ucius C. Higgins. ohn T. L. Doughty. ohn W. Ingalls rank P. Rush lexander M. Goge ffingham V. Smith avid H. Lane. icholas J. Vander Weyde filliam McDonald opal Chapin.	1,375 co 1,350 co 1,283 30 1,200 co 1,200 co 1,200 co 1,200 co 1,200 co	
tto H. Klein ddison Connor ernard Rolf. iram C. Calkins eorge E. Rodgers obert M. Sterritt atrick H. McCullough eter C. Spence hn C. Wood. hn J. Boyle. illiam G. Johnson. seph Thompson. acius C. Higgins. hn T. L. Doughty. hn W. Ingalls rank P. Rush exander M. Goge flingham V. Smith avid H. Lane. icholas J. Vander Weyde illiam McDonald hn Sloan oyal Chapin.	1,350 00 1,283 30 1,200 00 1,200 00 1,200 00 1,200 00	
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ther C. Sheldon	949 98	
	900 00	
nandler Davis	783 33	
hn T. Hilton	750 00	
enry Head	720 00	
ilber E. Horton.	693 77	
Igene Lentilhon	664 09	
eorge H. Coffin	600 00	
ilip V. R. Van Wyck, Jr	500 00	
ans Jonassen	410 70	
illiam J. Trimble	378 17	
trick White	333 32	
illiam Baker	185 48	
arles Wilson		
arles Campbell	116 67	
	116 67	
rveying Force, Captains, Engineers, Crews and Watchmen on Floating P.	93 55	\$78,337 98
Dock Builders, Laborers, etc., on Construction Force:	93 55	\$78,337 98
eekly pay rolls from May 1, 1890, to May 1, 1891	93 55	\$78,337 98

SCHEDULE D.

BILLS AND CLAIMS ON GENERAL REPAIRS ACCOUNT.

Contracts for	Repairing	Piers,	Dredging	and	General	Expenses.
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James S. Barron & Co	\$10 00
F. W. Devoe & Co.	5 90 180 84
Alexander Pollock	180 84
W. Murray	80 50
R. D. Alliger	301 50

Fact Divan Mill and Lumber Co				
	4	Bulkhead between Piers, new 28 and 29	\$66 87	
East River Mill and Lumber Co	" 170	" 34 and 35	900 co	
A. Schweser	. 225 00	" " 35 and 36	431 25	
Union Dredging Co	. 1,957 70	" 36 and 37	954 00	
John W. Flaherty. John D. Walsh.	. 16,055 62	" 37 and 38	399 70 584 93	
Charles & Henry DuBois	. 5,494 00 . 8,591 10	" " 39 and 40	527 47	
Charles DuBois.	6,100 44	" 4I and 42	292 59 508 68	
Morris & Cumings Dredging Co	. 11,114 20	" south of Pier old 54		
Charles Grudet	. 434 68 . 13,538 75	" south of Pier, old 54	39 18	
Barth, S. Cronin	17,675 00	enth street	1,756 68	
Joseph Walsh	. 8,241 80	Pier at West Twelfth street	19 01	
George F. Doak. Richard Cronin & Sons.	. 66 25 . 121 80	" Bogart street Bulkhead at Bogart street	638 98	
Garret E. Green		Pier at Bloomfield street	446 58	
Fairbanks & Co	107 50	Bulkhead at Bloomfield street	1,091 75	
Martin B. Brown		Pier at Little West Twelfth street.	529 37	
Bell Brothers		" West Thirteenth street" West Nineteenth street	114 96	
The Architectural Sheet Metal Works		Bulkhead at West Twenty-fourth street	400 74 200 44	
Clark & Wilkins	9 00	Bulkhead between Piers, new 54 and 55	1,327 65	
Andrew McGrath	. 92 81	55 and 56	45 44	
New York Coal Tar Chemical Co. E. W. McClave & Co.	349 44 629 92	Pier, new 57	149 93 1,466 61	
Alexander Pollock		" 59	2,485 78	
C. L. Buck & Co	35 94	Pier at West Thirty-fourth street	2,571 43	
A. J. Murray	767 92	"West Thirty-seventh street	651 00	
New York News Publishing Co	. 317 90 . 27 00	" West Thirty eighth street. " West Forty fifth street.	684 44 525 00	
"Sunday Mercury"	5 25	" West Forty-sixth street	363 52	
"Sunday Mercury" "The Evening Post"	28 80	"West Forty seventh street	1,500 99	
Patterson Brothers	. 115 81	West Forty-ninth street	23 54	
Thomas C. Townsend		Bulkhead at West Fiftieth street.	838 45 170 80	
James Williams		of West Fifty-first street	1,016 73	
		Pier at West Fifty-first street	287 04	
SCHEDULE E.		Bulkhead at West Fifty-second street	40 02 3,252 63	
		" West Fifty-sixth street	925 02	
PAY-ROLLS AUDITED ON GENERAL REPAIRS AC		" West Fifty-seventh street	4 50	
Dock Builders, Laborers, Watchmen, Carpenters, Inspectors and	Engineers of	Bulkhead at West Seventy-fifth street	56 96	
General Repairs Force.		between West Seventy-fifth and Seventy-sixth streets	341 89 33 98	
Weekly pay-rolls, from May 1, 1890, to May 1, 1891	27,524	72 " between West Seventy-sixth and Seventy-seventh streets	449 33	
	\$130,093	at West Seventy-seventh street	173 43	
	======	between West Seventy-seventh and Seventy-eighth streets at West Seventy-eighth street	1,144 18 22 88	
		between West Seventy-eighth and Seventy-ninth streets	1,511 12	
COURDINE E		Pier at West Seventy-ninth street	678 13	
SCHEDULE F.	A. Carlotte and the Control of the C	Bulkhead between West Seventy-ninth and Eightieth streets	982 15	
BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE		at West Eightieth street. at West Eighty-fourth street.	146 40	
Stationery, Printing and Annual Expense Acc	ount.	" at West Ninety-sixth street	625 17	
Martin B. Brown	\$4,544 51	Bulkhead between West One Hundred and Twenty-ninth and West One		
National Press Intelligence Co	20 25 8 25	Hundred and Thirtieth streets	558 03	
J. W. Mason & Co		Bulkhead between West One Hundred and Thirty-first and West One	4 92	
Iames S. Barron & Co	360 29	Hundred and Thirty-second streets	48 30	
Patterson Bros	10 80	Bulkhead between West One Hundred and Thirty-second and West		
Wyckoff, Seaman & Benedict. The New York News and Publishing Co	105 00	One Hundred and Thirty-third streets	10 00	
"The New York News and Publishing Co" "The World"	38 25	" West One Hundred and Thirty-fourth street	60 48 2 00	
Consolidated Gas Co	484 73	1 " West One Hundred and Thirty-eighth street	19 00	
Tames Matthews.	193 61	"West One Hundred and Fifty-second street	10 50	
David W. Bogert	220 32 30 00	" West One Hundred and Fifty-eighth street	81 75	4,148 52
Clark & Wilkinson	\$6,105	On East River.	***	14,140 32
		= Battery	\$891 67	
		Pier, new 6	5,377 18	
SCHEDULE G.		Bulkhead between Piers, new 6 and 8	43 05	
n Common American and American December	A A A A A A A A A A A A A A A A A A A	Pier 12	1,399 28	
BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERT	ACCOUNT.	Bulkhead between Piers 18 and 20	8 42	
		Bulkhead between Piers 18 and 20 West half of Pier 19 Bulkhead between Piers 20 and 21.		
BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERT Claims for wharf property purchased during the year		Bulkhead between Piers 18 and 20 West half of Pier 19 Bulkhead between Piers 20 and 21. Piers 24 and 25.	8 42 5,870 30 365 00 6 25	
		Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 20.	8 42 5,870 30 365 00 6 25 5,826 35	
		Bulkhead between Piers 18 and 20 West half of Pier 19 Bulkhead between Piers 20 and 21. Piers 24 and 25.	8 42 5,870 30 365 00 6 25	
Claims for wharf property purchased during the year SCHEDULE H.		Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier 43.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76	
Claims for wharf property purchased during the year SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC		Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42	
Claims for wharf property purchased during the year	DUNT. \$3,000 00 2,507 49	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir	DUNT. \$3,000 00 2,507 49 2,229 29	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews	DUNT. \$3,000 00 2,507 49 2,229 29 2,000 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32 Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews Charles Miller, Jr. Louis S. Kellogg	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles I. Farley.	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon James Weir John H. Matthews Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon	DUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr.	\$436,784 \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32 Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick I. Brady.	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. "East Sixteenth street.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty Francis E. Moon James Weir John H. Matthews Charles Miller, Jr Louis S. Kellogg Charles J. Farley Webster H. Gilon Edwin A. Gregory, Jr Joseph B. Erwin Patrick J. Brady Edward Abeel	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. "East Sixteenth street. "East Seventeenth street.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir John H. Matthews. Charles Miller, Jr Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr Joseph B. Erwin. Patrick J. Brady. Edward Abeel John I. Ryan.	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00 1,800 00 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street "East Sixteenth street "East Sixteenth street "East Seventeenth street "East Eighteenth street "East Eighteenth street.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick J. Brady. Edward Abeel. John J. Ryan. Charles Parks. John J. Martin.	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. "East Sixteenth street. "East Eighteenth street. "East Twenty-second street.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty Francis E. Moon James Weir John H. Matthews Charles Miller, Jr Louis S. Kellogg Charles J. Farley Webster H. Gilon Edwin A. Gregory, Jr Joseph B. Erwin Patrick J. Brady Edward Abeel John J. Ryan Charles Parks John J. Martin William T. Coggeshall	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19 Bulkhead between Piers 20 and 21 "Piers 24 and 25 Pier, new 29 East half of bulkhead between Piers 40 and new 32 Pier, new 32 Pier 43 Pier 44 Pier 48 Bulkhead at Corlears street Pier 55 Pier 56 Pier 57 Pier 60 Bulkhead between Piers 60 and 61 Pier 61 Pier 62 Bulkhead at East Fourteenth street "East Sixteenth street "East Sixteenth street "East Seventeenth street "East Twenty-second street "East Twenty-fourth street Pier at East Twenty-fifth street	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon James Weir John H. Matthews Charles Miller, Jr Louis S. Kellogg Charles J. Farley Webster H. Gilon Edwin A. Gregory, Jr Joseph B. Erwin Patrick J. Brady Edward Abeel John J. Ryan Charles Parks John J. Martin William T. Coggeshall Charles S. Thompson	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19 Bulkhead between Piers 20 and 21 "Piers 24 and 25 Pier, new 29 East half of bulkhead between Piers 40 and new 32 Pier, new 32 Pier 43 Pier 44 Pier 48 Bulkhead at Corlears street Pier 55 Pier 56 Pier 57 Pier 60 Bulkhead between Piers 60 and 61 Pier 61 Pier 62 Bulkhead at East Fourteenth street "East Sixteenth street "East Sixteenth street "East Eighteenth street "East Twenty-second street "East Twenty-fourth street	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16	
Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick J. Brady. Edward Abeel. John J. Ryan. Charles Parks. John J. Martin. William T. Coggeshall. Charles S. Thompson. Charles S. Coye. George A. Woods.	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21 "Piers 24 and 25. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. "East Sixteenth street. "East Sixteenth street. "East Twenty-fourth street. "East Twenty-fourth street. "East Twenty-fourth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street.	8 42 5,870 30 365 00 6 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22	
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Claims for wharf property purchased during the year. SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon James Weir John H. Matthews Charles Miller, Jr Louis S. Kellogg Charles J. Farley Webster H. Gilon Edwin A. Gregory, Jr Joseph B. Erwin Patrick J. Brady Edward Abeel John J. Ryan Charles Parks. John J. Martin William T. Coggeshall Charles S. Thompson Charles S. Coye George A. Woods Max Drucker Bartholomew F. Kenney James W. Carson Joseph F. Meehan Henry A. Palmstine Thomas C. Carroll William H. Shoveller Lohn F. Cherry	\$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,837 90 1,425 00 1,391 64 1,136 77 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,500 00 1,243 55 900 00 900 00 190 18 35 00 \$43,824	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. East Sixteenth street. East Seventeenth street. East Eighteenth street. East Twenty-fourth street. Bulkhead at East Twenty-sixth street. East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-eighth street. Bulkhead at East Twenty-sixth street. East Forty-sixth street. Bulkhead at East Twenty-sixth street. East Forty-sighth street.	8 42 5,870 30 365 00 6 25 5,826 35 441 66,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 113 00 1,113 00 193 82 182 50 29 66 417 15 45 12 923 96 916 88	
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SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick J. Brady. Edward Abeel. John J. Ryan. Charles Parks. John J. Martin. William T. Coggeshall. Charles S. Thompson Charles S. Coye. George A. Woods. Max Drucker Bartholomew F. Kenney James W. Carson. Joseph F. Meehan. Henry A. Palmstine. Thomas C. Carroll. William H. Shoveller John F. Cherry. Adolphus C. Horbacher. SCHEDULE I. WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR On North River. Bulkhead between Piers, old 20 and 21. Land between Piers, old 20 and 23. Pier, old 23. South side of Pier, old 33. Approach to Pier, old 34.	SUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,850 00 1,800 00 1,90	Bulkhead between Piers 20 and 21 Pier, new 29. East half of bulkhead between Piers 40 and new 32 Pier, new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street East Eighteenth street East Eighteenth street East Twenty-fourth street East Twenty-fourth street Bulkhead at East Twenty-sixth street Bulkhead at East Treety-fifth street Bulkhead at East Treety-fifth street East Forty-sixth street East Forty-fifth street	8 42 5,870 30 365 00 365 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 53 01 120 00 1,113 00 1,13 00 1,113 00 1,13 82 182 50 29 66 417 15 45 12 923 96 916 88 653 89 304 74 35 00 272 47 25 71 1,641 46 547 72 1,411 71 474 68 39 00	g gara no
SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon James Weir John H. Matthews. Charles Miller, Jr. Louis S. Kellogg Charles J. Farley. Webster H. Gilon Edwin A. Gregory, Jr. Joseph B. Erwin Patrick J. Brady. Edward Abeel John J. Ryan Charles Parks John J. Martin William T. Coggeshall Charles S. Thompson Charles S. Coye. George A. Woods. Max Drucker. Bartholomew F. Kenney James W. Carson Joseph F. Meehan Henry A. Palmstine Thomas C. Carroll. William H. Shoveller John F. Cherry Adolphus C. Horbacher. SCHEDULE I. WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR On North River. Bulkhead between Piers, old 20 and 23. Fier, old 23. South side of Pier, old 34. Approach to Pier, old 34. Rorth half of Pier, old 34.	DUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,850 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,50	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. East Sixteenth street. East Eighteenth street. East East Twenty-fith street. Bulkhead at East Twenty-fith street. Pier at East Twenty-fith street. Bulkhead at East Twenty-sixth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. East Twenty-eighth street. East Thirtiteth street. East Forty-sixth street. Bulkhead at East Forty-second street. East Forty-fifth street. Bulkhead at East Forty-sixth street. East Fifty-third street. East Sixty-first and Sixty-first streets. East Sixty-first and Sixty-second streets. Bulkhead at East Sixty-second and East Sixty-first streets. East Sixty-first and Sixty-second streets. Bulkhead at East Sixty-second and East Sixty-third streets. East Seventy-third street. East Eighty-sixth street. East Sixty-first street. East East Eighty-sixth street. East Sixty-first street. East East Eighty-sixth street.	8 42 5,870 30 365 00 365 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 53 01 120 00 1,113 00 1,13 00 1,113 00 1,13 82 182 50 29 66 417 15 45 12 923 96 916 88 653 89 304 74 35 00 272 47 25 71 1,641 46 547 72 1,411 71 474 68 39 00	3,775 78
SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick J. Brady. Edward Abeel. John J. Ryan. Charles Parks. John J. Martin. William T. Coggeshall. Charles S. Thompson Charles S. Coye. George A. Woods. Max Drucker. Bartholomew F. Kenney James W. Carson Joseph F. Meehan. Henry A. Palmstine. Thomas C. Carroll. William H. Shoveller John F. Cherry. Adolphus C. Horbacher. SCHEDULE I. WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR On North River. Bulkhead between Piers, old 20 and 23. Pier, old 23. South side of Pier, old 34. Approach to Pier, old 34. North half of Pier, old 34. North half of Pier, old 34. Bulkhead between Piers, old 34 and 35. "south of Pier, old 34. Bulkhead between Piers, old 34 and 35. "south of Pier, old 34. Bulkhead between Piers, old 34 and 35. "south of Pier, note 24.	SUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,850 00 1,837 90 1,425 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,50	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. East Sixteenth street. East Seventeenth street. East Twenty-sixth street. East Twenty-sixth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. East Twenty-sixth street. Bulkhead at East Twenty-sixth street. East Trirty-eighth street. East Trirty-eight street. Bulkhead at East Forty-second street. East Forty-sixth street. East Forty-sixth street. Bulkhead at East Forty-second street. East Forty-sixth street. East Fifty-fourth street. East Fifty-fourth street. East Sixty-scond street. Land under water for platform in front of south half of bulkhead between East Sixty-scond street. East Sixty-scond and East Sixty-third streets. East Sixty-scond street. East Sixty-scond street. Land under water for platform in front of south half of bulkhead between East Sixty-scond street. East Sixty-scond s	8 42 5,870 30 365 00 365 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 53 01 120 00 1,113 00 193 82 182 50 29 66 417 15 45 12 923 96 916 88 653 89 304 74 35 00 272 47 241,411 71 474 68 39 00	3,775 78
SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty. Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin. Patrick J. Brady. Edward Abeel. John J. Ryan. Charles Parks. John J. Martin. William T. Coggeshall. Charles S. Thompson. Charles S. Thompson. Charles S. Coye. George A. Woods. Max Drucker. Bartholomew F. Kenney. James W. Carson. Joseph F. Meehan. Henry A. Palmstine. Thomas C. Carroll. William H. Shoveller John F. Cherry. Adolphus C. Horbacher. SCHEDULE I. WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR On North River. Bulkhead between Piers, old 20 and 21. Land between Piers, old 33. Approach to Pier, old 34. North half of Pier, old 34. North half of Pier, old 34. North half of Pier, new 24. " between Piers, new 24 and 25. " old 41 and 42. " between Piers, new 24 and 25. " old 41 and 42. " between Piers, new 24 and 25. " old 41 and 42.	SUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,850 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,50	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. East Sixteenth street. East Seventeenth street. East Twenty-siventh street. East Twenty-siventh street. East Twenty-siventh street. Bulkhead at East Twenty-sixth street. Bulkhead at East Trenty-sixth street. East Trenty-sixth street. Bulkhead at East Trenty-sixth street. East Forty-fifth street. Bulkhead at East Forty-sixth street. East Froty-sixth street. Bulkhead at East Forty-sixth street. East Froty-sixth street. Bulkhead at East Froty-sixth street. East Froty-sixth street. Bulkhead at East Froty-sixth street. East Fifty-fourth street. East Sixtieth street. East Sixty-first and Sixty-scond streets. Bulkhead at East Sixty-fourth street. East Sixty-first and Sixty-scond streets. Bulkhead at East Sixty-fourth street. East Sixty-first street. East Seventy-hird street. East Sixty-first street. Eas	8 42 5,870 30 365 00 365 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 53 01 120 00 1,113 00 193 82 182 50 29 66 417 15 45 12 923 96 916 88 653 89 304 74 35 00 272 47 241,411 71 474 68 39 00	3,775 78
SCHEDULE H. SALARIES AUDITED ON ANNUAL EXPENSE ACC Augustus T. Docharty Francis E. Moon. James Weir. John H. Matthews. Charles Miller, Jr. Louis S. Kellogg. Charles J. Farley. Webster H. Gilon. Edwin A. Gregory, Jr. Joseph B. Erwin Patrick J. Brady Edward Abeel. John J. Ryan Charles Parks. John J. Martin William T. Coggeshall. Charles S. Thompson Charles S. Thompson Charles S. Coye. George A. Woods. Max Drucker Bartholomew F. Kenney James W. Carson Joseph F. Meehan. Henry A. Palmstine Thomas C. Carroll. William H. Shoveller John F. Cherry Adolphus C. Horbacher SCHEDULE I. WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR On North River. Bulkhead between Piers, old 20 and 21. Land between Piers, old 20 and 23. Pier, old 23. South side of Pier, old 34. North half of Pier, old 34. " between Piers, old 24 and 25. " between Piers, old 24 and 25. " between Piers, old 24 and 25.	SUNT. \$3,000 00 2,507 49 2,229 29 2,000 00 1,950 00 1,850 00 1,837 90 1,425 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,800 00 1,50	Bulkhead between Piers 18 and 20 West half of Pier 19. Bulkhead between Piers 20 and 21. Pier, new 29. East half of bulkhead between Piers 40 and new 32. Pier, new 32. Pier, new 32. Pier 43. Pier 44. Pier 48. Bulkhead at Corlears street. Pier 55. Pier 56. Pier 57. Pier 60. Bulkhead between Piers 60 and 61. Pier 61. Pier 62. Bulkhead at East Fourteenth street. East Sixteenth street. East Seventeenth street. East Twenty-sixth street. East Twenty-sixth street. Pier at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. Bulkhead at East Twenty-sixth street. East Twenty-sixth street. Bulkhead at East Twenty-sixth street. East Trirty-eighth street. East Trirty-eight street. Bulkhead at East Forty-second street. East Forty-sixth street. East Forty-sixth street. Bulkhead at East Forty-second street. East Forty-sixth street. East Fifty-fourth street. East Fifty-fourth street. East Sixty-scond street. Land under water for platform in front of south half of bulkhead between East Sixty-scond street. East Sixty-scond and East Sixty-third streets. East Sixty-scond street. East Sixty-scond street. Land under water for platform in front of south half of bulkhead between East Sixty-scond street. East Sixty-scond s	8 42 5,870 30 365 00 365 25 5,826 35 441 65 6,271 78 2,622 76 1,299 42 4,103 80 69 63 984 98 531 39 610 49 1,150 23 13 50 2,736 36 860 43 100 97 55 25 89 31 206 03 35 00 704 90 97 16 191 22 389 58 107 80 124 78 543 79 244 09 53 01 120 00 1,113 00 1,13 00 1,113 00 1,13 82 182 50 29 66 417 15 45 12 923 96 916 88 653 89 304 74 35 00 272 47 25 71 1,641 46 547 72 1,411 71 474 68 39 00	3,775 78

\$90,000 00

1,350 CO

Bulkhead at	East One Hundred and Tenth street	\$2 00	
**	East One Hundred and Twelfth street	106 90	
**	East One Hundred and Fifteenth street	2 50	
**	East One Hundred and Twenty-ninth street	281 00	
Slip foot of I	incoln avenue	275 00	
	ngton avenue	165 00	
	East One Hundred and Thirty-seventh street	2 00	
buikileau at	East One Hundred and Thirty-eighth street	1 80	
**	East One Hundred and Fifty-fifth street	147 30	
**		89 61	
"	East One Hundred and Fifty-sixth street	THE R. P. LEWIS CO., LANSING, MICH. 49-120-120-120-120-120-120-120-120-120-120	
	East One Hundred and Fifty-seventh street	155 00	
			\$1,642 2
Total wharfa	ige—		
North ri	ver	\$44,145 52	
	Pr	53,776 78	
	river	1,642 24	
Harrem	11461	1,042 24	
Short paid to	Treasurer		\$99,566 5
			\$99,560 2

SCHEDULE J.

Claims placed with the Counsel to the Corporation for Collection, and for which no return was made prior to May 1, 1891.

Agai	nst John Darrow	Nov. 1, 1870	\$1,200 00
	William Bradley	July 1, 1874	8,750 00
	Oyster Bay and Huntington Steamboat Co	Dec. 17, 1874	125 00
	Henry Smith	Feb. 1, 1875	9,750 00
	Benjamin Terwilliger	May 1, 1875	900 00
	David Tracy	May 1, 1878	2,017 50
	Alexander Mason and Robert Foster	May 1, 1878	4,227 50
	Morrisania Steamboat Co	May 1, 1879	250 00
	John G. Dale Sundry deficits prior to June, 1878, awaiting legal disposition by the Law Department	Sept. 23, 1879	322 78 28,038 45
	Thomas C. Burke	July 12, 1880	852 99
	Thomas Fitzpatrick	Sept. 15, 1880	1,237 50
	Steam Yacht "Yosemite"	June 1, 1882	935 93
	Joseph Cooper	Feb. 1, 1883	1,375 00
	John H. Baxter	Feb. 1, 1883	175 00
	Joseph Cooper	May 1, 1883, to May 1, 1884.	2,750 00
	William H. Wood	May 1, 1883, to May 15, 1884	1,562 50
	Peter H. Walsh	Aug. 1, 1883, to May 1, 1886	3,843 75
	Booth & Edgar	Dec. 5, 1883	250 00
	Alexander Mason	Mar. 5, 1884	1,750 00
	Morris Wazel	Aug 1, 1884, to May 1, 1885.	900 00
	Patrick Murray	Nov. 1, 1884, to Feb. 11, 1885	28 01
	Dennis Devine	For wharfage, May 1, 1885.	58 90
	Thomas Dore	For wharfage, May 1, 1885.	235 50
	James L. Miller	21 mos. and 16 days' rent to May 1, 1887	538 15
	Daniel T. Robinson		177 08
	F. W. Wright	12 mos. rent to May 1, 1890.	4,000 00
	Thomas Patten		200 00
	Ridgewood Ice Co		1,975 00
			\$78,426 54

SCHEDULE K.

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

WHOM AGAINST.	DATE FILED.	INTEREST INCLUDED.	AMOUNT.
John D. Tracy	Apr. 14, 1880	\$504 75	\$3,479 75
David Tracy	Dec. 14, 1880	1,319 80	5,919 80
"" " " " " " " " " " " " " " " " " " "			14,213 96
	Dec. 29, 1880	3,133 56	\$17,687 42
	Mar. 9, 1881	4,063 67	\$17,007 42
Less received	Apr. 25, 1883		780 00
"	Mar. 20, 1891		1,395 00
			15,512 42
"	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	Apr. 9, 1881	439 22	2,531 72
Thomas C. Burke	Jan. 15, 1881	2,389 60	13,139 60
	Oct. 20, 1881		
		739 05	6,114 05
James Savage	Mar. 16, 1881	16 70	141 70
Herman Hastorf	May 17, 1880	439 63	2,214 63
	Apr. 30, 1881	1,806 36	7,426 36
John E. Hoagland	Nov. 26, 1881	292 13	942 13
Jesse Ryder	Nov. 26, 1881	193 86	658 86
Empire City Ice Co	Jan. 27, 1882	43 15	193 15
William H. Brown	Feb. 16, 1882	636 31	2,011 31
John Burns	Apr. 29, 1882	7 35	57 35
John Brennan and others, composing West India			
Fruit Dealers' Association	July 6, 1882	2,405 55	11,780 55
Daniel Dailey	Sept. 14, 1882	3 05	140 55
"	Oct. 13, 1882	1 45	138 95
Frederick Schecker	Oct. 12, 1882	46 47	883 97
		40 47	003 97
Collateral Judgment against estate of Thomas			227 64
Tone, surety for David Tracy	Oct. 23, 1882		231 67
John D. Tracy	**********		991 19
Dillon Ransom			1,300 00
Patrick Grace			251 25
Adolph L. Herker	Oct. 9, 1882		2,100 00
			\$121,857 46

SCHEDULE L.

12-ton "
Tug " Manhattan ".
Pile-driver No. " 1 "
" " 2 "
" " 3 "
" " 4 "
" " 6 " 15,000 00 1,200 00 6,200 00 1,000 00 1,000 00 4,000 00 3,000 00 3,000 00 6,000 00 700 00 700 00 Deck Scow 700 00 300 00 5,000 00 5,000 00 5,000 00 5,300 00 "O". "R". "Jim". 5,300 00 " "Jim".

Boring machine "Woodcock".

Diver's Scow "A".
" "G". 25 00 400 00 800 00 Naphtha engine launch.
Small boats (23 yawl boats, 2 skiffs, 4 sounding-boats, 2 batteaux and 1 row-boat)....

STATEMENT

Of Revenues and Expenditures of the Department of Docks from the Organization of the Department in May, 1870, to April 30, 1891.

For Years ending April 30.	TOTAL GROSS REVENUE FROM LEASED WHARVES AND WHARFAGE.	TOTAL ANNUAL EXPENDITURES AUDITED.	SALARIES OF COMMISSIONERS.	SALARIES OF SECRETARY, CLERKS, DOCK MASTERS, ETC.	STATIONERY AND INCIDENTALS OF COMMISSIONERS' OFFICE.	SALARIES OF ENGINEER- IN-CHIEF AND SUBORDINATES.	BILLS AND CLAIMS AUDITED ON CONSTRUCTION, INCLUDING LABOR PAY-ROLLS.	BILLS AND CLAIMS AUDITED ON GENERAL REPAIRS, INCLUDING LABOR PAY-ROLLS.	Acquired Property.
or year ending—									
1871	\$315,524 54	\$486,449 12	\$50,000 00	\$48,182 56	\$34,258 68	\$40,015 20	\$313,992 68	1	
1872	412,859 93	1,075,605 61	48,252 65	59,544 40	20,702 69	69,473 94	877,631 93		
1873	447,328 01	622,878 03	50,000 00	54,787 41	28,754 09	60,791 45	428,545 08	Construction	
1874	479,361 51	932,710 32	14,574 73	48,738 55	20,913 32	32,383 62	816,100 10	and General Repairs com-	
1875	589,361 e6	1,536,204 33	12,443 52	52,788 12	24,029 20	37,674 30	1,409,269 19	bined.	
1876	650,781 88	692,603 96	12,500 00	31,973 61	15,844 34	28,560 33	603,725 68		
1877	706,607 78	433,089 90	12,500 00	24,664 53	10,999 82	29,965 95	354,959 60	j	
1878	853,816 92	486,934 69	11,850 81	21,817 40	9,957 41	31,505 72	388,234 93	\$23,568 42	
1879	762,122 37	373,425 68	11,281 18	20,859 62	13,021 17	28,449 84	249,068 36	50,745 51	
1880	810,465 41	599,768 63	6,000 00	19,706 94	12,786 96	28,450 00	284,808 89	44,485 84	\$203,530 00
1881	865,071 89	640,481 57	7,169 35	20,263 22	9,776 22	30,735 50	515,044 45	57,492 83	
1882	1,062,162 54	1,180,097 44	9,000 00	22,503 41	12,391 48	32,869 91	829,050 27	274,282 37	
1883	1,162,893 96	953,007 85	9,000 00	25,999 07	13,756 80	33,084 00	715,641 01	155,526 97	
1884	1,246,858 19	760,106 80	9,000 00	30,225 31	13,213 81	37,860 85	575,080 87	94,725 96	
1885	1,187,217 14	1,020,207 51	9,000 00	31,416 67	11,379 73	45.703 41	416,151 29	178,493 66	328,062 75
1886	1,228,151 80	376,789 72	9,000 00	43,192 19	13,140 00	41,159 25	199,258 44	70,918 19	121 65
1887	1,260,036 58	389,169 82	9,000 00	46,693 71	6,472 12	44,960 89	162,621 52	119,421 58	
1888	1,320,684 81	1,069,538 62	9,000 00	41,469 87	6,315 92	53,070 07	653,434 14	230,635 17	75,613 45
1889	1,418,440 62	1,218,483 76	8,614 52	39.247 76	8,064 44	58,758 73	941,878 01	155,620 30	6,300 00
1890	1,487,930 71	1,316,370 65	9,000 00	37,804 69	1,454 44	67,727 67	850,422 54	169,923 78	180,037 53
1891	1,508,554 93	1,971,844 84	10,999 98	43,824 24	6,105 71	78,337 98	1,265,698 26	130,093 78	436,784 89
Total	\$19,776,232 58	\$18,135,768 85	\$328,186 74	\$765,703 28	\$293,338 35	\$911,538 61	\$12,850,617 24	\$1,755,934 36	\$1,230,450 27

RENT-ROLL Showing the Occupancy on May 1, 1891, of all Corporation Wharf Property under Leases and Permits of the Department of Docks, including all Leases sold within the Year by Public Sale, and of all Leases and Permits terminated during the Year then ended.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
North River.					
Pier, new 1		The second second second	\$30,100 per ann	By public sale, March 22, 188	\$30,100 0
Bulkhead, between Pier, new 1 and Pier, old 1				By public sale, April 11, 1888	
Bulkhead, between Pier, new 1 and Pier, old 1				By public sale, April	1
Reclaimed land south of Pier old 1				By res lution, August 16, 1882	1
Land under water for platform between Piers 2 and 3, 2,210 square feet Land under water for extension to bulkhead, between Piers 3 and 6 and widen	Lehigh Valley Railroad Co		277	By resolution, August 18, 1886	
Piers 4 and 5 Land under water for platforms at bulkheads between Piers 6 and 8				By resolution, August 8, 1883.	18,000 00
Land under water for platform, south side Pier 8, 4,290 square feet				By resolution, April 30, 1884 By resolution, January 5, 1881.	400 00
Land under water for platform, between Piers 8 and 9				By resolution, April 30, 1884	1,500 00
Land under water for extension to Pier 9, 4,455 square feet	100000000000000000000000000000000000000		30000	By resolution, April 30, 1884	800 00
Land under water for platform at bulkhead, north side Pier 10, and widen north side of pier, about 4,700 square feet	Metropolitan Steamship Co		1	By resolution, July 26, 1882	
North half Pier 12 and half bulkhead northerly	Central R. R. Co. of New Jersey			By public sale, April 17, 1890.	11,000 00
Pier 13 and half bulkhead southerly.	Central R. R. Co. of New Jersey		24,000 **	By public sale, April 17, 1890.	24,000 00
Land under water for platforms between Piers 12 and 13, and 13 and 14, aboro, 672 square feet		. At pleasure of the Board	1,600 "	By resolution, August 5, 1879.	1,600 00
South half Pier 14, and bulkhead adjoining Land under water for platform, south of Pier 16, and extension west, 5,623 squa	Francis S. Lathrop	. Nov. 1, 1881, to May 1, 1891	17,250 "	By public sale, Oct. 31, 1881	17,250 00
feet	Pennsylvania R. R. Co	. At pleasure of the Board	1,000 "	By resolution, April 30, 1884	1,000 00
South half Pier 18 and 23 feet bulkhead southerly	Associates of the Jersey Co	. May 1, 1886, to May 1, 1891	8,000 "	By public sale, April 15, 1886.	8,000 00
Land under water for platform, between Piers 18 and 19, etc., 9,741 square fee			1.500 "	By resolution, April 30, 1884	1,500 00
Land under water for platforms, between Piers 18 and old 20, 7,400 square feet		. At pleasure of the Board	1,200 "	By resolutions, May 15, 1873, and December 15, 1875	1,200 00
Pier, old 20, and bulkhead on southerly side, the bulkhead between Pier, old and Pier, old 20, and Pier, old 21	Baltimore & Ohio R. R. Co	. May 1, 1887, to May 1, 1892	36,000 "	By public sale, April 9, 1887	32,500 00
South half Pier old 23	. New York Steam Co	May 1, 1888, to May 1, 1891	2,000 "	By public sale, April 11, 1888.	2,000 00
Land under water for platforms, between Piers, old 25 and 26, and 26 and 27	N. Y. Central & Hudson R. R. R. Co	Aug. 1, 1876, at pleasure of		P	
Land under water for ferry structure south of Barclay street, 34,417 square fee	. Hoboken Land & Improvement Co	the Board	8.604.25 "	By resolution, May 10, 1876	3,150 00
Land under water for platform, between Piers, old 27 and old 28, 8,598 square	N. Y. Central & Hudson R. R. R. Co	the Board	2,149.50 "	By resolution, May 14, 1887 By resolutions, January 5, 1887, and February 17, 1888	8,604 24
Land under water for platform on southerly side of Pier, old 28, 504 square feet				By resolution, Feb. 17, 1888	2,149 51
Land under water for platform north of Pier, old 28, 10,836 square feet	· Old Colony Steamboat Co		2,709 "	By resolution, Oct. 27, 1887	2,709 00
Pier 29 (except use of water on north side)	Providence & Stonington S. S. Co		-1/-9	By public sale April ve 1886	25,000 00
Piers, new 20 and new 21, and 560 feet bulkhead northerly from north side of Pier	N. Y., Lake Erie & Western R. R. Co	Aug. 1, 1881, to Aug. 1, 1891	95,000 "	By resolutions, July 14, 1875. and August 12, 1881	95,000 00
and under water for platform on southerly side of Pier 29	Providence & Stonington S. S. Co	Mar. 21, 1887, to termination of lease of Pier 29, N. R.	160 "	By resolution, Feb. 25, 1887	160 00
Land under water for platform on north side of Pier, old 33	N. Y. Central & Hudson R. R. R. Co., lessee	At pleasure of the Board	1,000 "	By resolution, April 29, 1885	1,000 00
South half Pier, old 33, and bulkhead adjoining	Catskill and New York Steamboat Co., Limited	May 1, 1888, to May 1, 1891	10,000 **	By public sale, April 11, 1888.	10,000 00
One hundred feet bulkhead southerly from Franklin street		the Board	550 per mo.	By re olution, April 17, 1892	3,850 00
nner end Pier, old 35		the Board	150 "	By resolution, April 20, 1887	1,200 00
Pier, new 24		the Board	166.66 " 26,685 per ann	By resolution, March 1, 1889 By resolutions, Nov. 27, 1878.	1,311 05
				and Feb. 6, 1889	26,685 00
Pier, new 25			30,000 "	and Jan. 11, 1889 (By resolutions, Aug. 14, 1878	30,000 00
Pier, new 26	Old Dominion S. S. Co		30,000 "	April 27, May 11 and May 25, 1881	30,000 00
rier, new 26	Old Dominion S. S. Co	May 1, 1891, to May 1, 1901. Feb. 1, 1389, to termination	30,500 "		********
side of Pier, new 27.	Old Dominion S. S. Co	of lease of Pier, new 26	10,000 "	By resolution, Nov. 2, 1888	10,000 00
side of Pier, new 27	Old Dominion S. S. Co		10,100 "	By resolution, Nov. 2, 1888	*********
fiers, new 27 and new 28, and bulkhead between	Pennsylvania R. R. Co		55,000 "	By resolution, May 25, 1882	55,000 00
ier, new 29			30,000 "	By resolution, Nov. 27, 1878	********
and under water for platform, north side of Desbrosses street	New Jersey R. R. & Transportation Co		1,000 "	By resolution, Nov. 2, 1871	1,000 00
Fier, new 34, and 75 feet bulkhead each side	Pacific Mail Steamship Co	May 1, 1883, to May 1, 1893 Sept. 1, 1884, to Sept. 1, 1889	20,000 "	By resolution, April 25, 1883. (By resolutions, July 23, 31 and	20,000 00
ier, new 35	Ocean Steamship Co. of Savannah, Ga	Sept. 1, 1889, to Sept. 1, 1899	55,000 "	Aug. 3, 1874, and Apr. 2, 1889	55,000 00
ier, new 36.		May 1, 1883, to May 1, 1893 June 1, 1881, to June 1, 1891		By resolution, June 6, 1883	35,000 00
,	Troviolite and brownigton becausing Co., assignee	Julie 1, 1001, to June 1, 1091	30,000 "	By resolutions, Nov. 20, 1879, and April 27 and June 22, 1881, and July 3, 1885	30,000 00
ier, new 37	C. P. Huntington	May 1, 1883, to May 1, 1803	70,000 "	By public sale, April 27, 1883.	70,000 00
alf bulkhead southerly and half bulkhead northerly of Pier, new 37				By resolution, June 24, 1886.	3,500 00
ier, new 38				By resolution, April 21, 1888	31,500 00
ier, new 39	Francis W. J. Hurst (National S. S. Co., Limited)	Feb. 1, 1888, to Feb. 1, 1898.	30,500 10	By resolution, April 26, 1876,	
ier, new 40-Width, 75 feet; length on each side, 577 feet (excepting water				and Jan. 30 and July 17, 1878	30,500 00
rights at northerly side)	Cunard Steamship Co. (Limited). Suit pending to compel	May 1, 1889, to May 1, 1899	22,875 "	Renewal lease	30,500 00
ier, new 41	removal	May 1, 1889, to May 1, 1899 Sept. 1, 1881, to Sept. 1, 1891	7,625 ")	By resolutions, April 29, Sept. 1, 1881, and Dec. 21, 1881.	200
ulkhead 94 feet each side of Pier, new 41	Delaware, Lackawanna & Western R. R. Co	Sept. 1, 1886, to Sept. 1, 1891	5,000 11	By resolutions, Aug. 20, 1886,	30,000 00
eclaimed land south of Pier, new 42	Hudson Tunnel Railway Co	Nov. 1, 1887, at pleasure of the Board	2,000 "	Feb. 9 and July 14, 1887 By resolution, Dec. 8, 1887	2,000 00
er, new 42	Compagnie Générale Transatlantique	Nov. 1, 1886, to Nov. 1, 1891		By resolution, Feb. 18, 1875	30,500 00
er, new 43	International Navigation Co	June 15, 1888, to May 1, 1893	24,000 "	By resolutions, June 1 and 21, 1888, and Oct. 5, 1888	24,000 00
ers, new 44 and new 45, bulkhead between and one-half bulkhead north of]	Oceanic Steam Navigation Co	Fully - 200- to Fully - 20	49,000 ist year, 60,000 per ann.	1999) and Oat 3) 1992 1711	24,000
Pier, new 45	7	July 1, 1869, to July 1, 1899.	balance of	By resolution, Feb. 14, 1889	45,000 00
rtension to Pier, new 45	Oceanic Steam Navigation Co	Jan. 28, 1891, to July 1, 1899		By resolution, Aug. 1, 1890	
er, new 46	The Citizens' Steamboat Co. of Troy			By resolution, Jan. 11, 1889	19,062 50
stension to Pier, new 45	The Citizens' Steamboat Co. of Troy				
during the pleasure of the Board for the use of the oyster business, pursuant to chapter 521 of the Laws of 1889).					
er, new 47, and bulkhead southerly, and bulkhead along easterly side of					10,250 00
approach to P.ers, new 46 and new 47. er, new 47, and bulkhead southerly, and bulkhead along easterly side of approach to Piers, new 46 and new 47.	Quebec Steamship Co			By public sale, April 15, 1885. By resolution, Oct. 2, 1890	17,000 00
alkhead along easterly side of approach to Pier, new 46, and Pier, new 47	Quebec Steamship Co				
	I. P. Mersereau.		0 00 0	By public sale, April 11, 1888.	3,000 00
er, old 54 vo hundred feet in length of bulkhead on southerly side of West Eleventh street, beginning at a point on the said bulkhead 35 feet westerly of a point		, 1, 100, to may 1, 1091	Jisoo per aun.	, , , , , , , , , , , , , , , , , , , ,	5,000
where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending 200					
Bank streets, produced, southerly crosses said buikhead, and extending 200				1 11 11 11 11 11 11 11 11 11 11 11 11 1	1,850 00
feet east from said point	Emory M. Van Tassell	Nov. 1, 1888, to Nov. 1, 1898	1,850 " I	By public sale, Oct. 23, 1888	1,050 00
feet east from said point. the southerly side of pier at foot of West Eleventh street, and on a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth	Emory M. Van Tassell	Nov. 1, 1883, to Nov. 1, 1898	1,850 " I	3y public sale, Oct. 23, 1888	1,050 00
feet east from said point. the southerly side of pier at foot of West Eleventh street, and on a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth avenue, between West Eleventh and Bank streets, produced, southerly crosses said bulkhead, and extending westerly along said bulkhead and the					
feet east from said point. the southerly side of pier at foot of West Eleventh street, and on a portion of the bulkhead at the southerly side of Thirteenth avenue, at West Eleventh street, beginning at a point where the easterly line of Thirteenth	Joseph Cornell	Nov. 1, 1888, to Nov. 1, 1898	1,900 " 1	By public sale, Oct. 23, 1888 By public sale, Oct. 23, 1888, By public sale, April 11, 1888	1,900 00

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
Bulkhead at Bank street	Knickerbocker Ice Co	May 1, 1831, to May 1, 1896	\$800 per ann.	By public sale, April 14, 1891.	
Pier at Bethune street. Northerly half and outer end of pier foot of West Twelfth street, with privilege	A. T. Decker & Co	May 1, 1890, to May 1, 1895	1,200 "	By public sale, April 17, 1890.	\$900 00
of placing dumping board thereon	John A. Bouker	May 1, 1890 to May 1, 1895	2,100 "	By public sale, April 17, 1890.	2,100 00
Pier at Jane street	A. T. Decker & Co.	May 1, 1888, to May 1, 1891	1,400 "	By public sale, April 11, 1888.	1,050 00
Pier at Jane street	Joseph Cornell	May 1, 1891, to May 1, 1896	1,500 "	By public sale, April 14, 1891.	**********
Pier at Horatio street, except reservation, etc	Consumers' Ice Co	May 1, 1888, to May 1, 1891	1,500 "	By public sale, April 11, 1888.	1,500 00
Pier, old 56 (with re ervation to cancel, if required, for new public market) Land under water for platform at bulkhead south of West Thirteenth street		May 1, 1888, to May 1, 1891	3,500 "	By public sale, April 11, 1888.	3,500 00
5,453 square feet	Drew & Bucki	Dec. 1, 1876, at pleasure of the Board	500 "	By resolution, Nov. 1, 1876	125 00
Pier at West Fifteenth stree:	George W. Winant	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1838.	1,000 00
Pier at West Sixteenth street	Bernard Campbell	Feb. 1, 1890, to Feb. 1, 1895	1,000 "	By public sale, Jan. 22, 1890	1,000 00
Pier at West Seventeenth street	Robert S. Briggs	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 11, 1888.	3,000 00
Pier at West Seventeenth street	Baltimore & Ohio R. R. Co	May 1, 1891, to May 1, 1896	4,500 "	By public sale, April 14, 1891.	
Pier at West Eighteenth street	Robert S. Briggs,	Sept. 1, 1889, to Sept. 1, 1892	2,000 "	By public sale, Aug. 30, 1889	2,000 00
Pier at West Twentieth street	Knickerbocker Ice Co	May 1, 1888, to May 1, 1891	3,000 "	By public sale, April 15, 1886.	3,000 00
Pier at West Twenty-first street	G. T. Van Santvoord	May 1, 1886, to May 1, 1891	3,500 "	By public sale, April 15, 1886.	3,500 00
Pier at West Twenty-second street	C. T. Van Santvoord	May 1, 1886, to May 1, 1891	2,500 "	By public sale, April 15, 1886.	
Pier at West Twenty-second street	C. T. Van Santvoord	May 1, 1891, to May 1, 1896		By public sale, April 14, 1891.	2
and West Twenty-third streets, 6,846 square feet.	N. Y., Lake Erie & Western R. R. Co	March 18, 1887, at pleasure of the Board	1,711.50 "	By resolution, Oct. 20, 1886, and Jan. 7, 1887	1,711 48
Land under water for platform north of ferry at West Twenty-third street, 45,000 square feet	Twenty-third Street Railway Co	At pleasure of the Board	100 per mo.	By resolution, June 5, 1882	1,200 00
Pier, new 54	Sanderson & Son, assignees	Jan. 1, 1882, to Jan. 1, 1892	20,000 per ann.	By resolutions, June 30, 1880, Nov. 16, 1881, and April 19,	
Nav pau	Dim Forwood & Co. ogente	May 1, 1882, to May 1, 1892	20.000 "	1886	20,000 00
Pier, new 55	Pim, Forwood & Co., agents	, 1, 1002, to May 1, 1092	20,000 "	Dec. 14 and 28, 1881, and April 12, 1882	
Pier, new 56	Simpson & Spence, agents	July 1, 1882, to July 1, 1892	25,000 "	By resolutions, Dec. 8, 1830, and July 19, 1882	564633.23
Pier, new 57	W. W. Rossiter.	Feb. 15, 1891, to Feb. 15, 1901	25,000 "	By public sale, Jan. 30, 1891	6,250 00
Pier, new 60.	James McClenahan	May 1, 1887, to May 1, 1892	2,000 **	By public sale, April 9, 1887	2,000 00
Pier, new 61	N. Y. Central & Hudson R.R. R. Co	Nov. 1, 1887, to date of lease	20,000 "	By resolution, Jan. 28, 1887	20,000 00
Pier, new 62	N. Y. Central & Hudson R. R. R. Co	Nov. 1, 1888, to date of lease		By resolution, Jan. 28, 1887	20,000 00
Pier, new 63		Aug. 26, 1889, to date of lease	15,000 "	By resolution, Jan. 28, 1887	15,000 00
Pier at West Thirty-fifth street	Pennsylvania R. R. Co	May 1, 1887, to May 1, 1892.	4,500 "	By public sale, April 9, 1887	4,500 00
Pier at West Thirty-sixth street	N. Y. Central & Hudson R. R.R. Co., lessee	Dec. 5, 1886, to Oct. 8, 1894.	15,000 "	By resolution, Oct. 8, 1884	15,000 00
Pier at West Thirty-seventh street	Pennsylvania R. R. Co	************	10,000 "	By resolution, Jan. 30, 1891	2,500 00
Pier at West Thirty-eighth street	Pennsylvania R. R. Co	Feb. 15, 1890, to Feb. 15, 1901	10,000 "	By resolution, Jan. 30, 1891	2,500 00
and under water for platform southerly about 66 feet from West Fortieth	John R. McPherson	May 15, 1887, at pleasure of the Board	231 "	By resolution, Feb. 2, 1887	231 00
Pier and temporary approach at West Fortieth street	Western Stock Yard Co	May 1, 1887, to May 1, 1892	7,000 **	By public sale, April 9, 1887	7,000 00
and under water for extension to Pier at West Forty-third street	Knickerbocker Ice Co	At pleasure of the Board	100 "	By resolutions, Sept. 25 and Nov. 21, 1873	100 00
Pier at West Forty-fourth street	New York Horse Manure Co	May 1, 1887, to May 1, 1892	3,500 **	By public sale, April 9, 1887	3,500 00
Pier at the foot of West Forty-sixth street, with privilege of dumping-board on outer end of pier.	John A. Bouker.	May 1, 1890, to May 1, 1895	3,000 "	By public sale, April 17, 1890.	3,000 00
The northerly 83 feet of bulkhead, between West Forty-ninth and West Fiftieth streets.	James Gillies & Sons	May 1, 1890, to May 1, 1895	350 "	By public sale, April 17, 1890.	350 00
Pier at West Fifty-first street.	Geo. W. Plunkitt & Thos. Smith	May 1, 1890, to May 1, 1895	3,900 "	By public sale, April 17, 1890.	3,900 00
	Union Stock Yard & Market Co	May 1, 1886, to May 1, 1891	5,000 "	By public sale, April 15, 1886.	3,000 00
Pier at West Fifty-eighth street. Pier at foot of West Fifty-eighth street, northerly side, end and surface Southerly side reserved for Department of Docks	Union Stock Yard & Market Co	May 1, 1891, to May 1, 1896	3,000 **	By public sale, April 14, 1891.	
and under water for site for Pier at Fifty-ninth street		May 1, 1890, to ten years { from Nov. 1, 1892	2,800 "	By resolutions, August 16, 1876, and Nov. 7, 1877	
Southerly half of bulkhead at the foot of West Sixtieth street	N. Y. Central & Hudson R.R. R. Co N. Y. Central & Hudson R.R. R. Co	May 1, 1890, to May 1, 1895	6,000 "	By public sale, April 17, 1890. By resolution, April 23, 1884	6,000 00
erection of two piers) Land under water between south line of West Sixty-fifth and south line o West Seventy-second streets, westerly, to establish pier line of 1868		Aug. 1, 1884, to Aug. 1, 1894. May 1, 1890, to May 1, 1900	21,000 "	By resolution, April 28, 1880	21,000 00
Sulkhead at southerly half of West Ninety-seventh street	Canda & Kane.	May 1, 1890, to May 1, 1893	250 "	By public sale, April 17, 1890.	250 00
of West Ninety-seventh street.	National Transit Co.		230	- , k	230 00
and under water for platform north of West One Hundred and Eighth street	Bernheimer & Schmid	the Board	100 "	By resolution, Nov. 21, 1888	100 00
and that, has by particular to the control of the c		of the Board	бот.50 "	By resolution, April 19, 1889	601 48
Pier at West One Hundred and Twenty-ninth street	Homer Ramsdell Transportation Co	May 1, 1888, to May 1, 1891	1,000 "	By public sale, April 11, 1888.	1,000 00
and Thuty-first streets, and the southerly side of the Pier at West One Hundred and Thirty-first street	Riverside and Fort Lee Ferry Co	May 1, 1887, to May 1, 1891	500 "	By public sale, April 9, 1887	500 00
Bulkhead platform north of West One Hundred and Thirtieth street	Riverside and Fort Lee Ferry Co	June 1, 1889, to May 1, 1891	250 "	By public sale, May 17, 1889	250 00
Bulkhead at foot of West One Hundred and Thirtieth street, and 50 leed northerly, and platform in front of same	Riverside and Fort Lee Ferry Co	May 1, 1891, to May 1, 1896	400 "	By public sale, April 14, 1891.	********
Bulkhead southerly of West One Hundred and Thirty-first street, and Pier at West One Hundred and Thirty-first street, southerly side	Riverside and Fort Lee Ferry Co	May 1, 1891, to May 1, 1896	500 "	By public sale, April 14, 1891.	
North side and end of Pier at West One Hundred and Thirty-first street	Ridgewood Ice Co	May 1, 1889, to May 1, 1892	950 "	By public sale, April 18, 1889.	475 00
Pier at West One Hundred and Thirty-second street	Mutual Benefit Ice Co	May 1, 1838, to May 1, 1391	1,000 "	By public sale, April 11, 1888.	1,000 00
Bulkhead at the southerly half of West One Hundred and Thirty-fifth street	Orrin D. Person	May 1, 1890, to May 1, 1893	120 "	By public sale, April 17, 1890.	120 00
Bulkhead at West One Hundred and Thirty-fourth street	John A. Bouker (lease canceled)	May 1, 1890, to May 1, 1891	110 "	By public sale, April 17, 1890.	27 50
Pier at West One Hundred and Thirty-eighth street	John M. Rogers	May 1, 1891, to May 1, 1894	150 "	By public sale, April 14, 1891.	*******
East River.					*
East half of Pier 4.	N. Y. Central & Hudson R. R.R. Co	May 1, 1886, to May 1, 1891	4,000 "	By public sale, April 15, 1886.	4,000 00
Easterly half of Pier 4			4,400 **	By public sale, April 14, 1891.	4.555.55
Bulkhead and platform between Piers 4 and 5			1,000 "	By public sale, April 15, 1886.	1
Bulkhead and platform between Piers 4 and 5			1,100 "	By public sale, April 14, 1891.	
Pier 5			15,000 "	By public sale, April 15, 1886.	15,000 00
Pier 5		May 1, 1891, to May 1, 1896	16,500 "	By public sale, April 14, 1891.	
Bulkhead between Piers 5 and 6	N. Y. Central & Hudson R. R. R. Co	May 1, 1886, to May 1, 1891	1,000 "	By public sale, April 15, 1886.	1,000 00
Bulkhead between Piers 5 and 6	N. Y. Central & Hudson R. R. R. Co	May 1, 1891, to May 1, 1896	1,100 "	By public sale, April 14, 1891.	
Pier 6		May 1, 1886, to May 1, 1891	8,000 "	By public sale, April 15, 1886.	8,000 00
Pier, old 6	N. Y. Central & Hudson R. R. R. Co	May 1, 1891, to May 1, 1896	8,800 "	By public sale, April 14, 1891.	
West half of Pier 8		May 1, 1888, to May 1, 1898	10,000 "	By public sale, April 11, 1888.	10,000 00
Land under water for widening Pier 8				By resolution, Mar. 7, 1889	
East half of Pier 18		May 1, 1889, to May 1, 1892		By public sale, April 18, 1889.	2000
East half of Pier 20	The second secon		1000	By public sale, April 11, 1888.	1
East half of Pier 20	N. Y. & Texas Steamship Co	May 1, 1891, to May 1, 1896		By public sale, April 14, 1891.	
West half of Pier 21			6,000 "	By public sale, April 15, 1886.	1
Westerly half of Pier 21 including whole surface of pier	N. Y. & Texas Steamship Co	May 1, 1891, to May 1, 1896		By public sale, April 14, 1891.	1 1 2 1 1 1 1 1 1 1
East half of Pier 24 and half bulkhead adjoining	Hartford & N. Y. Transportation Co	May 1, 1889, to May 1, 1891	6,500 "	By public sale, April 15, 1886.	6,500 00

THE CITY RECORD.

PROPERTY.	LESSEE OR OCCUPANT.	TERM OF TENANCY.	RENT.	RIGHT OF TENANCY.	RECEIVED.
East half of Pier 24 and half the bulkhead adjoining	Hartford & N. Y. Transportation Co	May 1, 1891, to May 1, 1896	\$6,500 per ann.	By public sale, April 14, 1891.	,
Pier 25 and half the bulkhead adjoining the westerly side thereof	New Haven Steamboat Co	May 1, 1888, to May 1, 1891	9,000 "	By public sale, April 11, 1888.	\$9,000 00
Pier 25 and half the bulkhead adjoining the westerly side thereof	New Haven Steamboat Co	May 1, 1891, to May 1, 1896	9,000 "	By public sale, April 14, 1891.	***************************************
West half of Pier 26 and half bulkhead adjoining	New Haven Steamboat Co	May 1, 1886, to May 1, 1891	3,000 "	By public sale, April 15, 1886.	3,000 00
West half of Pier 26 and half bulkhead adjoining Land under water for platform, easterly and westeriy of Pier 27, 4,300 square \(\)	New Haven Steamboat Co	May 1, 1891, to May 1, 1896 Nov. 1, 1886, at pleasure of)	3,000 "	By public sale, April 15, 1891. By resolution, Sept. 15, 1886	1,075 00
feet	Baltimore & Ohio R. R. Co.	At pleasure of the Board	2,000 "	By resolution, Dec. 24, 1884	2,000 00
Land under water for platform between Piers 32 and 33, etc East half of Pier 33, west half of Pier 34, and bulkhead-platform between	B. F. Clyde	May 1, 1887, to May 1, 1892	8,000 "	By public sale, April 9, 1887	8,000 co
Wharf structures at Pier 35.	Bridgeport Steamship Co	May 1, 1889, to May 1, 1894	1,500 "	By public sale, April 18, 1889.	1,500 00
	George H. Penniman	May 1, 1889, to May 1, 1899	3,000 "	By public sale, Mar. 20, 1889.	3,000 00
Land under water for widening east side and extension to Pier 36	Maine Steamship Co	Aug. 1, 1888, at pleasure of the Board	398.50 "	By resolution, July 28, 1887	365 31
Pier 38 and half bulkhead westerly	Maine Steamship Co	May 1, 1887, to May 1, 1892	12,000 "	By public sale, April 9, 1887	12,000 00
Land under water for platform between Piers 38 and 39, 2,475 square feet	Peter Charles	At pleasure of the Board	400 "	By resolution, June 16, 1875	400 00
Pier 40 and half bulkhead easterly, including platform	Frank Phelps	May 1, 1887, to May 1, 1892		By public sale, March 29, 1881	11,000 00
Undivided ninth part of Pier, old 42 Land under water for platform, between Piers, old 45 and new 36, 644 square feet	J. A.McCarthy. Jabez A. Bostwick	May 1, 1890, to May 1, 1895 June 1, 1990, at pleasure of		By public sale, April 9, 1887	50 00
Pier, new 36	New England Terminal Co	the Board	1,602 75 "	By resolution, Aug. 10, 1888 By resolutions, November 9, 1888, and January 3, 1889	
Land under water for platform between Piers 40 and 50	N. Y., New Haven & Hartford R. R. Co., assignee {	January 1, 1881, at pleas-) ure of the Board	1,000 "	(By resolutions, November 22, 1880, and July 21, 1886	750 00
Land under water for platform at bulkhead south of Pier 50, 18,958 square feet	N. Y., New Haven & Hartford R. R. Co	At pleasure of the Board	4,000 "	By resolution May 26 1880	4,000 00
Land under water for platform at bulkness south of Fier 50, 10,950 square feet	Harlem River & Port Chester R. R. Co	At pleasure of the Board	1,500 "	By resolutions, May 7, 1874, and November 6, 1879	1,500 00
East half of Pier 51, west half of Pier 52, and bulkhead, etc., between (except reservation for Public Bath at Pier 51)	New York, New Haven & Hartford Co	May 1, 1888, to May 1, 1898	8,000 44	By public sale, Sept. 20, 1887	8,000 00
Upper half of Pier 58, and bulkhead between Piers 58 and 59	Carl Smith	May 1, 1888, to May 1, 1891	2,009 "	By public sale, April 11, 1888.	2,000 00
Bulkhead, etc., at and south of Houston street	Nassau Ferry Co	Nov. 1, 1878, to May 1, 1894	2,000 " for first five yrs.,		
			2,250 2d five yrs., 2,500 bal. of term.	By public sale, Dec. 16, 1878	2,500 00
	Nassau Ferry Co	May 1, 1879, to May 1, 1894		By resolution, June 8, 1879	300 00
Land under water for Pier, 130 feet south of Houston street	Ridgewood Ice Co	May 1, 1888, to May 8, 1891	44	By public sale, April 11, 1888.	1,000 00
Bulkhead at foot of East Fourth street	B, F. Romaine	May 1, 1888, to May 1, 1891		By public sale, April 11, 1888.	150 00
Pier at Fifth street	Joseph V. Brown	May 1, 1888, to May 1, 1891	3,000 per ann.	By public sale, April 15, 1886.	3,000 00
Pier at Fifth street	Sheridan & Byrne	May 1, 1891, to May 1, 1896	3,700 "	By public sale, April 14, 1891.	
Bulkhead at the foot of East Fifteenth street	Thomas Cunningham	May 1, 1888, to May 1, 1891	200 "	By public sale, April 11, 1888.	200 00
Bulkhead at the foot of East Fifteenth street	Consolidated Gas Co	May 1, 1891, to May 1, 1894	275 "	By public sale, April 14, 1891.	
Bulkhead at East Twentieth street	H. L. Herbert	Feb. 1, 1890, to Feb. 1, 1895	500 **	By public sale, Jan. 22, 1890	500 00
Bulkhead foot of East Twenty-second street	Brooklyn & N. Y. Ferry Co	Feb. 15, 1891, to Feb. 15, 1901	150 "	By public sale, Jan. 22, 1891	37 50
Bulkhead south of East Twenty-fourth street, north of ferry premises Land under water for ferry structure between East Twenty-second and East	Greenpoint Ferry Co	June 1, 1881, to June 1, 1891	4,100 "	By public sale, March 22, 1881	
Twenty-third streets	Brooklyn & N. Y. Ferry Co	Nov. 1, 1890, to May 1, 1894		By resolution, Oct. 16, 1891	3,203 26
Pier at East Thirty-first street	Joseph V. Brown	May 1, 1887, to May 1, 1892 May 1, 1887, to May 1, 1892	2,300	By public sale, April 9, 1887 By public sale, April 9, 1887	1,200 00
Pier at the foot of East Thirty-second street	J. H. Starin Metropolitan Ferry Co., assignee	May 1, 1886, to May 1, 1891	1,200	By public sale, April 15, 1886, and resolution, July 22, 1887	2,900 00
North half of Pier at East Thirty-third street (except reservation of outer end)	Metropolitan Ferry Co., assignee	May 1, 1881, to May 1, 1891	1,000 "	By public sale, May 27, 1880, and resolution, July 22, 1887	1,000 00
Bulkhead at East Thirty-fifth street.	Jeremiah Skidmore's Sons	May 1, 1886, to May 1, 1891	500 "	By public sale. April 15, 1886.	500 CO
Lot 25. Bulkhead at foot of East Thirty-sixth street	Popham & Co	May 1, 1890, to May 1, 1895	260 "	By public sale, April 17, 1890.	260 00
Pier at East Thirty-seventh street (with reservation for Public Bath)	Baltimore & Ohio R. R. Co	May 1, 1888, to May 1, 1891	1,500 "	By public sale, April 11, 1888.	1,500 00
Pier at East Thirty-seventh street (with reservation for Public Bath)	Baltimore & Ohio R. R. Co	May 1, 1891, to May 1, 1896	1,000 "	By public sale, April 14, 1891.	
Bulkhead-platform south of East Thirty-ninth street	Brown & Fleming	May 1, 1888, to May 1, 1891	910 "	By public sale, April 11, 1888.	910 00
Bulkhead and dump at East Thirty-ninth street	Long Island Land Fertilizing Co	May 1, 1886, to May 1, 1891	2,000 11	By public sale, April 15, 1885.	2,000 00
Bulkhead at foot of East Fortieth street	Equitable Gas-light Co	May 1, 1860, to May 1, 1895	150 "	By public sale, April 17, 1890.	250 00
Bulkhead at foot of East Forty-first street	Equitable Gas-light Co	May 1, 1890, to May 1, 1895	200 "	By public sale, April 17, 1890.	110 00
Bulkhead at foot of East Forty-third street	Lehigh Valley Railroad Co., assignee Lehigh Valley Railroad Co., assignee	May 1, 1890, to May 1, 1895	300 "	By public sale, April 17, 1890. By public sale, April 17, 1890.	300 00
Bulkhead at foot of East Forty-fourth street.	Owens & Co.	May 1, 1886, to May 1, 1891	500 **	By public sale, April 15, 1886.	25 00
Bulkhead at East Forty-seventh street	Owens & Co	May 1, 1891, to May 1, 1896	550 "	By public sale, April 14, 1890.	
Bulkhead at East Forty-ninth street	M. Goodwin	May 1, 1886, to May 1, 1891	600 "	By public sale, April 15, 1885.	600 00
Bulkhead at East Fifty-third street	Ridgewood Ice Co	May 1, 1889, to May 1, 1892	1,000 **	By public sale, April 18, 1889.	500 00
Bulkhead, etc., between East Fifty-fourth and East Fifty-fifth streets	Isaac Untermyer	May 1, 1887, to May 1, 1892	300 "	By pul lic sale, April 9, 1887	300 00
Site for bulkhead between East Fifty-sixth and East Fifty-seventh streets	Schmidt & Koehne	At pleasure of the Board	100 **	By resolution, April 30, 1884	**********
Land under water for coal-hoist near the bulkhead on northerly side of East Fifty-sixth street	G. D. Curtis	Sept. 1, 1887, at, pleasure of the Board	250 "	By resolution, Sept.1, 1887	250 00
Bulkhead at East Fifty-sixth street Land under water for platform, etc., south of East Sixty-third street, 1,300	Sand & Koenig	May 1, 1888, to May 1, 1891	150 "	By public sale, April 11, 1888.	150 00
square feet	Ehrenreich Brothers	At pleasure of the Board	100 "	By resolution, Dec. 24, 1878	100 10
Bulkhead at the foot of East Sixty-third street	Neidlinger, Schmidt & Co		480 "	By public sale, April 17, 1890.	480 00
Bulkhead, etc., between East Sixty-third and East Sixty-fourth streets	Neidlinger, Schmidt & Co	May 1, 1887, to May 1, 1892	750 "	By public sale, April 9, 1887	750 00
Bulkhead at foot of East Seventy-third street	John A. Bouker	May 1, 1890, to May 1, 1895 At pleasure of the Board	800 "	By public sale, April 17, 1890.	800 00
Land under water for buikhead at East Seventy-fourth street Bulkhead platform at East Seventy-fifth street	Thomas Patten	May 1, 1888, to May 1, 1891	400 "	By resolution, Nov. 21, 1877 By public sale, April 11, 1888.	400 00
Bulkhead at East Seventy-sixth street	D. Milliken.	May 1, 1888, to May 1, 1891	440 "	By public sale, April 11, 1888.	440 CO
Bulkhead at East Ninety-third street	Knickerbocker Ice Co	May 1, 1888, to May 1, 1891	1,200 "	By public sale, April 11, 1888.	1,200 00
Bulkhead at East Ninety-third street	Knickerbocker Ice Co	May 1, 1891, to May 1, 1896	1,320 "	By public sale, April 14, 1891.	
Bulkhead at East Ninety-ninth street	Cavanagh & Collins	May 1, 1890, to May 1, 1895		By public sale, April 17, 1890.	1,500 00
•					
Harlem River.				P 32 1 1 1	
Bulkhead at East One Hundred and Fifth street.			410 "	By public sale, April 17, 1890.	410 00
Bulkhead at foot of East One Hundred and Sixth street	Nathaniel Wise	May 1, 1890, to May 1, 1893.	000	By public sale, April 17, 1890. By public sale, April 17, 1890.	600 00
and Fifteenth streets,	Standard Gas Light Co		230	By public sale, April 17, 1890. By public sale, June 22, 1890,	250 00
Pier at East One Hundred and Sixteenth street	John II. McCarthy, assignee.	. co. 1, 1090, to Feb. 1, 1895.	725 "	and resolution, June 20, 1890.	725 00
Pier at East One Hundred and Nineteenth street	Ridgewood Lee Co	May 1, 1890, to May 1, 1892.	500 "	By public sale, April 18, 1889.	250 00
and Twenty-second and East One Hundred and Twenty-third streets, 436)	Canda & Kane	the Board	109 "	By resolution, June 22, 1887	81 75
namero fact			VI 10.00 000 000	By resolutions, April 4 and	500 00
square feet	Suburban Rapid Transit Co	At pleasure of the Board	500 "	June 20, 1883	3
square feet	Suburban Rapid Transit Co		250 "	By public sale, April 11, 1888.	250 00
square feet. Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue. Bulkhead at East One Hundred and Thirty-sixth street, west side Harlem river. Bulkhead at East One Hundred and Thirty-seventh street.		May 1, 1888, to May 1, 1891.	250 "		3
square feet. Land under water for bridge pier at East One Hundred and Twenty-ninth street and Second avenue. Bulkhead at East One Hundred and Thirty-sixth street, west side Harlem river.	Merchants' Union Ice Co., assignee	May 1, 1888, to May 1, 1891.	250 "	By public sale, April 11, 1888.	250 00

On Construction Account.

APPORTIONMENT OF AUDITED DISBURSEMENTS FOR THE YEAR ENDING APRIL 30, 1891.

DEPARTMENT OF DOCKS—PIER A, BATTERY, NEW YORK, N. Y., May 1, 1891.

To the Board of Docks:

GENTLEMEN —The following "Apportionment of the Audited Disbursements of the Department for the year ending April 30, 1801," is respectfully submitted, viz.:

	PAY-ROLLS.	BILLS.	TOTALS.
West Washington Market Section. (Resolution, February 6, 1889.)			
Stone-filling. Bulkhead wall, Proper.	\$936 99	\$7,330 97	
Piling and woodwork	7,626 38	7,922 70	
Masonry	4 631 95	8,168 09	
C			\$36,617 08
General Charges. Removing the old market and its site	\$418 99	\$19,252 30	
Reclaimed land rear of the bulkhead-wall	147 21	2 29	
Cemporary mooring piles	16 88	*********	
Sewer	242 40	13 53	
Maintenance of Pier, old 21, N R	65 00		
Maintenance of Pier, old 23, N. R	99 35	* 29 34	
Watching	632 00	49	20,919 78
Pier, new 14, N. R.			
(Resolution, November 6, 1890.)			
Oredging under Contract No. 362 — Specifications, Secretary's Order No. 9790	22000	£42.10	
Inspection	\$383 or	\$73 13	
Payments	\$303 01	12,254 00	
Oredging under Treosurer's Orders		472 00	
Construction under Contract No. 360—		W = 40	
Specifications, Secretary's Order No. 10317	406 22	187 21	
Inspection	351 96	*********	
N			14,127 53
Pier, new 15, N. R.	\$17 69		
			17 69
Chambers Street Section. (Resolutions, November 24, 1877, and November 21, 1878.)			
General Charges. Reclaimed land rear of the bulkhead-wall.	\$28.40	**********	
,	320 40		28 40
Franklin Street Section.			
(Resolutions, October 6, 1887, and November 13, 1890.)			
Bulkhead-wall, Proper.			
Dredging	\$330 13	\$6,262 40	
Stone-filling	323 17	4,634 36	
Piling and woodwork	4,063 79	783 18	
General Charges.	817 65	2,925 80	20,140 48
Removing old work	\$1,078 58	\$166 92	
Reclaimed land rear of the bulkhead-wall	92 87		
Temporary plank approach to Pier, new 24, N. R	41 23	559 82	
Temporary fences	57 93		
Pier, new 23, N. R. (Resolution, January 8, 1891.)			1,997 35
Dredging under Treasurer's Orders Dredging under Contract No. 364—	*********	\$870 00	
Specifications		6	
Inspection.	\$704.78	60 50	
Payments	\$194 78	4,980 60	
Construction of Pier, Proper—	********	4,900 00	
Specifications, Secretary's Order No. 10566	207 41	3 47	
Woodwork	4,088 35	1,993 97	
North Manus Charles Continue			12,399 08
North Moore Street Section.			
(Resolution, April 28, 1880.)			
General Charges.	40000		
Reclaimed land rear of the bulkhead-wall	\$420 02		
ramporary plant approximate rice, new 25, 15, K	386 30	\$368 55	1,174 87
Laight Street Section.			
Resolutions, July 30, and November 3, 1880, and September 20, 1889.)			
Bulkhead-wall Proper.			
Dredging		\$45 94	
Stone-filling	\$404 29	6,313 16	
Piling and woodwork	3,971 35	3,866 58	
Masonry	5,371 17	12,430 98	32,403 47
General Charges. Removing old work	\$1,558 62		20027
	2,725 90	\$18 63	
Reclaimed land rear of bulkhead-wall		100000	
	886 84	599 41	
Reclaimed land rear of bulkhead-wall		599 41	

		On Construct	ion Account.
*	Pay-rolls.	Bills.	Totals.
Pier, new 29, N. R.			
(Resolution, October 10, 1889.) Dredging under Treasurer's Orders		\$6,602 80	
Dredging under Contract No. 321—			
Specifications, Secretary's Order No. 9769	\$29 26	45 93	
Construction under Contract No. 317—			
Specifications		145 00	
Inspection	1,035 ag	55,755 09	
Completion of work by the Department, Secretary's Order	136 73	7 68	
No. 10571	***********	1,650 00	4660
Canal Street Section. (Resolution, June 13, 1872.)			\$65,457 68
General Charges. Removing old work, Secretary's Order No. 9152		\$148 00	
Christopher Street Section			148 00
Christopher Street Section.			
(Resolution, September 26, 1873.) Bulkhead wall, Froper.			
Masonry		\$42 77	42 77
West Twenty-third Street Section (south end).			,
(Resolution, November 5, 1880.)			
Bulkhead-wall, Proper. Piling and woodwork	\$17 35		
Masonry	1,293 23	\$2,653 95	
General Charges.			3,964 53
Removing old work	\$402 68	********	
Reclaimed land rear of the bulkhead-wall	1,775 35	\$15 29	
Levels on and examination of the bulkhead-wall	24 02	188 88	
Raising inner end of Pier, new 54, N. R.	1,040 89 632 74	120 67	
Raising inner end of Pier, new 56, N. R	512 35		
Temporary plank approach to Pier, new 54, N. R	6 60	58 or	
Temporary plank approach to Pier, new 55, N. R	62 43	12 74	
Temporary plank approach to Pier, new 56, N. R	118 78		
Temporary plank approach to Pier, new 57, N. R	21 00	*********	4.992 43
West Twenty-third Street Section (north end).			102 10
(Resolution, June 28, 1882.)			
Bulkhead-wall, Proper.			
Dredging	\$71 72	\$2,041 60	
Stone-filling	787 78	4,692 33	
Piling and woodwork	6,258 67	9,339 8r	
Masonry	5,643 97	8,650 75	37 495 63
General Charges. Reclaimed land rear of the bulkhead-wall	W		
Levels on and examination of the bulkhead-wall	\$1,374 79		
Temporary mooring piles	118 63		
Temporary plank approach to Pier, new 59, N. R	13 70		
Temporary plank approach to Pier, new 60, N. R	262 40	\$60 6x	
Temporary paved approach to Piers, new 59 and new 60, N. R. \ (Treasurer's Order No. 15237)	82 52		1,936 67
Pier, new 58, N. R.			1,930 07
Dredging under Centract No. 346—	-		
Specifications		\$33 25	
Inspection	\$238 02	*********	
Payments	**********	8,025 08	
Construction under Contract No. 350—		-	
Specifications		146 50	
Inspection	1,074 94	35 31	
Payments	*********	22,199 80	31,753 90
West Thirty-first Street Section. (Resolutions, August 8 and September 19, 1883.)			
Bulkhead-wall, Proper. Masonry	\$2,397 59	\$3,217 58	
General Charges.	#*1397 39	\$3,217 50	5,615 17
Reclaimed land rear of the bulkhead-wal!		\$2 50	
Removing old work	\$4 50		
Levels on and examination of the bulkhead-wall	24 02		
Raising inner end of Pier, new 61, N.R	403 58	59 33	407.07
West Thirty-second Street Section.			493 93
(Resolution, October 22, 1885.)			
Bulkhead-wall, Proper.			
Masonry.	\$720 56	\$990 02	1,710 58
General Charges. Removing old work		\$3 75	
Reclaimed land rear of the bulkhead-wall.	\$736 69	#3 /5	
Levels on and examination of the bulkhead-wall	24 02		
Raising inner end of Pier, new 62, N. R.	790 02	239 85	
Raising inner end of Pier, new 63, N. R		135 33	
Temporary plank approach to Pier, new 62, N. R Temporary plank approach to Pier, new 63, N. R	82 90		

On Construction Account.

On Construction Account.	i					On Construct	
	PAY-ROLLS.	Bills.	Totals.		PAY-ROLLS.	Bills.	Totals.
Pier, new 63, N.R.—(Resolution, March 16, 1887.)				Pier, new 82, at West Fifty-second Street, N. R.			
Construction under Contract No. 285—				(Resolution, June 20, 1890.) Dredging under Contract No. 347—			
Specifications		\$135 25	\$135 25	Specifications		#63 75	
				Inspection	\$277 80		
West Thirty-third Street Section.				Payments		2,446 47	
Resolution, February 20, 1890.				Construction under Contract No. 344-	1		
Bulkhead-wall Proper.				Specifications, Secretary's Order No. 9851		138 70	
Dredging under Contract No. 328 and Treasurer's Orders		\$5,488 42		Inspection	1,012 89	36 25	
Stone-filling	\$664 30	6,187 82		Payments (less \$300 for 6 days' delay in completing work)		36,700 00	\$40,675 6
Piling and woodwork	4,613 17	7,868 95		Pier, new 84, at West Fifty-fourth Street, N.R. Specifications, Secretary's Order No. 9816	\$91 21		
Masonry	2,782 13	5,086 95	32,691 74		29. 21		19 2
General Charges.			3-1-9- 74	West Fifty-seventh Street Section.			
Removing old work	\$368 26			(Resolutions, December 20, 1888, and August 1, 1889.)			
Reclaimed land rear of the bulkhead-wall	2,596 84	\$3 00		Bulkhead-wall, Proper. Dredging	\$14 59	\$2,075 20	
			2,968 10	Stone-filling	657 89	10,361 16	
Pier, new 71, at West Forty-first Street, N.R.*				Piling and woodwork	4,960 77	4,290 49	
(Reso ution, May 22, 1890)				Masonry	10,722 45	32,791 13	Z-0 Z
Construction under Contract No. 337—				General Charges.			65,873 68
Specifications, Secretary's Order No. 9796	\$29 10	\$156 28		Removing old work	\$427 88		
Inspection	12 38			Reclaimed land rear of the bulkhead-wall	16,088 66	\$180 64	
			197 76	Sewer	76 67	15 00	
Pier, new 75, at West Forty-fifth Street, N. R.				Temporary plank and pile approach to Pier, new 86, N. R	3,297 19	2,222 66	
(Resolution, February 20, 1890.)				Temporary plank approach to Pier, new 87, N. R	4 58		22,313 28
Dredging under Contract No. 328—				Pier, new 86, at West Fifty-sixth Street, N. R. (Resolution, September 12, 1889.)			
Specifications		\$55 88		Dredging	\$103 39	\$5,801 40	
Inspection	\$159 61			Woodwork	7,745 50	24,356 04	28 005 2
Payments		9,261 00		Pier, new 87, at West Fifty-seventh Street, N. R.			38,005 33
Construction under Contract No. 327—				(Resolution, February 6, 1889.) Woodwork	\$842 09	\$284 93	
Specifications, Secretary's Order No. 9676		178 90				\$204 93	1,127 02
Inspection	1,017 24	9 45		Paving Reclaimed Land on the North River Water-front.			
Payments		43,490 00		Between Pier, old 29, N. R., and Pier, new 21, N. R., under Contract No. 306—			
Temporary plank approach, Secretary's Order No. 10552	315 76	321 19	54,809 03	Specifications	********	\$73 50	
				Connecting the new pavement with West street, Secretary's	\$90 16	*/3 30	
Pier, new 78, at West Forty-eighth Street, N. R.				Order No. 9915, etc		8 25	
Specifications, Secretary's Order No. 9849	\$17 51		17 51				171 91
			-, -	Extending Piers to Pierhead-line of 1890.		1	
Pier, new 79, at West Forty-ninth Street, N. R.				Pier, new 20, N R. Specifications	* *		
(Reso'ution, June 12, 1890.)				Pier, new 21, N. R.	\$28 23	*********	28 23
Dredging under Contract No. 343—				Specifications	\$28 22		
Specifications		\$63 75		Pier, new 25, N. R.			28 22
Inspection	\$405 26	*********		Under Contract No. 369—		12.7.1.	
Payments	*********	12,904 62		Specifications, Secretary's Order No. 10543	\$80 56	\$45 97	
Construction under Contract No. 340—	0.00			Pier, new 26, N. R.	126 16		252 69
Specifications, Secretary's Order No. 9850	14 36	166 55		Under Contract No. 376—			
Inspection	1,024 43	124 65		Specifications, Secretary's Order No. 10551	\$160 43		160 43
Payments Temporary plank approach	18 40	41,375 00	*	Pier, new 27, N. R. Specifications	4-6 -		
Temporary plank approach	10 40	*********	56,098 02	Pier, new 28, N. R.	\$16 54	**********	16 54
West Fifty-second Street Section.				Specifications	\$16 54		
(Resoluti ns, October 6, 1887, and February 6, 1889.)				Pier, new 34, N. R.	\$10.54		16 54
Bulkhead-wall, Proper—South End.				Specifications	\$7 96		
Masonry	\$111 34	\$5,729 92		Pier, new 35, N. R.			7 96
		¥317-9 9-	5,841 26	Specifications	\$7 82	*********	7 82
Bulkhead-walt, Proper—North End. Dredging	\$31 90	\$2,098 40		Pier, new 36, N. R. Specifications	\$6 79		
Stone-filling	6 55	36 63		Pier, new 37, N. R.	Ç- 79		6 79
Masonry	1,731 88	218 79	2,322,223	Under Contract No. 372—			
G.nera! Charg's.			4,124 15	Specifications, Secretary's Order No. 10544	\$126 17		
Removing o'd work	\$1,129 04	\$32 37		Pier, new 38, N. R.			126 17
Reclaimed land rear of the bulkhead-wall	102 38	600 00		Specifications	\$16 12		16 12
Levels on and examination of the bulkhead-wall	28 73	********		Pier, new 39, N. R.			10 12
Temporary plank approach to Pier, new 81, N. R	15 co			Specifications	\$9 40		9 40
Temporary plank approach to Pier, new 82, N.R	118 47	4 58		Specifications	\$7 6x		
Temporary plank and pile approaches to Pier, new 85, N. R	281 15	2,080 97		Pier, new 41, N. R.	***		7 61
Temporary paved approach to Piers, new 80 and new 81, N. R., under Contract No. 336-				Specifications	\$7 34		4.2
Specifications, Secretary's Order No. 10080	29 36	117 50		Pier, new 42, N. R.			7 34
Inspection	135 18			(Resolution, February 18, 1891.) Woodwork	\$2,717 99	\$1,078 60	
Payments		2,404 25		Pier, new 43, N. R.	32,717 99	\$1,070 0g	3,796 68
Temporary paved approach to Pier, new 82, N. R., Secretary's Order No. 10961	28 88			Specifications	\$6 gr		60
Pier, new 80, at West Fiftieth Street, N. R.		•	7,107 86	Pier, new 46, N. R.			6 91
(Resolution, October 10, 1889.)				Under Contract No. 359—			
Dredging under Treasurer's Orders	\$141 10	\$5,879 00		Specifications, Secretary's Order No. 10151	\$17 68	\$103 60	
Construction under Contract No. 314—	7.4. 10	#3.0/9 OU		Dredging—Inspection	61 94		
Specifications		139 25		" Payments		479 70	
Inspection	175 75	139 25		Woodwork—Inspection	433 46		
Payments (less \$100 for 2 days' delay in completing work)		18,046 07	A.C.	Payments		3,812 87	
Tayments (1000 \$100 tot 2 days doing in somptoning more)							

On Construction Account.						On Construction	
	PAY-ROLLS.	BILLS.	TOTALS.		Pay-rolls.	Bills.	Totals.
Pier, new 47, N. R.				Proposed Section between East Seventy-sixth and			
(Resoluti)n, November 13, 1890.)	100000			East Seventy-eighth Streets, E. R.			
Woodwork	\$6,488 86	\$6,470 51	\$12,959 37	Bulkhead-wall, Proper.			
Pier, new 6, E.R.				Dredging under Contract No. 354—	40 2	#0	
(Resolution, December 20, 1888.)				Specifications	\$8 56 1,102 61	\$85 75	
Oredging under Treasurer's Orders		\$1,056 60		Payments	1,102 01	8,706 63	
Construction under Contract No. 293—				General Charges.		- 0,700 03	\$9,903
Specifications, Secretary's Order No. 8166		65 65	1,133 25	Examination of river bottom	\$99 48		
Pier 61, E.R.			-1-35				99
(Resolution, March 28, 1889.)				East Ninety-fourth Street Section.			
Dredging under Contract No. 326—	4			(Resolution, April 25, 1889.)			
Specifications		\$60 28		Bulkhead-wall, Proper. Dredging	\$73 99		
Construction under Contract No. 301-				Stone-filling	71 17	\$2,404 25	
Specifications,		121 50		Piling and woodwork	2,777 00	3,049 52	
Inspection	**********	44 25	226 03	Masonry	2,209 74	6,077 76	
Pier at East Eighteenth Street, E. R.				General Charges.			16,663
(Resolution, January 29, 1891.)		1		Removing old work	\$183 82		
Examination of river bottom	\$243 28	\$70 05		Reclaimed land rear of the bulkhead-wall	2,798 91	\$0.70	
Removing old work	288 29			Sewer	76 85	314 85	
Cemporary fences, tool house, etc	3 51	41 70		Temporary plank approach to pier at East Ninety-fifth street Temporary mooring piles	232 45	837 40 56 00	
Pier proper—Dredging	88 49	2,120 20		Temporary fences.	28 70	8 94	
" Woodwork	1,868 88	920 25		Watching	670 83		
Discourse Day of the Control of the			5,644 65		-70 03		5,209
Pier at East Twentieth Street, E. R.	7.2			Pier at East Ninety-fifth Street, E. R.			
Examination of river bottom, Secretary's Order No. 10471	\$250 87	**********		(Resolution, October 31, 1889.)			
Oredging under Contract No. 361—		444.10		Construction under Contract No. 333—			
Specifications	*********	\$73 97		Specifications	*********	\$219 63	
Specifications		61 73		Inspection	\$987 62	********	
		- 75	386 57		*********	15,390 40	16,597
Pier at East Twenty-second Street, E.R.				East One Hundred and Second Street Section.			
Removing old dump from site of, S.cretary's Order No. 10473	\$278 76	\$14 70		(Resolution, July 17, 1890.)			
Oredging under Contract No. 355—				Bulkhead-wall, Prop.r. Dredging	\$207 33	\$7,342 30	
Specifications		69 50		Piling.	234 49	418 75	
Construction under Contract No. 356—				Masonry	58 06		
Specifications	246 99	130 33	740 28	General Charges.	-		8,260
East Twenty-fourth Street Section.				Examination of river bottom	\$394 85	\$62 05	
(Resolution, April 25, 1889.)				Removing old work	152 31		
Bulkh ad-wall, Proper.				Temporary timber basia	140 91	36 co	
Oredging under Contract No. 331 and Treasurer's Orders	\$296 74	\$7,131 20		Watching	224 00		
stone-filling	594 54	3,726 69					1,010
Piling and woodwork	9,683 78	7,176 21		East One Hundred and Tenth Street Section.			
Masonry	5,014 18	7,335 37	40,958 71	(Resolution, April 25, 1889.)			
General Charges, Removing old work	9100 00	A== 0=	4-125- 1-	Bulkh ad-wall, Proper. Dredging	\$320 12	\$6,669 35	
Reclaimed land rear of the bulkhead-wall	\$452 37 1,613 77	\$70 81 1,275 64		Stone-filling	724 63	9,489 82	
Sewer	693 79	565 25		Piling and woodwork	13,001 04	17,962 27	
Cemporary plank approach to pier at East Twenty-fourth street	139 32	130 90		Masonry	11,871 17	30,917 85	
Fool-box		20 57		General Charges.			90,956
Vatching	32 75			Removing old work	\$471 06	**********	
			4,995 17	Rectained land rear of the bulkhead-wall	2,261 49	\$333 92	
Bellevue Section.				Dredging east of the bulkhead-wall		1,121 60	
(Resolution, April 23, 1889).				Sewer	1,403 07	7 00	
Bulkh a t-wall, Proper. Dredging	\$107 62	\$4,095 60		Temporary tool-house		27 08	
tone-filling		7,015 35		Temporary timber basin	37 65		
Piling and woodwork	16,844 54	13,314 97		Watching/	983 67		
Masoary	9,869 43	21,775 38		Pier and Dump, etc., at East One Hundred and Tenth Street.			8,037
General Charges.			73,792 38	(Resolution, October 31, 1889.)			
temoving old work	\$871 65	\$6 5 4 8		Construction under Contract No. 339			
Reclaimed land rear of the bulkhead-wall	4,050 88	775 75		Specifications		\$202 95	
ewer	353 37	357 22		Inspection	\$1,278 74		
Cemporary mooring piles	57 25			Payments		13,637 38	
Cemporary plank approach to Pier at East Twenty-eighth street.	57 15	347 26		Additional chocks		31 43	TE 150
Vatching Pier at East Twenty-eighth street, E. R.	1,417 98	*********	8,688 29	East One Hundred and Twenty-fifth Street Section.			15,150
(Resolution, August 16, 1889).				(Resolution, March 28, 1889.)			
Oredging under Treasure.'s Orders	\$88 54	éa art		Buikhead-wall, Proper.		=	
Predging under Contract No. 321	\$40 54	\$3,954 40		Dredging	\$152 €1	\$860 60	
Specifications, Secretary's Order No. 9768		30 33		Stone-filling	455 28	1,186 71	
Construction under Contract No. 312-		30 33		Masonry	17,924 95	17,685 02	20 06-
Specifications, Secretary's Order No. 9182		135 25		General Charges.			38,265
Inspection	426 09	*35 *5		Removing o'd work	\$65 40		
Payments		20,738 68		Reclaimed land rear of the bulkhead-wall	715 28	\$7 04	
			25,373 29	Removing work bottom and dyadging east of the hull-hood world	35 49	0.00	
Water-front between East Seventieth and East Seventy- sixth Streets, E. R.				Removing rock bottom and dredging cast of the bulkhead-wall	3,257 15	1,148 88	
Examination of river bottom		L. P. T. P. S. P. T.		Temporary timber basin	37 31 860 or	38 00	
	\$340 82		340 82		860 05		6,164 6
				Total	and the second second second		

On Construction Account. ON CONSTRUCTION ACCOUNT—NEW	PLAN-TEM	PORARY WO	RK,	-		Desir	Tomas
	PAY-ROLLS.	Bills.	TOTALS.		PAY-ROLLS.	Bills.	Totals.
				For Department of Public Charities and Correction.			
Pier at West Twelfth Street, N. R.				Crib-bulkhead at the Charity Hospital, Blackwell's Island. Construction under Contract No. 353—			
Construction under Contract No. 279— Specifications	********	\$112 50		Specifications, Secretary's Order No. 10047		\$151 95	
Special actions.		#*** 30	\$112 50	Dronging impossion.		*	
ON CONSTRUCTION ACCOUNT	-NOT NEW	PLAN.		" Payments		918 54	A Samuel
				Total	\$8,862 21	\$119,775 30	\$1,598
	PAY-ROLLS.	Bills.	TOTALS.				
Reclaimed Land north of West Fifty-ninth Street, N. R.				ON REPAIRS ACC	OUNT.	On Repa	airs Accoun
From West Seventy-seventh to West Eightieth streets	\$746 12		\$746 12		PAY-ROLLS.	Bills.	Totals.
Crib-bulkhead, from centre of West Eighty-first Street to centre of block between West Eighty-second and			*		TAT-ROLLS.	Dietas	TOTAL
West Eighty-third Streets, N. R.				Battery—West Side.			
Construction under Contract No. 374—			4	Dredging berth for Hall's Bath, Secretary's Order No. 10745	\$7 39	********	
Specifications, Secretary's Order No. 9980	\$232 97	558 23		Pier "A."			\$7
Inspection	29 81	********	321 01	Repairs to berth of the "Patrol," under Secretary's Order No.			
Crib-bulkhead, between West One Hundred and Thirty-				10045	\$59 03	*********	
second and West One Hundred and Thirty-third				Watching at outer end	2,436 89	\$0 56	2,496
Streets, N. R. Construction under Contract No. 348—				Building on the Pier. Repairs to Police Department quarters, under Secretary's)		222	
Specifications, Secretary's Order No. 9576	\$9 75	\$175 29		Order No. 10231	\$313 28 16 10	\$251 00	
Dredging—Inspection	131 09			Order No. 10625	16 30	12 95	
" Payments		1,293 14		Order No. 10639	12 37	7 37	
Cribwork—Inspection	527 73			Order No. 10652	1,988 19	1,409 62	
" Payments	********	12,240 00	14,377 00	Fire insurance on the building (Voucher No. 11693)		form to	4,059
and the second s			1,517	Fire insurance on the binding (voiciner 190, 11093)	*********	\$247 50	247
Pier at West One Hundred and Thirty-third Street, N. R.				Bulkhead, between Pier "A" and Pier, new I, N. R.			
Construction under Contract No. 348— Specifications, Secretary's Order No. 9576	čo 26	58o 82		Repairs to floating fenders	\$35 98	\$13 52	49
Dredging—Inspection	\$9.76 40.85	200 02		Pier, old 23, N. R.			
" Payments		240 77		Repairs under Secretary's Order No. 10274	\$93 20	\$35 98	
Woodwork—Inspection	980 05			" " 10509	17 97	22 27	
" Payments	,,,,,,,,,	10,278 72	11,630 97				169
Direct Was One Handard Thirty fourth Church N. P.			11,030 97	Pier, old 24, N. R.			
Pier at West One Hundred and Thirty-fourth Street, N. R. Construction under Contract No. 349—				Repairs under Secretary's Order No. 10414	\$3 64	********	3
Specifications, Secretary's Order No. 10268	*******	\$151 95		Bulkhead, between Piers, old 34 and old 35, N. R.			
Inspection	\$823 79	17 75		Repairs under Secretary's Order No. 9597	\$7 33	\$0 24	
Payments (less \$200 for 4 days' delay in completing work)		23,820 55		" reorg	78 67	63	
Temporary Paving.			24,814 04	" 10479	71 71	22 05	
				" ioso6	10 55	*********	
Temporary paved approaches to the bulkheads between West Seventy-sixth and West Eightieth streets, N. R.:				" " 10775	6 90		198
Under Secretary's Order No. 9882		\$1 05		Bulkhead, north of Pier, new 28, N. R.			
Under Contract No. 315—Specifications	*********	73 50	74 55	Repairs under Secretary's Order No. 10081	\$15 01	********	
• Pier 43, E. R.				Slip, between Piers, old 41 and old 42, N. R.			15
Construction under Contract No. 365—				Dredging under Contract No. 3c5—			
Specifications, Secretary's Order No. 10518	\$270 08	\$230 10		Specifications		\$67 00	20.
Inspection.	368 ro			Pier, old 42, N. R.			67
Payments		6,669 90	7,538 18	Repairs under Secretary's Order No. 9662		\$31 18	
Pier at East Thirty-fifth Street, E. R.				" 9861		18 58	
Construction under Contract No. 382—				" " 10054	\$56 34	68 90	
Specifications, Secretary's Orders Nos. 10428, 10630	\$141 38	\$85 98	30.00	" 10167,	103 17	140 83	
Dr. Communication of the commu			227 36	" " 10338	190 06	324 75	
Pier at East Thirty-sixth Street, E. R.				" 1036g,	450 30	222 43	
Specifications, Secretary's Order No. 10515	\$170 33	*********	170 53	" " 10429	31 22	92	
Crib-bulkhead, East One Hundred and Thirty-eighth				" 10507	9 00	17 68	
to East One Hundred and Fortieth Street, H. R. Construction under Contract No. 318—				" Engineer's Order	2 40	09	
Specifications, Secretary's Order No. 9157	*********	\$102.75					1,676
Dredging—Inspection	\$159 12	5102 /5		Pier, new 34, N. R. Dredging under Contract No. 351—			
" Payments		5,259 82		Specifications, Secretary's Order No. 10325	\$14 80	\$80 to	
Cribwork—Inspection	1,376 77	17 25		Inspection	36 03		
" Payments		53,004 20	59,919 91	Payments		2,777 40	
Reclaiming land rear of the bulkhead—	10			Bulkhead between Piers, new 37 and 38, N. R.			2,908
Under Contract No. 368—Inspection	\$841 91	61 771 78		Repairs under Secretary's Order No. 10335	\$56 66	\$35 40	
Under Secretary's Order No. 10381	538 92	\$4,774 38			#30.00	933 40	92
" " 10634	919 18	35 66		Bulkhead between Piers, new 38 and 39, N. R.			
Under Engineer's Order	26 39			Repairs under Secretary's Order No. 10201	\$99 55	\$75 17	174
For December 4 of Court Class			7,136 44	Bulkhead between Piers, new 39 and 40, N. R.			
For Department of Street Cleaning.			,	Repairs under Secretary's Order No. 10178	\$72 29	\$24 55	96
Dump at West Forty-seventh street, N. R. Construction under Contract No. 286—				Pier, new 40, N.R.			90
PARAMETERS COMP. EXTENSION CONT. CO. CO.				Repairs under Secretary's Order No. 9917			
Specifications	*********	\$93 00		Repairs under Secretary's Order No. 0017	********	\$3 78	3 7

On Repairs Account.	-			On Repairs A				
	PAY-ROLLS.	Bills.	Totals.		PAY-ROLLS.	Bills.	TOTALS.	
Bulkhead between Piers, new 42 and 43, N. R.				Pier at West Nineteenth Street, N. R.				
Repairs under Secretary's Order No. 9858	\$26 14	\$20 87	*****	Repairs under Secretary's Order No. 9972	\$100 69	\$52 57		
Pier, new 43, N. R.			\$47 01	" " 10112,	53 63	51 85		
Repairs to water supply pipe	\$54 40	\$30 og		" " 10312	5 59		\$264 33	
Repairs under Contract No. 292—	\$54 4º	\$30.09		Crib-bulkhead between West Twenty-fifth and West			#204 3.	
Specifications, Secretary's Order No. 8418		53 15		Twenty-sixth Streets, N. R.	10.00			
Dredging under Contract No. 275—				Repairs under Engineer's Order	\$53 58	\$3,04	56 6:	
Specifications		31 88		Pier, new 57, N. R.				
Pier, new 44, N. R.			169 52	Repairs under Contract No. 341—	*			
Dredging under Secretary's Order No. 9645	412-00	4.6		Specifications, Secretary's Order No. 9875	*********	\$138 40		
Dredging under Contract No. 307—	\$47 30	\$561 20		Inspection	\$557 14	2 75		
Specifications, Secretary's Order No. 9287		21 25		Payments (less \$200 for 4 days' delay in completing work).	**********	17,675 00		
			1,029 55	Repairs under Secretary's Order No. 10170 "Engineer's Order	29 95	2 50		
Bulkhead between Piers, new 44 and 45, N. R.				Dredging under Contract No. 346—	30 90	73 73		
Dredging under Secretary's Order No. 5450	********	\$424 70	424 70	Specifications, Secretary's Order No. 10806	36 41	33 25		
Pier, new 45, N. R.				Inspection	69 66			
Repairs to water supply pipe	\$42 54	\$12 10		Payments		1,582 08		
Dredging under Contract No. 307—		*****		Pier, new 59, N. R.			20,231 77	
Specifications, Secretary's Order No. 9287	*** *****	21 25		Repairs under Secretary's Order No. 9931	\$67 00	\$78 48		
D' C N D			75 89	" " 9989	20 00	111 93		
Pier, new 46, N. R.				" " 10280	175 80	142 36		
Repairs under Contract No. 359—				" 10423	90 90	94 01		
Specifications, Secretary's Order No. 20151	**********	\$103 60		" " 10598	134 81	53 57		
Inspection	\$509 29	0 0-		" " 10816	51 06	3 42		
Payments		8,241 80		Dredging under Contract No. 326—				
Dredging under Contract No. 307—	**********	32 00		Specifications		60 27		
Specifications, Secretary's Order No. 9287		21 25		Dredging under Contract No. 346—				
, , , , , , , , , , , , , , , , , , , ,			8,907 94	Specifications		33 25		
Approach to Piers, new 46 and new 47, N. R.				Inspection	154 02			
Repairs under Secretary's Order No. 9681		\$22 05		Payments		4,518 36	5,789 33	
" 10204	\$28 72	24 69		Pier, new 60, N. R.			317-9 33	
	274 13	435 51		Repairs under Secretary's Order No. 10189	\$13 62	\$14 94		
" 10478	409 83	66 39	1,261 32	" 10485	62 30	16 65	107 51	
				Pier at West Thirty-fourth Street, N. R.				
Bulkhead, between Perry and West Eleventh Streets, N. R.				Repairs under Secretary's Order No. 9990		\$134 46		
Dredging under Contract No. 284—		İ		" " 10424	\$85 26	99 83		
Specifications		\$63 75		Dedging under Contract No. 335—		,, .,		
Fencing under Secretary's Order No. 9682		17 01	80 76	Specifications	27 85	83 55		
Pier at West Eleventh Street, N. R.			50.70	Inspection	128 35			
Repairs under Secretary's Order No. 10094	\$2 62	*******		Payments		8,591 10	20000	
" " 10831	13 20			Disa at West Thints Col. Court N. D.		- •	9,150 40	
		,	15 82	Pier at West Thirty-fifth Street, N. R.		4.6.		
Pier at West Twelfth Street, N. R.				Repairs under Secretary's Order No. 10172	********	\$2 62	2 62	
Repairs under Secretary's Order No. 10090	\$2 63	\$1 12	3 75	Pier at West Thirty-seventh Street, N. R.				
Bullshead between Piers old #6 and old ## N.P.				Repairs under Secretary's Order No. 9733		\$41 96		
Bulkhead between Piers, old 56 and old 57, N. R.				" " 10570	\$113 07	87 36	242 39	
Repairs under Contract No. 334— Specifications, Secretary's Order No. 9649	400.00			Bulkhead between West Thirty-eighth and West Thirty-				
Inspection.	\$11 23 403 86	\$65 40		ninth Streets, N. R. Dredging south of West Thirty-ninth street under Contract				
Payments	403 80	4,368 00		No. 311—				
***		4,300 00	4,848 49	Specifications		\$21 25	21 25	
Pier, old 57, N. R.				Pier at West Thirty-ninth Street, N. R.				
Repairs under Secretary's Order No. 10510	\$47 9I	\$6o 28		Dredging under Contract No. 311—		İ		
	****	****	108 19	Specifications		\$21 25		
Bulkhead between Piers, old 57 and old 58, N. R.				Bulkhead between West Thirty-ninth and West Fortieth			21 25	
Repairs under Contract No. 308—				Streets, N. R.				
Specifications, Secretary's Order No. 9122		\$80 oo		Dredging north of West Thirty-ninth street, under Contract No.311-				
			8o co	Specifications		\$21 25		
Pier, old 58, N. R.							21 25	
Repairs under Secretary's Order No. 10254	\$79 14	\$4 16		Pier at West Fortieth Street, N. R.				
" " 10510		103 20		Dredging under Contract No. 304—				
Dulland hater Directly 11 and 1		186 50	Specifications	**********	\$7 80	7 80		
Bulkhead between Piers, old 58 and old 59, N. R.				Bulkhead foot West Forty-first Street, N. R.*				
Repairs under Contract No. 334—		200		Repairs under Contract No. 337—				
Specifications, Secretary's Order No. 9649	46	\$65 40		Specifications		\$7 67		
Inspection	\$116 23			Dier at West Forty shall Court N. D.			7 67	
,		3,487 co	3,668 63	Pier at West Forty-sixth Street, N. R.	.,,,,,,,,,,	200		
Pier, old 59, N. R.				Repairs under Secretary's Order No. 9750	*********	\$174 92		
Repairs under Secretary's Order No. 10313	\$5 58			Dredging under Contract No. 304—	*********	375 36		
			5 58	Specifications,	35223.32	- 0.		
Pier at West Thirteenth Street, N. R.				Dredging under Contract No. 342—		7 80		
Repairs under Secretary's Order No. 10180	\$6o 25	\$6 47		Specifications, Secretary's Order No. 10106	\$18 56	48 07		
" 10458	35 51	23 91		Inspection	69 16	40 07		
2043011111111111111111111111111111111111	40.00	25.0			., .,			
" " 10673	7 36	*********		Payments	********	6,008 40		

On Repairs Account.	n Repairs Account.			On Repairs A			Treebull
	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	Bills.	TOTALS.
Pier at West Forty-seventh Street, N. R.				Pier at West One Hundred and Twenty-ninth Street, N. R.			
Repairs under Secretary's Order No. 9994	\$18 43			Dredging under Secretary's Order No. 9934	\$14 68	\$174 00	\$188 6
	14 00		\$32 43	Crib-bulkhead between West One Hundred and			
Pier at West Forty-ninth Street, N. R. Repairs under Secretary's Order No. 10757	4			Twenty-ninth and West One Hundred and Thirtieth Streets, N. R.			
	\$20 15	\$3 15	23 30	Dredging under Secretary's Order No. 9934	\$26 44	\$376 80	
Pier at West Fifty-first Street, N. R.				Repairs under Secretary's Order No. 10282	111 41	10 00	524 6
Preparations made to place spring piles on south side, Secretary's Order No. 10599	\$19 00	\$20 CO		Pier at West One Hundred and Thirty-fourth Street,			
Dredging under Contract No. 342—		.0 -0		N. R. Repairs under Secretary's Order No. 9933		\$3 96	
Specifications	69 27	48 08					3 9
Payments		3,028 80	3,185 15	Pier at West One Hundred and Fifty-second Street, N. R Repairs under Secretary's Order No. 9935		\$7 42	
Pier at West Fifty-fifth Street, N. R.			3,105 15	" " 10711	\$12 66	3 28	23 3
Repairs under Secretary's Order No. 9462		\$111 54		Pier at West One Hundred and Fifty-fifth Street, N. R.			-3 3
" 10087	\$167 93	267 52		Repairs under Secretary's Order No. 20111	\$11 84	\$10 6g	
" 10372	69 60 8 40	7 08					22 5
" 10705	3 15			Pavement Repaired—North River Water-front. Under Secretary's Order No. 7136		\$55 50	
Repairs under Contract No. 325-				" " 8502		2 50	
Specifications		127 50		" " 9302		1 75	
Inspection Payments (less \$50 for one day's delay in completing work)	190 85	5,494 00		" " 9903 " 10077	\$196 55	220 21 126 31	
Dredging under Contract No. 275—		2.14		" " 10088	403 31	120 31	
Specifications		31 8 7		" " 10142	139 49	49 97	
Soundings under Engineer's Order	24 75	*********	6,512 44	" " 10143	539 37	164 67	
Pier, new 87, N. R.				" " 10145 " " 10146	498 67 838 20	155 84	
Repairs under Engineer's Order	\$3 00	*********	3 co	" " 10и38	39 06		
Crib-bulkhead between West Seventy-fifth and West Eightieth Streets, N. R.				" " 10262	4 85		
Repairs under Secretary's Order No. 10814	\$81 41			" " 10263	175 30	25	
Soundings under Secretary's Order No. 10727	24 51		105 92	" 10627	293 09 8 10	4 ⁶ 47	
Crib-bulkhead foot of West Seventy-seventh Street, N. R.			105 92	Cleaning and repairing silt basins under Resolution, June 2, 1886.	1,394 55	48 70	
Dredging under Contracts No. 300 and 304—				Cleaning and repairing silt basins under Secretary's Order No. 9780	256 57	12 43	5,862 64
Specifications		\$17 37	17 37	Pier, new 6, E. R.			
Crib-bulkhead between West Seventy-seventh and West				Repairs under Engineer's order	\$18 76		18 76
Seventy-eighth Streets, N. R. Dredging under Contracts Nos. 300 and 304—				Bulkhead between Piers 11 and 12, E.R.			
Specifications		\$17 37		Repairs under Secretary's Order No. 10585	\$172 72	\$20 15	
Crib-bulkhead foot of West Seventy-eighth Street, N. R.			17 37	" 10703	7 35	4 10	
Dredging under Contracts Nos. 300 and 304—				Dredging under Contrrct No. 363— Specifications		84 30	
Specifications	**********	\$17 37		Inspection	82 61		
Dredging under Contract No. 358—	d= 0+	0-		Payments		384 00	755 23
Specifications, Secretary's Order No. 10408	\$7 81 8 91	27 85		Pier 12, E. R. (west half).			
Payments		487 40	E40.24	Repairs under Engineer's Order	\$16 05		
Crib bulkhead between West Seventy-eighth and West			549 34	Repairs under Secretary's Order No. 9770	81 21	\$5 67	
Seventy-ninth Streets, N. K.				Dredging under Contract No. 363—	81 21	179 79	
Dredging under Contracts Nos, 300 and 304— Specifications.		\$17 37		Specifications		7 00	
Dredging under Contract No. 358		77.37		· Payments	*********	1,690 40	1,980 12
Specifications, Secretary's Order No. 10408	\$30 72	27 85		Pier 15, E. R.			
Inspection	29 33	733 20		Repairs under Engineer's Order	\$4 97	********	4 97
		733 20	838 47	Pier 19, E. R. (west half.)			
Pier at West Seventy-ninth Street, N. R.				Repairs under Secretary's Order, No. 9771		\$16 07	
Dredging under Contract Nos. 300 and 304— Specifications		\$17 43		" 10154	\$196 73	133 68	
Dredging under Contract No. 358—				" 10426	4 35	692 48	
Specifications, Secretary's Order No. 10408	\$11 39	27 85		Bulkhead between Piers, old 36 and new 29, E.R.			1,190 72
Inspection	7 59	575 80		Repairs under Contract No. 309			
Repairs under Secretary's Order No. 10015	22 25	1 94	4	Specifications		\$83 25	
West County winth and West			664 25	Inspection		8 25	
Crib-bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.		-		Dredging under Secretary's Order No. 10621	\$19 74	46 55	157 79
Dredging under Contracts Nos. 300 and 304— Specifications				Pier, new 29, E.R.			
		\$17 37	17 37	Repairs under Secretary's Order, No. 20121.	\$24 20		
Crib-bulkhead foot of West Eightieth Street, N. R. Dredging under Contracts Nos. 300 and 304—				" " 10297	125 62	\$71 40	
Specifications		\$17 37		" 10540	139 70 38 26	92 70	
Crib-bulkhead foot of West Ninety-sixth Street, N. R.			17 37	" " 1050g	38 20 . 263 61	171 82	*
Repairs under Secretary's Order No. 9669		\$43 11		Soundings " 10562	9 89		200.00
" " 10642	\$33 20	8 5x		Political beauty Di			937 20
" " 10710	21 91 48 84	4 37 61 80		Bulkhead between Piers, new 29 and old 38, N.R. Repairs under Secretary's Order No. 10318	Jane 1		
Oredging under Secretary's Order No. 10014					\$19 33		

On Repairs Account.						On Kepa	irs Account
	PAY-ROLLS.	Bills.	TOTALS.		PAY-ROLLS.	BILLS.	Totals.
Bulkhead west of Pier, new 32, E.R.				Pier 60, E. R.			
Repairs under Secretary's Order, No. 10354	\$11 45		are and	Repairs under Secretary's Order No. 10504	\$11 95		
Pin and F P			\$11 45	" " 10791	4 60	********	4-6
Pier, new 32, E. R. Repairs under Secretary's Order No. 9976		\$66 86		Bulkhead between East and Tompkins Streets, E. R.			\$16
" " 10323	\$101 68	45 73		Dredging under Secretary's Order No. 10165	\$15 00	\$117 60	
" 10790	174 53	273 72	***		****	7	132 (
Pier, new 36, E. R.			662 52	and the second s	33.43		
Repairs under Secretary's Order No. 9923		\$5 00		Dredging under Secretary's Order No. 10165	\$14 61	\$115 20	129
Soundings under Engineer's Order	\$16 3t	********	21 31	Bulkhead under and north of Pier 61, E. R.			
Pier 43, E. R.			3-	Repairs under Contract No. 301—			
Repairs under Secretary's Order, No. 10126	\$23 18	\$2 6r	-	Specifications		\$20 25	20 :
" 10140	210 00	102 23	10				
	5 58			Pier 61, E. R.			
** 10387	4 80			Repairs under Secretary's Order No. 10504	\$11 95		
" 10415	75 45	111 31	535 16	Soundings " 10363	14 53		
Bulkhead rear of Pier 43, E. R.			-	Dredging 10463	47 74	\$738 6o	812 8
Repairs under Contract No. 365				Pier 62, E. R. (north half.)			
Specifications		\$62 75		Repairs under Secretary's Order No. 10229	\$39 03	\$23 80	62 8
Inspection	\$66 92			Bulkhead foot of East Fourteenth Street, E.R.			
Payments		810 00	939 67	D-11-10-101W		\$189 80	
Pier 44, E. R.			939 07				189 8
Repairs under Secretary's Order No. 10069	\$70 36	\$118 83		Bulkhead foot of East Sixteenth Street, E. R.			
" 10388	251 19	236 67		Repairs under Secretary's Order No. 9823	410 fz	\$2 25	
" 10453	3 88			" " 10641	\$19 67		21 9
" " 10790	89 or	73 57	0	Bulkhead at Department Vard, East Seventeenth Street, E. R.			
			843 51	Repairs under Contract No. 303—			
Bulkhead between Piers 47 and 48, E. R.				Specifications		\$93 00	
Fencing off, under Secretary's Order No. 10751	\$t 50	*********	r 50				93 0
Pier 48, E. R.				Bulkhead between East Seventeenth and East Eighteenth Streets, E. R.			
Repairs under Secretary's Order No. 9932		\$o 63		Repairs under Secretary's Order No. 10305	\$6 35		
" 10194	\$49 92	46 72		Soundings under " 10394	18 67		
" " 10293	3 93	1 80		Repairs under Contract No. 3xc-			
" 10368	178 26	144 37		Specifications, Secretary's Order No. 9034		\$86 50	
" 10675	7 36			Inspection		2 75	114 2
10009	96 41	144 98		Bulkhead rear of Pier at East Eighteenth Street, E. R.			
Dredging under Contract No. 294— Specifications	********	53 80		Repairs under resolution of January 29, 1891	A 60	ér co	
Specification		33 00	728 18		\$145 68	\$5 00	150 6
Bulkhead between Piers 48 and 49, E. R.				Bulkhead foot East Twenty-second Street, E. R.			
Fencing off, under Secretary's Order No. 10467	\$44 33	\$44 21		Dredging under Secretary's Order No. 10715	\$66 28	\$521 40	587 6
Repairs under Contract No. 377—				Pier at East Twenty-fifth Street, E. R.		,	
Specifications, Secretary's Orders Nos. 10662, 10812	41 04	*********	129 58	Repairs under Secretary's Order No. 10191	\$131 85	40	
Slip between Piers 51 and 52, E. R.					4.3. 03	\$218 00	349 8
Dredging under Contract No. 330—				Bulkhead foot East Twenty-ninth Street, E. R.			
Specifications		\$19 61		Soundings under Secretary's Order No. 10275	\$17 39		
Inspection	\$24 94			Dredging " " 10302	19 26	\$389 60	426 2
Payments	*********	480 00	524 55	Bulkhead foot East Thirtieth Street, E. R.			
Bulkhead between Piers 53 and 54, E. R.			100000	Soundings under Secretary's Order No. 10348	\$7 43		
Soundings under Secretary's Order No. 10073	\$22 44	*******	22.72	Dredging " " 10407	9 20	\$19 00	
Pier 55, E. R.			22 44	Pier at East Thirty-eighth Street, E. R.			35 6
Repairs under Contract No. 313—				Repairs under Secretary's Order No. 10640	\$67 72	4	
Specifications, Secretary's Order No. 8743	***********	\$110 00			\$67.72	\$3t 63	99 3
Dredging—Payments		81 92		Bulkhead foot East Forty-second Street, E. R.			
Repairs—Inspection		74 50		Repairs under Contract No. 319—			
" Payments		5,618 70	5,885 12	Specifications, Secretary's Order No. 9401		\$89 75	
Bulkhead under and west of Pier 55, E. R.			5,005 12	Inspection		5 50	
Repairs under Contract No. 313—				Soundings " 10349	\$7 35 7 43		
Specifications, Secretary's Order No. 8743		\$22 00		Dredging " 10406	7 43	20.00	
Payments		2,500 00		Soundings " " 10808	8 54	39 00	
Diar of F. D. (world half)			2,522 00	Bulkhead foot East Forty-eighth Street, E. R.			171 6
Pier 56, E. R. (north half.) Repairs under Secretary's Order No. 10251	1			Repairs under Secretary's Order No. 10192	enfo or	40000	
" " 10253	\$3 70 310 88	\$553 25			\$269 23	\$57 50	326 7
Dredging " 10278	8 22	\$553 25 347 60		Bulkhead at East Fifty-fourth Street, E. R.			
Bulkhead between Piers 56 and 57, E. R.		347 35	1,223 65	Repairs under Secretary's Order No. 9651	***************************************	\$10 71	
Repairs under Secretary's Order No. 10417	#69 ₂ -0			" " 9939		263 17	
Soundings " 10251	\$583 98 3 70	\$41 72		Soundings under " 10350 and 10587	\$19 35		293 2
Dredging " 10278	8 22	115 20		Bulkhead and Platform between south side of East Six-			
Pier 57, E. R. (south half.)			853 82		200	400	
Repairs under Secretary's Order No. 10331	# r. 9	460	7	Repairs under Secretary's Order No. 10086	\$92 20	\$107 23	
" 10340	\$128 41	\$68 94		" " 1008g	82 22	67 55	
Soundings " 10251	3 69			" " 10767	6 50	94 28 3 79	
Dredging " 10278	11 48	466 40	nie.	Specifications for repairing under Contract No. 378	190 12	10 60	
1870-71000			712 82	177			781 9

On Repairs Account.					,	On Re	epairs Accoun
	PAY-ROLLS.	BILLS.	TOTALS.		PAY-ROLLS.	Bills.	Totals.
Pier at East Sixty-second Street, E. R. Repairs under Secretary's Order No. 10086	\$27 50		\$27 50	For Department of Street Cleaning. Dump on Pier, old 42, N. R.			
Platform foot East Sixty-fourth Street, E. R.			4-7 3.	Dredging under Contract No. 330—			
Fencing off under Secretary's Order No. 10623	\$38 45	\$21 01		Specifications		\$19 72	
			59 46	Inspection		3,00 30	
Bulkhead between East Seventy-eighth and East				Dredging under Contract No. 370—		3,0 30	
Seventy-ninth Streets, E.R. Repairs under Secretary's Order No. 10327	\$ 96 16	\$ 79 56		Specifications, Secretary's Order No. 10660	. 17 29		
" " 10535	22 47	22 20		Inspection	. 26 91	*********	- \$481 Q
Town Direct Fort Fisher Salt Charles F. B.			220 39	Dump on Pier at West Twelfth street, N.R.			
Lower Pier at East Eighty-sixth Street, E. R. Repairs under Secretary's Order No. 10277.		4.0 6-		Dredging under Contract No. 370—			
" 10536	\$103 50 24 71	\$38 67 22 30		Specifications, Secretary's Order No. 10660		***********	
			189 18	Inspection	12 97		19 88
Upper Pier at East Eighty-sixth Street, E. R. Repairs under Secretary's Order No. 10367	\$39 31	\$65 8o		Dump on Pier at West Nineteenth street, N. R. Dredging under Contract No. 330— Specifications.		\$19 72	
		\$05.00	105 11	Inspection.		\$19 72	
Slip between Piers at Eighty-sixth Street, E. R.				Payments		477 90	200
Dredging under Secretary's Orders Nos. 10611 and 10647	\$64 88	\$36 60	101 48	Dump on Fier at West Thirty-seventh street, N. R.			524 23
Bulkhead foot East Ninety-ninth Street, E. R.				Dredging under Contract No. 381—			
Specifications for repairing	\$15 12		-5.5	Specifications, Secretary's Order No. 10743.	\$11 59		11 59
Bulkhead at East One Hundred and Sixth Street, H. R.			15 12	Dump on Pier at West Forty-seventh street, N. R.			39
Repairs under Secretary's Order No. 10136		\$1 21		Dredging under Contract No. 381-			
Dredging under Secretary's Orders Nos. 10046 and 10072	\$43 10	218 80		Specifications, Secretary's Order No. 10743	\$29 64	********	29 64
Bulkhead at East One Hundred and Twelfth Street,			263 11	Dump on Pier 12, E. R.			
H. R.				Dredging under Contract No. 330—		2000	
Repairs under Secretary's Order No. 10597	\$18 20	\$15 95		Specifications		\$19 72	
Bulkhead at East One Hundred and Seventeenth Street,			34 15	Payments	4	697 20	
H. R.				Dump on Pier 44, E.R.			733 45
Oredging under Secretary's Order No. 9899		\$234 00	234 00	Dredging under Contract No. 330—			
Bulkhead foot West One Hundred and Fifty-seventh				Specifications		\$19 71	
Street, H. R.				Inspection	\$14 81		
Repairs under Secretary's Order No. 10175	\$39 25	\$2 85	42 10	Payments		174 00	208 52
For Department of Public Works.				Dump at East Seventeenth street, E. R.			
Pier at East Twenty-fourth Street, E. R.				Dredging under Contract No. 330—			
Repairs under Contract No. 332—				Specifications		\$19 71	
Specifications, Secretary's Order No. 9738		\$198 50		Inspection Payments.			
Inspection	\$770 08	1 52		D. edging under Contract No. 370—		562 80	
Additional checks		77 46		Specifications, Secretary's Order No. 10660	6 93		
Pier at east end of High Bridge, H. R.			15,647 56	Inspection	22 39		638 94
Repairs under Secretary's Order No. 10704	\$288 07	\$322 83		Dump at East Twenty-second street, E. R.			30 94
Public Baths.			610 90	Dredging under Contract No. 330—			
Preparing berths for and approaches to the public baths, removing said approaches at close of season, and restoring the piers to commercial use, under Secretary's Orders Nos.	\$443 24	\$164 10		Specifications	•••••	\$19 71	
10033, 10266, 10436	****		607 34	Inspection		***********	
For Department of Public Charities and Correction.			1	Payments	*********	2,061 00	2,116 68
Pier at East Twenty-sixth S. rest, E. R.				Dump at East Forty-sixth Street, E. R.			
tepairs under contract No. 320—	1			Dredging under Contract No. 370— Specifications—Secretary's Order No. 10660	£ 7 88		
Specifications, Secretary's Order No. 9519		\$83 25			=7 05	********	\$7 88
Inspection		- 8 25.		Dump at East Eightieth Street, E. R.			
tepairs under Secretary's Order No. 9904	*********	4 63		Dredging under Contract No. 370— Specifications—Secretary's Order No. 10660	46		
" " 10553	\$17 61			Inspection	\$6 97 31 12		
	62 87	18 43	195 04		3. 15		38 09
Platform at East One Hundred and Twentieth Street, H. R.			-	For Health Department.			
epairs under Secretary's Order No. 10706	\$405 35	\$316 72	722 07	Bulkhead north of East Sixteenth Street, E.R. Repairs under Secretary's Order No. 9763		4.6	200
Blackwell's Island. epairs to bulkhead at Nurses' Home, Secretary's Order No. 10488	4			Total	\$27,155 30	\$46 40	\$147,759 22
Hart's Island.	\$114 69	\$76 16	190 85				
epairs to Asylum Pier, Secretary's Order No. 10489	\$421 13	4060 #0		On Acquired Wharf Property Account.			
Randall's I land.	94-1 13	\$369 53	790 66	ON ACQUIRED WHARF PROP	ERTY ACCO	UNT.	
epairs to bulkhead, Secretary's Order No. 10117	\$711 79	\$52 93					
emoving old pier south of Coal Pier, Secretary's Order No. 10399	66 60	93			PAY-ROLLS.	Bills.	Totals.
epairs to Coal Pier, Secretary's Order No. 10404	272 06	378 85	1,483 16	For purchase of "wharf property, beginning at a point on the			
Ward's Island.			1,403 10	northerly line of West Thirty-third street, and thence northerly about one hundred and one feet," in accordance		- 1	-
epairs to Coal Pier, Secretary's Order No. 10405	\$395 83	\$132 56		with resolution of the Board, October 17, 1889, confirmed and approved by the Commissioners of the Sinking Fund, Febru- ary 14, 1890 (Youcher No. 11232)		\$10,000 00	\$10.00
oundings at Coal Pier, Secretary's Order No. 10344	19 34		547 73	For wharf property between the northerly line of West Twenty-		, ,	\$10,000 00
For Fire Department.				fifth street and centre line of block between West Twenty-fifth and West Twenty-sixth streets, lying westerly of Thirteenth			
redging berth for "The New Yorker," at the Battery, Secre-	\$8 19	\$80 20		avenue, including the upland and bulkhead westerly thereof on the Hudson river, etc., etc., in accordance with the judg- ment of the Supreme Court, General Term, viz.:			
redging berth for "The New Yorker," at the Battery, Secretary's Order No. 10676	16 25	199 20		Amount of judgment entered July 8, 1889		100,831 38	
epairs to berth for the "Zophar Mills," at West Thirteenth street, N. R., Secretary's Order No. 10058	18 92			Interest to June 18, 1890, 11 months and 10 days (Voucher			
E. R., Secretary's Order No. 9932	60 59	158 11	541 46	No. 11235)		5,713 76	106,545 14
					-		

On Acquired Wharf Property Account.						General Expen	
	PAY-ROLLS.	BILLS.	TOTALS.	0	PAY-ROLLS.	Bills.	TOTALS.
				Deck Scow " B"	\$14 99	\$0 27	-
or purchase of wharf property, "bounded on the east by the westerly side or line of Thirteenth avenue; on the north by the southerly side or line of West Twenty-seventh street; on				" "C"	136 29	13 47	
the west by the North or Hudson river, and on the south by the northerly side or line of West Twenty-sixth street," in				" "D"	66 51	43 98	
accordance with resolution of the Board, June 18, 1890, con-				" "E"	22 95	3 75	
firmed and approved by the Commissioners of the Sinking Fund, July 24, 1890 (Voucher No. 11638)		\$120,000 00		" "F"	270 81	81 62	
No. 11721)		114 75	*	" "H"	39 73	80	
the purchase of the northerly half of Pier, old 23, North river, and the southerly half of Pier, old 24, North river, with			\$120,114 75	" "к"	20 13	10 75	
the intervening bulkhead, in accordance with resolutions of				" '"L"	3 96	3 96	
the Board, July 11, 1890, and February 12, 1891, confirmed and approved by the Commissioners of the Sinking Fund,	Sandara sana	#ana ana an		" " Jim "	2, 10	10 96	
March 20, 1891 (Voucher No. 11722)	********	\$200,000 00		" "Willie"	32 70		
aw charges for examination of title, etc. (Voucher No. 11604)		125 00	200,125 00	Diver's Scow " G "	136 37	28 61	
Total		\$436,784 89	\$436,784 89	" "N"	94 92	34 79	
				Borer " Woodcock "	775 04	468 13	
Cananal Europea Assount				Naphtha engine launch	568 67	196 43	
n General Expense Account,	AGGOTTEM			Skiffs, yawls and bateaux	695 62	152 55	
ON GENERAL EXPENSE	ACCOUNT.				-53	-5- 55	
				New Floating Plant.			
	PAY-ROLLS.	Bills.	Totals.	Tug " Pier "—Specifications—Voucher No. 11675	**********	1,463 00	
1				Payments—Contract No. 366	*********	10,495 12	
laries of the Commissioners	\$10,999 98	***********		Twelve-ton derrick on scow "M."—Resolution April 25, 1889		782 07	
alary of the Roundsman	1,200 00		\$12,199 98	Pile-driver No.4—Resolution August 16, 1889	455 02	2,417 86	
Engineer-in-Chief's Office.				Pile-driver No. 12—Resolution October 10, 1889	2,396 59	3,453 89	
laries - Engineer and Assistants	\$26,456 46			Four sets of pile-driver ways	106 23	136 08	
" Clerks and Assistants	7,664 32			Deck scows "N," "O" and "P."—Resolution May 22, 1890	8,444 79	5,438 82	
" Draughtsmen	7,549 96			Deck scow "R"	279 25	88 94	
" Searcher of Water Grants	1,950 00			Diver's Scow "N"—Secretary's Order No. 9288		2 80	
ationery		\$1,126 11		Four yawls, 15 feet in length—Treasurer's Order No. 14612		300 00	
applies for Draughtsmen		501 01		Five yawls, 15 feet in length—Treasurer's Order No. 15053		300 00	
ew office furniture and repairs to old	31 72	160 50		One row-boat, 12 feet in length—Treasurer's Order No. 15053	**********	65 00	
stage stamps		60 00		Four watchmen's houses	65 08	106 34	
			45,500 08	Landing stage at West Fifty-seventh Street Yard	160 8t	41 24	
Work Yards and Offices.				Insurance.			
aintenance of office at Fulton street, N. R	\$768 87	\$22 96		On tug " Manhattan " (Voucher No. 11381)		00.00	
" Chambers street, N. R	5,677 69	203 25		On derrick "City of New York" (Voucher No. 11640)	*******	90 00	
" Franklin street, N. R	360 87	18 17		On twelve-ton derrick No. 1 (Voucher No. 11381)	*** *****	250 00	
" Laight street, N. R	998 41	4 94			**********	45 00	
" West Thirteenth street, N. R	2,087 55	332 75		On ten-ton derrick (Voucher No. 11381)	*********	9 00	\$76,136
" West Fifty-second street, N. R	326 00	56		Surveys.			
aintenance of yard at West Fifty-seventh street, N. R	12,266 26	552 64		On the North river	\$1,253 59	*********	
oving yard, storehouses, etc., at West Fifty-seventh street,	15,579 76	3,287 41		On the East River	969 89	************	
uilding spar shed at West Fifty-seventh Street Yard	392 80	523 33		On the Hartem river	854 89	**********	3,078
aintenance of office at West Seventy-fifth street, N. R	79 63	14 53		Removal of Obstructions.			31070
Taintenance of yard at East Seventeenth street, E.R	8,843 17	709 80		From piers and bulkheads, Resolution January 5, 1888	\$2,552 88	\$63 41	
ew derrick for yard at East Seventeenth street, E. R. (Resolu-)		933 40		From Battery to Pier 16 E.R., Secretary's Order No. 10755	132 63	1 00	
tion July 11, 1889	28 23	35 9I		From Pier 61, E. R., Secretary's Order No. 10033	6 25		
Inintenance of office at East Twenty-eighth street, E.R	24 66	8 18		From bulkheads, East Sixtieth to East Sixty-second street, E. R., } Secretary's Order No. 10086	357 05		
Inintenance of office at East One Hundred and Second street, H.R.	127 67	11 68		From bulkheads, East Sixtieth to East Sixty-second street, E. R., Secretary's Order No. 10375	198 70	31 46	
aintenance of office at East One Hundred and Tenth street, H. R.				Float from slip between East Seventy-sixth and East Seventy-seventh streets, E. R.	4 94		
aintenance of office at East One Hundred and Twenty-fifth)	203 00	32 20		From bulkhead, between East Seventy-eighth and East Seventy-	25 14	*********	
street, H. R		24 69		ninth streets, E. R., Secretary's Order No. 10396	249 58		
uilding two Dock Masters' offices, Secretary's Orders Nos.	1,706 56	423 21		From foot of East One Hundred and Sixth street, H. R.,	65 59		
uilding two Dock Masters' offices, Secretary's Orders Nos.	314 26	454 70		Secretary's Order No. 10136	170 16		
10779 and 10780)	111 38	293 28		Secretary's Order No. 10732. Old caisson piles from face of bulkhead, between Piers, new 34	301 75	15 31	
uilding one Dock Master's office, Secretary's Order No. 9888	17 60	151 95		and new 35, N.R., Secretary's Order No. 1-72;			
uilding one work office (Resolution February 6, 1889)ire Insurance on buildings and stores at West Fifty-seventh)	236 23	189 33		and new 38, N. R., Secretary's Orders Nos. 10451, 10722 [From slip, between Piers, new 44 and new 45, N. R., Secretary's]	135 76		
street Yard (Voucher No. 11381)	********	157 50	58,536 97	Floating carcass, from slip foot West Tenth street, N. R.,	114 83	**********	
Expenses of Surveying Force.				Secretary's Order No 10188	3 75	***************************************	
alaries of Clerks	\$1,791 65	210220		N. R., Secretary's Order No. 10750	651 26	12 71	
ew field implements, repairs to implements, etc	21020.2	#822 28		Twenty-fifth streets, N. R., Secretary's Order No. 9944	69 30		
tew nero unprementa, repairs to implementa, etc	78 21	\$832 38	2,703 24	Twenty-sixth streets, N. R., Secretary's Order No. 10272	44 60	*********	
Maintenance of Floating Property.				Plank from Pier, new 57, N. R	55 13		
eneral care of floating property	\$8,36x 68	\$1,527 75		Driven piles from slip at West Forty-fifth street, N. R From bulkhead, between West Seventy-fifth and West Eightieth)	80 58	17 16	
alary of Superintendent of Machinery	1,612 50			streets, N. R., Secretary's Order No. 10813	484 35	7 29	
'ug " Manhattan "	6,575 69	4,670 40		West Eightieth streets, N. R	29 65		
Derrick "City of New York"	1,720 48	1,541 70		From Pier at West One Hundred and Thirty-eighth street, N. R.	2 40		5,884
welve-ton derrick No. 1	818 09	665 27		Car-fares—(Resolution, August 23, 188).			5,004
en-ton derrick	152 68	815 38		Of Engineers and Assistants.		\$766 84	
ile-driver No. 1	38 94	12 03		Of Surveying Force.			
" 2	3° 94 46 75				*********	663 68	
" 3		424 49 St. 15		Of Floating Property Force	*********	273 40	
	471 67	Sr 15		Of Floating Property Force		187 15	
" 4	161 99	20 38		Of Messengers		57 25	
" 5	223 73	141 91		Of Roundsman	*********	132 25	2,08
" 6	140 68	48 80		Sundi ies.			3,00
" 6 (Resolution October 10, 1889)	515 35	401 58		"Obtaining and preparing and maintaining an accurate record of the depth of water in all slips and basins, and at all piers		1	
* 7	453 99	68 77		and hulkheads within the jurisdict on of the Department "	\$2,294 25	\$6 48	
" 8	863 60	201 67		in accordance with resolution of September 19, 1883 Examination and inspection of work done, or to be done, by	2000		
" g	48 44	31 05		the Roard	4,310 39		
		409 76	1	Maintenance of automatic tide-gauges	263 78	6 00	
" 10	485 94	5.7					
" 10	485 94 252 75	473 88		Establishing timber basin at West Seventy-fifth street, N. R., Secretary's Order No. 9979.	447 28	345 39	
2000	1000 51			Secretary's Order No. 9979. Maintenance of timber basins at West Thirtieth, West Fifty-eight and West Seventy-fifth streets, N. R. Placing and maintaining signs on piers and bulkheads reserved	447 28 5,047 80	345 39 207 05	

On General Expense Account.	1		
*	PAY-ROLLS.	Bills.	Totals.
Placing and maintaining signs on the oyster basin at West Tenth street, N. R., Secretary's Order No. 10356	\$16 50	\$2 08	
Lotting and advertising old material for sale at auction	343 19	88 90	
Temporary stand for auctioneer at pier "A," Secretary's Order No. 9991		21 12	
No roads	21 23	30 05	
Examination of water-front in conjunction with Health Depart- ment, Secretary's Order No. 9582	29 41		
eighth streets, N. R., Secretary's Orders Nos. 9911 and	896 21	53 34	
N. R., Secretary's Order No. 10421	229 60		
Preventing erection of unauthorized structures foot of West Seventy-seventh street, N. R.	18 63		2
Making a survey at High Bridge for Corporation Counsel,	34 88		•
Preparing information for Corporation Counsel relative to the reclaimed land north of West Fifty-fifth street, N. R., Secretary's Order No. 10754.	168 55		
Repairing Brown & Fleming's Scow No. 16, injured by collision with Department tug "Manhattan," Secretary's Order	26 13	7 63	
No. 10796	2 80		
Expenses of Contract No. 324 (No award)		146 25	
Telephones		1,628 44	
Whisperphones		8 00	
New towels, and washing towels		120 67	\$16,857

On Miscellaneous Account.

ON MISCELLANEOUS ACCOUNT.

Total.....

\$168,803 84

\$54,173 47

\$222,977 31

	PAY-ROLLS.	BILLS.	Totals.
Borings for Department of Public Parks, at foot of West One Hundred and Fifty-fifth street, H. R. (Secretary's Order No. 10487)	\$194 67	\$57 86	
Rafting and securing crib-logs allowed to drift from Pier, new 14, N. R., by the Atlantic Dredging Co	\$2 2 5		\$252 53
Cutting off columns under water, at the expense of the con- tractor, for extending Pier, new 46, N. R. (Contract No.359).	\$212 29	\$60 93	2 25
Department tug at City Paymaster's service, 275 hours	********	\$1,694 00	273 22
Hired tug at City Paymaster's service, 39 hours		195 00	1,88g co
Total,	\$409 21	\$2,007 79	\$2,417 00

On Annual Expense Account.

ON ANNUAL EXPENSE ACCOUNT.

	PAY-ROLLS.	Bit Ls.	TOTALS.
Office of the Board.			
Salaries.			
Secretary and Assistants	\$6,341 64		
Clerks (Room No. 9)	7,711 45		
Commissioners' Clerk	1,425 00		
Dock Masters	22,655 97	\$220 32	
Collector	1,500 00	*********	
Treasurer's Clerk	2,000 00		
Assistants to the Treasurer's Clerk	754 59		
Messengers	2,265 18		
Watchmen	1,600 28		
Gen ral Care of Offices.			\$46,474 43
Cleaning	\$1,836 50	\$266 74	
Heating	1,796 56	542 89	
Lighting		484 73	4,927 41
Office Furniture.			4,927 42
New furniture, repairs to furniture	\$30 39	\$72 28	
Insurance (Voucher No. 11693)	*3- 39	27 50	
insurance (1 oddies 1			130 17
Stationery and Printing.			
Blank books and miscellaneous stationery		\$1,815 64	
Type-writing machine		105 00	
Printing "Minutes of the Board"		1,389 60	
Printing and binding "Annual Reports"		1,508 54	
Printing copies of Assembly Bill No. 141		12 85	4,831 6
Advertising.			4,031 03
Sale of Leases		\$85 95	
Sale of Dumping Privileges		12 00	
1			97 9
Sundries.	1		
Legislative documents	********	\$30 00	
Newspapers		49 23	
Postage stamps		95 90	
Atlas		25 00	
relegrams		20	199 43
Total	\$49,917 56	\$6,743 47	\$56,661 03

	1		
			IN SUSPENSE.
\$1,159 0		••••••	Expenses of Contract No. 230 (for furnishing granite)
63 5			Expenses of Contract No. 259 (for furnishing pine timber)
108 9			Expenses of Contract No. 268 (for furnishing granite)
177 8			Expenses of Contract No. 297 (for furnishing pine)
596 8			Expenses of Contract No. 298 (for furnishing granite)
814 0			Expenses of Contract No. 316 (for furnishing granite)
7.			Expenses of Contract No. 322 (for furnishing piles)
639 0			Expenses of Contract No. 338 (for furnishing granite)
67 00			Expenses of Contract No. 357 (for furnishing granite)
99 23			Expenses of Contract No. 367 (for furnishing pine timber)
7 86			Expenses of Treasurer's Order No. 12336 (for furnishing pine)
13 57			Expenses of Treasurer's Order No. 12616 (for furnishing piles)
2 91			Expenses of Treasurer's Order No. 13090 (for furnishing piles)
35 87			Expenses of Treasurer's Order No. 13960 (for furnishing pine)
12 75			Expenses of Treasurer's Order No. 14219 (for furnishing piles)
372 55			Expenses of Treasurer's Order No. 14257 (for furnishing granite)
13 00			Expenses of Treasurer's Order No. 14688 (for turnishing piles)
160 95			Expenses of Treasurer's Order No. 14987 (for furnishing spruce)
19 60			Expenses of Treasurer's Order No. 15068 (for furnishing piles)
85 32			Expenses of Treasurer's Order No. 15195 (for furnishing cement)
5,224 03			Account-Fabrication of 78 concrete base blocks, Nos. 44a to 121a
3,379 78			Account-Fabrication of 58 concrete base blocks, Nos. 574 to 631
\$13,054 43			Total
	-		
Summary.			
			SUMMARY.
			To be accounted for:
		\$85,852 19	To be accounted for: New material, supplies and tools on hand May 1, 1892
	400.22	\$85,852 rg 43,794 35	To be accounted for:
	\$129,646 54	43,794 35	To be accounted for: New material, supplies and tools on hand May 1, 1893
	\$129,646 54	43,794 35 \$544,892 69	To be accounted for: New material, supplies and tools on hand May 1, 1892
	\$129,646 54 1,071,844 84	43,794 35	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,401 38		43,794 35 \$544,892 gg 1,426,951 85	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8		43,794 35 \$544,892 gg 1,426,951 85	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8		43.794 35 \$544.892 99 1,426.951 85	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8		43.794 35 \$544.892 99 1,426.951 85	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8		\$1,059,596 95	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8	1,971,844 84	43.794 35 \$544.892 99 1,426.951 85	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 ⁸	1,971,844 84 \$1,188,346 96	\$1,059.596 95 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8	\$1,188,346 96 147,759 22	\$1,059.596 95 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 <u>3</u> 8	\$1,188,346 96 147,759 22 436,784 89	\$1,059.596 95 128.637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 38	\$1,188,346 96 147.759 22 436,784 89 222,977 31	\$1,059.596 95 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 8	\$1,188,346 96 147,759 22 436,784 89 222,977 31 2,417 00	\$3,794 35 \$544,892 59 1,426,951 85 \$1,059,596 95 112 50 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 ⁸	\$1,188,346 96 147.759 22 436,784 89 222,977 31	\$3,794 35 \$544,892 59 1,426,951 85 \$1,059,596 95 112 50 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 3 ⁸	\$1,188,346 96 147,759 22 436,784 89 222,977 31 2,417 00	\$1,059.596 95 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1895
\$2,101,491 3 ⁸	\$1,188,346 96 147.759 22 436,784 89 222,977 31 2,417 00 56,661 03	\$3,794 35 \$544,892 59 1,426,951 85 \$1,059,596 95 112 50 128,637 51	To be accounted for: New material, supplies and tools on hand May 1, 1893
\$2,101,491 38	\$1,188,346 96 147,759 22 436,784 89 222,977 31 2,417 00	\$1,059.596 95 128,637 51 \$13,054 43 33,490 54	To be accounted for: New material, supplies and tools on hand May 1, 1895

REPORT OF THE ENGINEER-IN-CHIEF.

DEPARTMENT OF DOCKS-PIER A, FOOT OF BATTERY PLACE, NORTH RIVER,) OFFICE OF THE ENGINEER-IN-CHIEF, NEW YORK, May 1, 1891.

To the Board of Docks:

Gentlemen—I have the honor to submit the following report of the work under my charge and supervision during the year ending April 30, 1891.

NORTH RIVER WORK UNDER "NEW PLAN."

Battery Section - Embracing the boat landing, Pier "A," Pier, new I, North river, and about eighty feet of bulkhead north of Pier, new I. Sundry repairs have been made from time to time at Pier "A."

West Washington Market Section—Extending from about the middle of Pier, old 23, at the foot of Vesey street, North river, to about the middle of the foot of Dey street, a distance of about 470 feet.

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...
 607.50 feet

 " base blocks to date...
 603.42 "

 " "E" course of granite to date...
 569.64 "

 Equivalent length of wall to date...
 589.40 "

This section having been virtually completed last year by paving the new-made land, has nad nothing done upon it during the year.

Pier, new 23, North river—This Pier is being built by the force of the Department under the unanimous resolution of the Board, passed on January 8, 1891, and good progress has been made, though some delay has occurred owing to difficulty of getting timber.

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

Pier, new 26, North River-Examination of the bottom has been made with a view of extendng this pier to the new pierhead line of 1890.

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

 Length of base blocks to date...
 196,00 feet.

 "E" course of granite to date...
 196.00 "

 Equivalent length of completed wall to date...
 196.00 "

This section, like that at North Moore street, was completed last year, except paving, and it is proposed to pave a portion of it during the coming summer.

Laight Street Section - Extending from 95 feet north of the north side of Pier, new 26, North river, to the northerly side of Vestry street, a distance of about 600 feet.

This work and that on Beach Street Section and North Moore Street Section and the Franklin Street Section, when done, will make a continuous stretch of bulkhead or river wall from the southerly line of Pier, new 23, to the northerly side of Pier, new 29, a distance of 1,430 feet.

This section is now completed, except pavement, which can be done as soon as the filling behind the bulkhead or river wall is sufficiently settled.

Pier, new 29, North river—This pier, which is 535 feet long and 80 feet wide, has been completed and a shed built upon it by the lessee, the Pennsylvania Railroad Company.

Sections North of Canal Street.

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

	LENGTH OF "E" OR TOP COURSE OF GRANITE UNDER COPING.	EQUIVALENT LENGTH OF COMPLETED WALL.
Canal Street Section	334.95	373.89
Spring Street Section	139.92	139.92
Charlton Street Section	405.74	405.74
New King Street Section	148.41	148, 41
Old King Street Section	114.49	114.49
Lower Clarkson Street Section	152.91	152.91
Houston Street Section	109.89	109.89
Upper Clarkson Street Section	102 51	102.51
Leroy Street Section	551.45	561.46
Morton Street Section	151.33	151.33
Christopher Street Section	1,095.22	1,111.51
Total	3,317.83	3,373.06

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

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

Pier, new 37, North river—Test piles have been driven preparatory to extending this pier to the new pierhead line of 1890.

Pier, new 42, North river—The work of extending this pier to the new pierhead line of 1890 has been begun by the force of the Department.

Pier, new 45, North river—This pier has been extended to the new pierhead line of 1890 and a new shed built upon it by the lessees.

Pier, new 46, North river—This pier and the shed upon it have been thoroughly repaired, and the pier extended to the new pierhead line of 1890, and an extension of the shed built upon the extension of the pier. The extension of the shed was done by the lessees, and the remainder of the work by Joseph Walsh, under Contract No. 359.

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.

The acquisition by the City of the property west of Thirteenth avenue, between Twenty-sixth and Twenty-seventh streets has enabled the Department to go on with the work of the wall on this section and fill in behind it at that place. The gap still remains between Twenty-fifth and Twenty-sixth streets, because of the injunction and inability of the City to acquire the property west of Thirteenth avenue and between the middle of the block between Twenty-fifth and Twenty-sixth streets, and Twenty-sixth street.

Pier, new 57, North river—This pier has had a new deck put upon it, and has been otherwise repaired by B. S. Cronin, under Contract No. 341.

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, a distance of 615.42 feet.

The acquisition of the property between Twenty-sixth and Twenty-seventh streets dissolved the injunction which has caused a gap to be left in the wall for several years past. This gap has now been filled in and the wall made continuous on this section above West Twenty-sixth street.

Pier, new 58, North river—This pier, which is 512 feet long and 60 feet wide, has been built

by J. W. Flaherty under Contract No. 350.

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

The wall on this section was completed in 1887, except the coping, and but little has been done upon it since then, except the setting of 177.5 feet of coping (set dry) and temporary pavement leads by leavement and the large of 177.5 feet of coping (set dry) and temporary pavement leads by leavement le

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

The work on the wall at this section was completed for the time being last year, and but little has been done except setting "E" course deferred to wait for settlement, and temporary paving by lessees.

West Thirty-third Street Section-Extending from the northerly side of West Thirty-third

street, about 98.75 feet northerly therefrom.

This section is upon property recently acquired by the Department, and dredging was begun upon it on April 10, 1890, and the wall has been completed for the length of the section for the present.

Length of piling for the year 98.82 feet; to date, 98.82 feet. base blocks for the year ... 98.67 "

base blocks for the year ... 98.67 "

coping for the year ... 98.67 "

coping for the year ... 98.67 "

Approximate equivalent length of completed wall for the year ... 74.73 " 98.67 " 75.67 " 0.00 " " " 89.77 "

The New York Central and Hudson River Railroad Company has built a landing for railroad cars from floats on the northerly side of the Pier at the foot of West Thirty-third street, under permit of the Board, which forms an extension of the Pier at the foot of said street.

permit of the Board, which forms an extension of the Pier at the foot of said street.

From West Thirty-seventh street to West Thirty-eighth street (under resolutions of the Board, passed June 6 and October 24, 1889) -The Pennsylvania Railroad Company has built a bulkhead or river wall, upon the same general plan as that of the Department's wall for such places, from West Thirty-seventh to West Thirty-eighth street, upon property owned by them.

West Forty-fifth street, North river—A new pier, 500 feet long and 60 feet wide, with a temporary approach thereto, has been built at the foot of West Forty-fifth street by J. W. Flaherty under Contract No. 327.

West Forty-ninth street, North river—A new pier, 504 feet long and 60 feet wide, with a temporary approach thereto, has been built at the foot of West Forty-ninth street by B. S. Cronin

under Contract No. 340. West Fifty-second Street Section, South End-Extending from 83 feet 10 inches southerly of the southerly side of West Fiftieth street northerly to a point south of West Fifty-fifth street, not

yet determined.

Length o	of dredging for the year	0.00	feet :	to date,	404.66	feet.
**	concrete (in bags) foundation for the year	0.00	11	16	335.00	**
**	base blocks for the year	0.00	**	**	404.05	44
**	"E" course of granite for the year	0.00	66	**	404.05	**
Equivale	ent length of completed wall for the year	1.09	**	**	406.53	**

On account of the small distance of the rock bottom of the river below mean low-water mark

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

In constructing this wall, the bottom was first cleaned of mud, etc., as well as was practicable by dredging, which, however, does not remove the material which lies in holes and pockets in the surface of the rock; the mud and rubbish that lay in these holes and pockets were then removed by an 8-inch pump, which would pass bricks, small stones, etc., until the whole surface of the rock bottom was clean. Concrete in bags of 4 bushels capacity and about 3 feet 6 inches long, 8 inches thick and 2 feet wide, when filled, was then placed upon the bottom and the bags so placed and built together as to form a seat or resting place to receive the base blocks; the top of the bags and built together as to form a seat or resting place to receive the base blocks; the top of the bags being somewhat irregular, a layer of fine concrete made of 1½ volumes of cement, 2 of sand and 4 of roofing gravel or pebbles, not larger than 1 inch in their greatest dimensions, in order to make a plane surface to receive the bottom of the base blocks. The base blocks were then set in place upon the bags, and the leveling-off layer of fine concrete, and the granite and concrete backing built upon the top of the base blocks. Each base block made 6 feet in length of the foundation wall

The wall on this section has been completed and is in use from a point 83 feet 10 inches south of West Fiftieth street to the northerly side of West Fifty-first street.

Pier at West Fiftieth street—A new pier at the foot of West Fiftieth street, 500 feet long and 60 feet wide, was begun in November, 1889, by Barth S. Cronin, contractor, under Contract No. 314, and completed in June last.

Pier at West Fifty-second street -A new pier, 504 feet long and 60 feet wide, with temporary approach thereto, has been built by P. S. Ross under Contract No. 344.

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

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

The work on extreme northerly end of this section was begun in building the West Fifty-seventh Street Section, southerly from West Fifty-eighth street, but was stopped by injunction of United States Circuit Court on March 30, 1891, Ruth A. Wallace and David Wallace, plaintiffs.

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

Length o	f dredging for the year	0.00	feet;	to date.	762.50	feet.
6.0	piling for the year	71.21	44	**	762.50	**
***	base blocks for the year	181.04	**	66	737.46	60
**	"E" course of granite for the year	183.35	66		617.80	66
Equivale	nt length of completed wall for the year	173.06	**	**	717.00	44

The wall at this section is nearly completed and can be finished in a few weeks after removal of the injunction last above mentioned, which has stopped the building of the southerly end of the wall on this section as well as the northerly end of the West Fifty-second Street Section.

The Department Yard has been moved from the old pier at foot of West Fifty-seventh street and is now established on the new pier at West Fifty-seventh street and on the bulkhead between West Fifty-seventh street and West Fifty-seighth street, where it is well situated and the work of

the Department very successfully carried on.

Pier at West Fifty-sixth street, North river—A new pier at foot of West Fifty-sixth street, 500 feet long and 60 feet wide, has been built by the force of the Department.

WORK OF CONSTRUCTION UNDER "NEW PLAN."

EAST RIVER.

Pier at East Eighteenth street, East river—A new pier to be 60 feet wide and 534 feet long, with temporary approach thereto, has been begun by the force of the Department under unanimous resolution of the Board, passed January 29, 1891.

East Twenty-fourth Street Section-Extending from the southerly side of East Twenty-fourth street to the centre line of East Twenty-fifth street, a distance of 245 feet, under unanimous resolution of the Board, passed April 25, 1889.

 Length of piling for the year
 234.0 feet; to date 234.0 feet.

 " base blocks for the year
 153.72 " " 153.72 "

 " "E" course of granite for the year
 71.79 " " 71.79 "

 Equivalent length of completed wall for the year
 158.79 " " 162.37 "

The work of building the wall on this section has progressed satisfactorily and it is about half

Pier at East Twenty-fourth street—This pier, which is used almost exclusively by the Department of Public Works, has been thoroughly repaired by John Gillies under Contract No. 332.

Bellevue Section—Extending from the northerly side of East Twenty-sixth street to the northerly side of East Twenty-eighth street, a distance of 545 feet, under unanimous resolution of the Board, passed April 25, 1889.

 Length of piling for the year.
 324.81 feet; to date, 519.81 feet.

 "base blocks for the year.
 388.06 " " 446.96 "

 "E' course of granite for the year.
 235.00 " " 235.00 "

 Equivalent length of completed wall for the year.
 299.67 " 394.78 "

Very good progress has been made on this section, and much of the filling has been put in behind the wall. The whole section will probably be finished this summer.

New Pier at foot of East Twenty-eighth street (under Contract No. 312)—A new pier has been built by Barth S. Cronin, contractor. This pier is 60 feet wide and 499 feet 6 inches long on its southerly side, and 519 feet 10 inches long on its northerly side.

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

146.40 " 239.41 " The work of the wall building has progressed satisfactorily on this section, which is small and

somewhat cramped for room.

Pier at East Ninety-fifth street, East river—A new pier 176 feet long on northerly side and 155 feet long on southerly side and 60 feet wide has been built at the foot of East Ninety-fifth street,

by G. H. Scribner, Jr., under Contract No. 333.

HARLEM RIVER.

East One Hundred and Second Street Section—Extending from the southerly side of East One Hundred and First street to the southerly side of East One Hundred and Fourth street, a distance of 788.43 feet.

East One Hundred and Tenth Street Section—Extending from the southerly side of East One Hundred and Seventh street to the northerly side of East One Hundred and Tenth street, a distance of 845.5 feet.

" 638.34 "
" 369.95 "
" 576.18 "

The construction of the wall on this section was begun on both the northerly and the southerly ends of the section and proceeded with towards the middle.

The work on this section is about two-thirds done. Filling has been put in behind the wall at One Hundred and Tenth and One Hundred and Seventh streets and a berth at each place there were few robble was

thrown open for public use. The work at East One Hundred and Tenth street has been difficult and slow on account of the large sewer which constantly discharges there, and which is 8 feet high and 12 feet wide, with

Pier at East One Hundred and Tenth street—A new pier at the foot of East One Hundred and Tenth street, with a dumping-board on its southerly side for use of the Department of Street Cleaning and a large sewer-box under it has been built and nearly completed by William W.

Hegeman under Contract No. 339. This pier is 312 feet long on its southerly side and 305.6 feet long on its northerly side and 60 feet wide. The pier and dumping-board are in use.

East One Hundred and Twenty-fifth Street Section-Extending from the southerly side of East One Hundred and Twenty-fifth street to a point 25 feet northerly of the northerly line of East One Hundred and Twenty-fifth street and westerly to the angle in the bulkhead line northerly of East One Hundred and Twenty-fifth street, a distance of 365 feet.

362.70 " 362.70 "

325.80 " .. The bottom of this section is chiefly rock, though in the westerly end there is some very compact boulder clay and boulders. No piles are used for foundation of the wall, but the concrete base-blocks are placed on the rock bottom prepared to receive them by blasting off the rock that is

too high and leveling off the bottom with concrete.

The wall on this section has been nearly completed, with the exception of the coping, and the filling behind the wall has made good progress. The bottom in front of the wall has lumps of rock in place and loose, with some clay and sand, which are being removed to a depth of twelve

feet below mean low water. Crib-bulkhead, between One Hundred and Fifty-ninth and One Hundred and Sixty-first streets, Harlem river—The cribwork has been completed, except the filling in behind the same,

upon which progress has been made by the lessees from time to time.

WORK OF CONSTRUCTION NOT UNDER "NEW PLAN."

NORTH RIVER.

Pier 11, North River—Under permit of the Board an extension to this pier of about 78 feet in length, begun last year by the lessees, has been completed, and a shed built upon it.

Cribwork bulkhead, from West Eightieth street to centre line of West Eighty-first street—

A cribwork bulkhead has been begun and is in progress an these premises under permit to owners of water grant.

Cribwork bulkhead from centre line of West Ninety-seventh street to centre line of the block between West Ninety-seventh and West Ninety-eighth streets—A cribwork bulkhead was begun and is in progress on these premises under permit to owners of water grant.

Fire on the water front from West Fifty-ninth to West Sixty-fourth street, N.R.

The following named piers, damaged or partly destroyed by the fire of April 19, 1890, have been repaired or rebuilt by the New York Central and Hudson River Railroad Company:

Pier at West Fifty-ninth street. Bulkhead and platform at West Fifty ninth street. Pier at West Sixty-third street and shed upon it. Shed on pier at West Sixty-fourth street.

EAST RIVER.

Pier, old 38, East river—A shed has been built on platform westerly of Pier, old 38, East river, by lessees of the pier.

Pier, old 45, East river—An iron shed has been built upon this pier by its owners.

.HARLEM RIVER.

Crib-bulkhead from East One Hundred and Thirty-eighth to north of East One Hundred and Fortieth street, Harlem river—A new crib-bulkhead on the westerly side of the Harlem river, from the centre line of East One Hundred and Thirty-eighth street to the centre line of the block between East One Hundred and Fortieth and East One Hundred and Forty-first streets, was begun by Messrs. Fogg & Scribner, contractors, under Contract No. 318, in November, 1889, and has been completed. The filling is now partially done behind it, under Contract No. 368, and

The length of water-front occupied by this bulkhead is 722 feet, but the wharfage room to be made by building it with slips, etc., is 1,522 feet.

One Hundred and Thirty-fifth street, Harlem river—The work of building a crib-bulkhead and making certain other improvements at One Hundred and Thirty-fifth street, on the east side of the Harlem giver, under permit of the Beard to owner of water great still remains succeeded.

the Harlem river, under permit of the Board to owner of water grant, still remains suspended.

Cromwell's Creek, Harlem river—A crib-bulkhead and the necessary filling behind the same is being erected thereat by Mr. W. W. Astor, under permit of the Board. Begun September, 30,

1889, and in progress.

One Hundred and Fiftieth street, Harlem river—A crib-bulkhead is being erected at One Hundred and Fiftieth street, east side of the Harlem river, by Mr. W. Astor, under permit of the Board. Begun September 30, 1889, and in progress.

General Repairs.

The repairs to piers, bulkheads, etc., have been less in cost than they were last year. The largest pieces of work are repairs to Pier at West Fifty-fifth street, North river, repairs and rebuilding Pier at East Twenty-fourth street, East river; repairs to crib-bulkhead, between Piers, old 56 and 57, North river, and between Pier, old 58, and 35 feet south of Little West Twelfth street, North river; repairs to Pier, new 57, North river; repairs to crib bulkhead at Pier 43, East river; removal of old Pier 43, East river, and building a new pier thereat, which is in progress and nearly finished. finished.

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

Floating Property.

The floating property of the Department has been increased by 3 new deck scows, built by the Department's force, and several small boats. All of it has been kept in almost constant use during the year. A full list of the various pieces will be found in the Appendix.

A new tug boat is being built under Contract No. 366, and will be completed about September 1 and 1 and 2 and 2 and 2 and 3 and

ber I next.

Surveying Party.

Base lines and bench marks have been verified from time to time in connection with the construction of the bulkhead-wall at the different sections on the North, East and Harlem rivers, and of piers, and from these lines and levels have been given during the progress of the work. Lines and levels have also been given on contract work for general repairs. The quantities of sand, broken stone for concrete, rip-rap and cobble stone delivered at the various sections have been measured and calculated.

and calculated.

Surveys and examinations have been made over 321,984 feet of water front. The surveys have been plotted and put on file in this office, and tracings have been prepared therefrom.

16,544 rod soundings to ascertain the depth of soft mud have been taken, of which 3,861 were on the North river and 12,683 on the East and Harlem rivers. 79,053 disk soundings to ascertain the depth of water have been taken on the North, East and Harlem rivers in 457 slips, of which 45,402 were taken in 239 slips on the North river and 33,651 in 218 slips on the East and Harlem rivers.

Of the above, 13,719 rod soundings and 27,412 disk soundings were for construction and 51,641 disk soundings and 2,825 rod soundings were for general repairs and examinations, etc., taken before and after dredging, all of which have been reduced, plotted and placed on record in this office.

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

private parties.

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

The automatic tide gauges at Pier "A," Port Morris, and the two on the Harlem river have

been attended to, and their records preserved and filed.

DEPARTMENT YARDS.

West Fifty-seventh Street Yard--Under unanimous resolutions of the Board, passed Decem-

west Fifty-sevenin Street Tura—Cinder unanimous resolutions of the Board, passed December 20, 1888, and August I, 1889, the improvement of the water front under the new plan, between West Fifty-fifth and West Fifty-eighth streets, is in progress and nearly completed.

This work necessitated the moving of West Fifty-seventh Street Yard from the old pier at West Fifty-seventh street to the new pier at foot of West Fifty-seventh street, and to the new bulkhead between West Fifty-seventh and West Fifty-eighth streets. This moving has been completed, in addition to the other work done at this yard, and the yard is in full operation. in addition to the other work done at this yard, and the yard is in full operation.

There have been received 7,248 barrels of cement for the work of the Department, samples of each being tested before the cement is issued for the work.

60 concrete base blocks have been made for the various sections of the bulkhead or river wall

on the North river. Various stores and supplies have been received and issued as required. East Seventeenth Street Vard -9,125 barrels of cement were received and 111 base blocks for

the wall on the East river were built.

The granite for the wall has also been received here from contractors, and it has been made the headquarters for the East river work.

I submit herewith an appendix, containing:

A summary of the work of construction under "New Plan."

A summary of the work of construction not under the "New Plan."

A summary of the work of construction not under the "New Plan."

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

A summary of work at the Department yards.

A summary of work of "General Repairs."

A summary of work done for other Departments.

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

A summary of work of "Floating Property."

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

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

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

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

of the Board of Docks. A statement of stock on hand, purchased, fabricated and issued at West Fifty-seventh Street

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

A full statement of grante on hand, received and issued at East Seventeenth Street 1 and by others, by order or under permit of the Board of Docks, and under my general supervision.

I beg leave to call special attention to this statement, because the work therein specified occupies by no means an inconsiderable portion of the time of myself and other subordinates of the Department.

New Bulkhead and Pier Head Lines.

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

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

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

On Septembr 17, 1890, this Board submitted a further report to the Secretary of War, recom-

Eighty-first street, on both rivers.

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

This report and the man accommanying it were approved by L. A. Grant, the Assistant Secre-

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

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

This report and the map accompanying it were approved by L. A. Grant, Assistant Secretary of War, on lanuary of 1801.

of War, on January 9, 1891.

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

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

On the North river the bulkhead-line is substantially the same as that now established, and the

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

at present.

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

This is, of course, no substantial advantage under the present established bulkhead-line at this place. If, however, the plans for the improvement of this portion of the water front, recommended in report for 1880, and modified so as to improve and not disturb the New West Wash-

mended in report for 1880, and modified so as to improve and not disturb the New West Washington Market in report of 1888, and which was approved and supported by the Board in the fall of 1888, and before the Legislature of 1889, should be carried out, this additional length to the piers therein proposed would be of substantial advantage and benefit.

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

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

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

nearly the established limit for the pierhead line to the southward has had the effect of restricting very much the lengths of the piers, and, in consequence, of prohibiting the use of this front to all except small vessels.

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

It seems to be so perfectly sure and certain that the commerce of this city needs and imperatively demands the new and additional piers provided by the proposed improvement of 1880, and that it is only a question of time as to when it will be carried out, that I beg leave to recommend that renewed efforts be made to obtain the necessary legislation next year, because the value of the private property to be taken is constantly increasing and the cost of the improvements thereby private property to be taken is constantly increasing and the cost of the improvements thereby made greater.

Pier Head Lines of 1890.

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

Piers, pew 45, pew 46, and pew 47. North river have

Piers, new 45, new 46, and new 47, North river, have been extended to this new pierhead line, and the following have been ordered to be extended to it: Pier, old 57, Pier, old 58, Pier, new 25, Pier, new 26, Pier, new 37, Pier, new 42.

Inshore Boundary.

As time goes on it is more and more obvious that it is very desirable that the boundary of the iurisdiction of the Department of Docks on the land or shore side should be relieved from the uncertainty which now attends it and made definite, and therefore I again beg leave to recommend that legislation be obtained under which the Department of Docks can, from time to time, with the approval of the Commissioners of the Sinking Fund and of the Board of Street Opening and Improvement, fix the inshore boundary of its jurisdiction and responsibility.

The past year is notable in that it has been the year of largest expenditure and greatest accom-

The past year is notable in that it has been the year of largest expenditure and greatest accomplishment since the creation of the Department.

Over \$400,000 has been expended in the acquisition of property and nearly \$1,500,000 upon construction and repairs, and the total expenditure is nearly \$2,000,000.

The equivalent length of completed bulkhead or river wall on the North river is 735.48 feet, and on the East river 1,268.08 feet, making a total of 2,003.56 feet.

Nine new piers have been built on the North river, three new piers on the East river and one new pier on the Harlem river, and three of the City's piers on the North river have been extended to the new pierhead line of 1890.

232 feet of crib-bulkhead have been built on the North river, and 1,532 feet on the Harlem river, and the net additional wharfage room made on the City property is 13,000 feet or over 21/3 miles.

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

Construction under "New Plan."

APPENDIX.

Summary of the Journal of the Work for the Year ending April 30, 1891.

WORK OF CONSTRUCTION UNDER THE NEW PLAN.

NORTH RIVER WATER FRONT.

WEST WASHINGTON MARKET SECTION.

Under Unanimous Resolution of Board, February 6, 1889.

DREDGING.

September 18 to September 22, 1890.-Mud and cribwork were excavated and removed under Treasurer's Order No. 14923 from site of old West Washington Market.

Bulkh:ad-wall Froper.

STONE FILLING.

May 13 to May 21, October 1 to October 24, 1890, to April 30, 1891.—
Cobble and rip-rap stone were deposited on wall foundation by Brown & Fleming, under Contract No. 323 and Treasurer's Orders Nos. 15077, 15100, 15177, 15229 and 15251, and by J. A. Bouker under Contract No. 345.

February 2 to April 20, 1890.—4-inch planking was fastened on north and south end rows of piles, below low water, to retain cobble filling.

PILING AND WOODWORK.

Vertical Piles.

May 31, 1890, to March 14, 1891.—599 vertical piles were driven, regulated and staylathed.

Bracing Piles.

August 23, 1890, to January 7, 1891.—95 bracing piles were driven and regulated.

Binding Frames.

July 7, 1890, to January 27, 1891.—81 binding frames were built and sunk to place at this section.

Cutting off Piles.

August 20, 1890, to March 14, 1891.—Foundation and platform piles were sawed off to grade.

Rafting Pile Butts.

August 22, 1890, to April 13, 1891.—Pile butts sawed off were rafted to be towed away.

Locating Foundation Piles.

September 6, 1890, to February 1, 1891.-Foundation piles on which to place the concrete blocks were located by divers.

Capping.

November 12, 1890, to April 30, 1891.—528 linear feet of longitudinal capping and 55 cross caps were placed and fastened on piles with 2-inch and 3-inch oak treenails.

Decking.

March 13 to March 17, 1891.-4-inch spruce decking was placed and fastened on caps with 1-inch treenails.

Concrete Blocks.

October 11, 1890, to March 26, 1891.-16 concrete blocks were set on wall foundation on mattresses prepared for same, and chain holes in blocks were filled with concrete in bags.

Granite.

March 3 to April 30, 1891.—100 pieces of granite were set on wall and backed up with 298 batches of concrete. Mould boards were made and placed for retaining concrete backing.

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

In Linear Feet of Wall

	Complet	ED WORK.	WORK TO
Work.	In 1890-1891. Total to Date.		COMPLETED.
	Feet.	Feet.	Feet.
Dredging	*****	220.00	250.00
*Cobble	182.73	182.73	287.27
*Rip-rap	184.89	184.89	285.1
Piles driven	196.89	196.89	273.1
Binding frames	190.11	190.11	279.8
Piles cut off	195.21	195.21	274.79
Longitudinal caps	194.96	194.96	275.0
Cross caps	189.36	189.36	280.6
Decking	11.00	11.00	459.0
Base blocks	193.67	193.67	276.3
"AB" course granite	106.81	106.81	363.19
"C" course granite	104.00	104.00	366.0
"D" course granite	99.94	99.94	370.00
"E" course granite	95.84	95.84	374.10
Coping granite	*****		320.00
Wall actually completed	9.86	9.86	460.1
Equivalent length of completed wall	149.41	195.42	274.5

EARTH FILLING.

August 1 to August 8, 1890 .- 150 loads of filling were received and placed to raise land in rear of the line of bulkhead-wall to grade.

January 22 to April 24, 1891.-Wooden centre was made for sewer. Granite stones of bulkhead-wall were cut for sewer.

May 15 to June 7, 1890 .- Section office was built.

Pier, new 14, N. R.

DREDGING.

Under Unanimous Resolution of Board, November 13, 1890. May 1 to May 5, 1890; February 17 to April 7, 1891.—Mud was excavated and removed from the site of pier by the Atlantic Dredging Company under Contract No. 362.

BUILDING PIER.

Under Unanimous Resolution of Board, November 6, 1890.

December 16, 1890, to April 30, 1891.—Shed on Pier, old 21, North river, was taken down, pier torn up and cribwork at end of pier was removed.

A new pier 721 feet 7 inches in length by 75 feet in width is being built by John Gillies, contractor, under Contract No. 360.

Construction under 'New Plan."

CHAMBERS STREET SECTION.

Under Unanimous Resolutions of Board, November 24, 1877, and November 21, 1878. Recapitulation of Work Done and to be Done on the Bulkhead-wall.

In Linear Feet of Wall.

	COMPLETED WORK.		WORK TO	
WORK,	In 1890-1891.	Total to Date.	COMPLETED.	
Piles driven		607.50	44.20	
Base blocks		603.42	48.28	
"E" course granite		569.64	82.06	
Equivalent length of completed wall		589.40	62.30	

Making Connection between New Pavement and West Street.

May 5 to May 13, 1830.—Paving blocks on edge of newly paved land, adjoining West street, were taken up and relaid to grade for the purpose of making a proper connection between the pavement recently laid by Charles Guidet, under Contract No. 306, and the paving of West street, where required for approaches to piers.

Filling in Rear of Wall.

August 12 to August 15, 1890.—A hole in the new-made land on the northerly end of section was filled up to grade with 25 loads of earth filling.

Retaining-wall.

April 27 to April 30, 1891 .-- A dry stone retaining-wall is being built at north end of section to retain earth filling.

FRANKLIN STREET SECTION.

Under Unanimous Resolutions of Board, October 6, 1887, and November 13, 1890.

Bulkhead-wall Proper.

DREDGING.

Mud was excavated and removed from bulkhead-wall area under Treasurer's Orders Nos. 13476 and 15060, also cribwork under Treasurer's Orders Nos. 13477 and 15012.

STONE FILLING.

December 30, 1890, to April 30 1891.—Cobble and rip-rap stone were deposited on wall foundation by Brown & Fleming under Treasurer's Orders Nos. 15077, 15100, 15177 and 15251.

PILING AND WOODWORK.

Vertical Piles.

February 2 to April 29, 1891-560 vertical piles were driven, regulated and staylathed.

Bracing Piles.

March 24 to March 27, 1891.—45 bracing piles were driven and regulated.

Sawing off Piles.

March 18 to April 30, 1891.—Foundation piles were sawed off to grade.

Rafting Pile Butts. April I to April 12, 1891.—Pile butts cut off were rafted for removal.

Locating Foundation Piles. March 9 to April 5, 1891. - Foundation piles on which to place concrete blocks were located

Binding Frames. December 20, 1890, to April 30, 1891.-7 binding frames were built and sunk to place at this

MASONRY.

Concrete Blocks. April 2 to April 16, 1891.—9 concrete blocks were set on mattresses prepared on wall foundation and chain holes filled with concrete in bags.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, Franklin Street Section, In Linear Fret of Wall

Work.	COMPLET	COMPLETED WORK.		
WORK.	In 1890-1891.	Total to Date.	COMPLETED.	
	Feet.	Feet.	Feet.	
Dredging	223.00	334.67	79.00	
*Cobble	120.54	223.21	190.46	
*Rip-rap	76 63	179.30	234.37	
Piles driven	165.93	277.60	136.07	
Binding frames	173.60	282.27	131.40	
Piles sawed off	163.00	273.67	140.00	
Longitudinal caps	93.60	204.27	209.40	
Cross caps	48.60	159.27	254.40	
Decking		102.43	311.24	
Base Blocks	108.60	221.27	192.40	
"A B" course granite		102.43	311 24	
"E" course granite		93.52	320.15	
Coping course granite		30.67	283 67	
Wall actually completed		90.67	323.00	
Equivalent length of completed wall	83.46	190.72	222. 95	

* Given in equivalent lengths of wall.

REMOVING OLD WORK.

November 27, 1890, to April 19, 1891. -Old pier and bulkhead were torn up and material FILLING-IN REAR OF WALL.

November 6 to November 28, 1890.—Stakes driven on new-made land were located to

ascertain the settlement in earth filling. February 24 to March 9, 1891.—A fence was put up along the westerly line of West street, inclosing the Section office and the old bulkhead south of Franklin street.

Pier, new 23, N. R.

TEST PILES.

December 23, 1890, to January 1, 1891.—Test piles were driven over site of proposed new pier, under Secretary's Order No. 10566. DREDGING.

Under Unanimous Resolution of the Board, December 18, 1890. January 23 to February 19, 1890.—Mud was excavated and removed from site of pier, under Contract No. 364.

Under Unanimous Resolution of the Board, January 8, 1891. Cribwork was excavated and removed, under Treasurer's Order No. 15113.

Building New Pier.

Under Unanimous Resolution of the Board, January 8, 1891.

PILE-DRIVING, STAYLATHING, ETC.

February 25 to April 30, 1891.—357 piles were driven, regulated and staylathed, and were cut off to grade and tenoned.

Pier, new 24, N. R.

December 23, 1890; February 19 to March 25, 1891.—Temporary plank approach to above pier was repaired.

TIMBER WORK.

February 13 to April 30, 1891.—Side and cross caps were placed and fastened on piles, also sheathing and rangers were put on and fastened.

NORTH MOORE STREET SECTION.

Unanimous Resolution of Board, April 28, 1880.

Temporary Plank Approach to Pier, new 25, N. R.

May 5 to June 4, 1890.—The temporary plank approach to above pier was relaid with new 4-inch spruce sheathing for 105 feet in length

FILLING IN REAR OF THE WALL.

May 7 to October 15, 1890.—480 loads of earth filling were received and placed in rear of the wall. Total to date, 15,113 loads on tickets, 24,801 without tickets, 6 loads free, in all 39,920 loads earth filling was graded and water drained from same.

Pier, new 25, N. R.

TEST PILES. January 26 to January 27, 1891.—Test piles were driven over proposed extension to the above pier, under Secretary's Order No. 10543.

Contract No. 369—Under Unanimous Resolution of Board, February 12, 1891.

April 7 to April 30, 1891.—The pier is being extended to the pierhead line of 1890, over an area of about 7,650 square feet by Joseph Walsh.

MAINTAINING AND REPAIRING PLANK APPROACH.

February 4 to March 17, 1891.—Temporary plank approach to Pier, new 25, North river, was repaired.

Pier, new 26, N. R.

TEST PILES. March 9 to March 11, 1891.—Test piles were driven at outer end of pier over area of proposed extension, under Secretary's Order No. 10651.

LAIGHT STREET SECTION.

Under Unanimous Resolutions of Board, July 30 and November 3, 1880, and September 20, 1889. Bulkhead-wall Proper.

May 14 to November 10, 1890.—Cobble and rip-rap stone were deposited on line of bulkhead wall by J. A. Bouker under Treasurer's Order 14805 and Contract No. 345.
4-inch planking was placed and fastened on north end row of piles below low water to retain cobble filling.

PILING AND WOODWORK.

Vertical Piles.

May I to August 15, 1890.—300 vertical piles were driven, regulated and staylathed. Total to date, 1917 vertical piles.

Bracing Piles.

May 10 to July 17, 1890.-48 bracing piles were driven and regulated.

Sawing off Piles.

May 16 to August 28, 1890.—Foundation piles for concrete blocks and high grade piles for platform were sawed off to grade.

Rafting Pile Butts.
July 2 to July 15, 1890.—Pile butts sawed off were rafted to be towed away.

Locating Foundation Piles.

July 2, 1890.—Foundation piles on which to place concrete blocks were located by Divers.

Binding Frames.

May 23 to July 11, 1890.—5 binding frames were built and sunk to place. Total to date, 26

Capping.

July 10 to September 29, 1890.—432 lineal feet of longitudinal capping and 38 cross-caps

were placed and fastened on piles, with 2-inch and 3-inch oak treenails.

Decking.

May 21 to November 13, 1890.—1,538 square feet of 4-inch deck plank was placed and fastened on caps in rear of granite of bulkhead-wall with 1-inch oak treenails. MASONRY.

Concrete Blocks.

July 23 to July 31, 1890.—10 concrete blocks were placed on wall foundation, on mattresses prepared to receive them, and chain holes in the blocks were filled with concrete in bags. Total

to date, 40 blocks. Granite. September 23 to October 31, 1890.-137 pieces of granite were set on wall and backed up

with 401 batches of concrete. Coping. November 19 to December 17, 1890 .- 17 pieces of coping were set on top of granite of bulk-

Backing Logs.

December 20 to 30, 1890, February 5 to 6, 1891.—Holes were drilled in coping for backing-logs, and backing-logs were placed and fastened with Ahlstrom bolts; also cleats were fastened on backing-logs.

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

	COMPLET	ED WORK.	Work TO
Work,	In 1890-1891.	Total to Date.	COMPLETED.
Dredging	*****	600.00	
Cobble	77.58	598.67	1.33
Rip-rap	83.28	598.67	1.33
Piles driven	71.56	597.12	2.88
Binding frames	108.83	597.12	2.88
Piles sawed off	116.35	597.12	2.88
Longitudinal caps	111.76	594 - 55	5-45
Cross caps	117.01	593.80	6.20
Decking	201.55	585-55	14.45
Base blocks	117.67	595 - 44	4.56
"A B" course granite	123.64	593.80	6.20
"C" course granite		589.55	10.45
'D" course granite		585.62	14.38
E" course granite	128.22	581.39	18.61
Coping	141.95	348.62	21.38
Wall actually completed	221.95	578.62	21.38
Equivalent length of completed wall	120.04	595.96	4.04

Construction under "New Plan."

FILLING-IN REAR OF WALL.

July 21, 1890, to April 24, 1891.—30,118 loads of earth filling were received and placed in rear of the bulkhead-wall. Total to date, 61,535 loads.

August 30 to October 30, 1800.—Centre was made and placed in position for concrete sewer. Sewer was built and centre removed.

Removing Old Work.

June 20, 1890, to April 20, 1891.—Platform in front of Pier, old 39, North river, was torn up, also old bulkhead and cribwork were removed.

Temporary Sewer Box, foot of Hubert Street.

February 6 to February 19, 1891—Earth filling was excavated and damage to temporary sewer box on new-made land was repaired.

Pier, new 29, N. R.

Under Unanimous Resolution of Board, November 1, 1889.

May 1, 1890, to January 9, 1891.—Pier, old 39, was removed with shed thereon and on the bulkhead platform southerly thereof and a new pier 535 feet 4 inches in length by 80 feet in width was built by John Gillies, under Contract No. 317, except the work subsequently finished by Department labor.

FINISHING WORK UNDER CONTRACT NO. 317.

Secretary's Order No. 10671.

May I, 1890, to January 9, 1891.—The work of building Pier, new 29, North river, under Contract No. 317, John Gillies, contractor, was finished by Department labor. The work consisted in placing chocks between the low water braces and vertical piles, bolts through the vertical and bracing piles, bolts in the low water sewer beam, the placing of 14 sewer bands and the driving of a number of spikes.

TEMPORARY PLANK APPROACH.

Under Secretary's Order No. 10635. January 19 to March 3, 1891.—An approach of 4-inch spruce, 30 feet wide, was laid over new-made land to Pier, new 29, North river.

> Bulkhead between Piers, new 34 and 35, N. R. REMOVING PILES.

> > Under Secretary's Order No. 10723.

March 3 to March 17, 1891.—Piles and shutters placed for depositing beton foundation of bulkhead-wall were removed between Piers, new 34 and 35, North river, by divers.

Pier, new 37, N. R. TEST PILES.

Under Engineer's Order.

February 2 to February 3, 1891.—Test piles were driven over proposed extension to above pier, under Secretary's Order No. 10544.

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

REMOVING PILES.

Under Secretary's Order No. 10722.

March 17 to April 15, 1891.—Piles and shutters placed for depositing beton of bulkhead-wall foundation between Piers, new 37 and 38, North river, were removed by divers.

Pier, new 42, N.R.

EXTENDING PIER.

Under Unanimous Resolution of the Board, February 18, 1891.

Pile Driving, Staylathing, etc.

March 17 to April 30, 1891.—211 piles were driven, regulated and staylathed and piles were cut off to grade and tenoned.

March 14 to April 30, 1891.—Cross and side caps were fastened on piles, also rangers were placed on caps and sheathing placed and fastened.

ROUND CORNERS. Under Secretary's Order No. 10826.

April 23 to April 30, 1891.—The outer corners on extension to Pier, new 42, North river, are being made round at the request of the Compagnie Generale Transatlantique by Department labor.

CHRISTOPHER STREET SECTION.

Under Unanimous Resolution of the Board, September 26, 1873.

BULKHEAD-WALL PROPER.

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

	COMPLETED WORK.		WORK TO
Work.	In 1890-1891.	Total to Date,	COMPLETED.
		Feet.	Feet.
Piles driven	*****	1,114.80	
Piles cut		1,114.80	
Base blocks		1,114.80	
"E" course granite	*****	1,095.22	9.58

Pier, new 46, N. R.

EXTENDING PIER.

Under Unanimous Resolution of Board, October 9, 1890.

December 13, 1890, to April 23, 1891.—The existing pier and shed on same were repaired; also the pier was extended 100 feet in length by Joseph Walsh, under Contract No. 359. CUTTING OFF COLUMNS.

Engineer's Order.

December 13, 1890, to Jan. 22, 1891.—Columns were cut off by Department labor at outer end of pier for the contractor.

Pier, new 47, N. R. EXTENDING PIER.

Under Unanimous Resolution of Board, November 13, 1890.

Pile-driving, Stay-lathing, etc.

November 20, 1890, to February 17, 1891.—183 piles were driven, regulated and staylathed; also cut off to grade and tenoned. Timber Work.

November 26, 1890, to March 13, 1891.—Cross and side caps were placed and fastened on piles; rangers were placed on caps and sheathing placed and fastened. A portion of existing pier was removed to make connection.

Armature Plates. January 30 to February 12, 1891.—Piles were trimmed for armature plates, and armature plates were put on and fastened.

Mooring Posts.

February 27 to March 14, 1891.-Mooring posts were put on and fastened.

Oak Fender-piles.

February 25 to March 13, 1891.—10 oak fender-piles were driven and fastened.

WEST TWENTY-THIRD STREET SECTION, SOUTH END. Under Unanimous Resolution of the Board, November 5, 1880.

Bulkhead-wall Proper.

MASONRY.

Coping.

June 28 to September 5, 1890.—26 pieces of coping were placed and set on wall.

Backing-logs.

August 28 to September 12, 1890 .- Backing-logs were placed and fastened on coping with Ahlstrom bolts.

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

In Linear Feet of Wall.

	COMPLET	COMPLETED WORK.		
Work.	In 1890-1891.	Total to Date.	COMPLETED	
	Feet.	Feet.	Feet.	
Dredging	******	970.00	268.20	
Cobble	*****	800.00	438.20	
Rip-rap		790.00	448.20	
Piles driven		958.00	271.20	
Binding frames.		958.00	281.20	
Piles sawed off		960.00	278.20	
Longitudinal caps		831.40	406.80	
Cross caps		831.40	406.80	
Decking		797.27	440.96	
Base blocks	*****	878.24	359.96	
"AB" course granite		795+24	442.96	
"E" course granite		787.53	450.67	
"F" course granite, extra		205.19		
Coping course set dry	205.00	410.19	243.24	
Completed wall		533 - 47	704.73	
Equivalent length of completed wall	11.32	926.32	311.88	

FILLING IN REAR OF WALL.

September 10 to October 31, 1890 .- 1,635 loads of earth filling were received and placed in rear of the bulkhead-wall.

Under Secretary's Order No. 10063.

May 1 to May 25, 1890.-Filling was received and placed in rear of wall by G. W. Plunkitt.

Filling at West Twenty-sixth Street, N. R.

Under Secretary's Order No. 10173.

June 13 to September 9, 1890.—3,990 loads of earth filling on tickets were put in between the north side of West Twenty-sixth street and the south side of West Twenty-seventh street by Plunkitt & Smith.

Pier, new 54, N.R.

MAINTAINING AND REPAIRING PLANK APPROACH.

May 13 to December 5, 1890.—Inner end of pier and temporary plank approach to same were raised and repaired.

Pier, new 55, N.R.

MAINTAINING AND REPAIRING PIER AND APPROACH.

June 9 to September 26, 1890.—Inner end of Pier, new 55, North river, was raised and repaired. Temporary plank approach was raised and repaired at inner end.

Pier, new 59, N.R.

MAINTAINING AND REPAIRING PLANK APPROACH.

December 18, 1890.—Temporary plank approach to above pier was repaired.

West Twenty-fourth and West Twenty-fifth Streets, N.R.

REMOVING FENCES.

Under Secretary's Order No. 9944.

May I to May 20, 1890. —Property between West Twenty-fourth and West Twenty-fifth streets, North river, was taken possession of by the Department, and fences removed.

West Twenty-fifth and West Twenty-sixth streets, N.R.

REMOVING FENCE.

Under Secretary's Order No. 10272.

July 18, 1890.—The fence around the southerly half of the block, between West Twenty-fifth and West Twenty-sixth streets, North river, west of Thirteenth avenue, was removed by Department labor, and the material rafted up and stored away by order of the Board.

WEST TWENTY-THIRD STREET SECTION, NORTH END.

Under Unanimous Resolution of Board, June 28, 1882.

Bulkhead-wall Proper.

DREDGING.

July 16 to July 23, 1890.—Mud was excavated and removed from line of bulkhead-wall under Treasurer's Order No. 14808.

EXAMINATION OF WALL FOUNDATION.

July 25, 1890.—Divers examined wall foundation and found that the piles on either side of the gap at West Twenty-eighth street had not been injured by the teredo, and the binding frames only slightly eaten. The binding frame on north side had been slightly injured by the dredging.

STONE FILLING.

September 12, 1890, to March 16, 1891.—Cobble and rip-rap stone were deposited on wall foundation by J. A. Bouker, under Contract No. 345, and by Brown & Fleming, under Treasurer's Orders Nos. 15077 and 15100. Mud was pumped from among piles to place filling.

PILING AND WOODWORK.

Vertical Piles.

August 1 to November 18, 1890.—344 vertical piles were driven, regulated and staylathed.

Bracing Piles.

August 6 to November 27, 1890 .- 55 bracing piles were driven and regulated.

Construction under "New Plan."

Rafting Pile Butts.

August 25 to November 26, 1890.—Pile butts sawed off were rafted to be towed away.

Locating Foundation Piles.

November 8 to November 25, 1890. - Foundation piles on which to place the concrete blocks were located by divers.

Binding Frames.

September 3 to January 9, 1890.—3 binding frames were built and sunk to place. Mud was pumped to sink binding frames.

Capping.

October 15 to December 26, 1890.—384 lineal feet of longitudinal capping and 54 cross-caps were placed and fastened on piles, with 2-inch and 3-inch treenails.

Decking. June 15 to November 17, 1890.—1,490 square feet of dock planking was laid and fastened on caps with 1-inch oak treenails.

MASONRY. Concrete Blocks. November 26 to December 16, 1890.—12 concrete blocks were set on wall foundations on cement mattresses prepared for same, and chain holes were filled with concrete in bags.

December 15, 1890, to January 31, 1891.—151 pieces of granite were set on wall and backed up with 478 batches of concrete. Mud was pumped from foundation blocks.

Lines and Levels. September 4 to September 5, 1890. - Lines and levels were taken on concrete blocks.

Coping.

April 26 to 30, 1891.—Coping was taken up and earth filling removed, preparatory to setting an extra course of granite on wall between Piers, new 59 and 60, North river.

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

In Linear Feet of Wall.

W	COMPLETI	ED WORK.	WORK TO BE COMPLETED.
Work.	In 1890-1891.	Total to Date.	
	Feet.	Feet.	Feet.
Dredging	115.45	615.42	
Cobble,	180.42	615.42	
Rip-rap	195.42	615.42	
Piles driven	115.42	615.42	
Binding frames	125.42	615.42	
Piles sawed off	135.42	615. 42	
Longitudinal caps	136.48	615.42	
Cross caps	143.03	615.42	
Decking	184.40	615.42	
Base blocks	143.62	615.42	
"A B" course granite	153.24	615.42	
"E" course granite	173.30	615.42	
Coping course granite			432.36
Wall actually completed	183.06	304.59	310.83
Equivalent length of completed wall	98.40	590.40	25.02

MOORING PILES.

July 31 to November 25, 1890.—A cluster of mooring piles was driven and afterwards pulled up.

FILLING-IN REAR OF WALL.

June 5, 1890, to April 30, 1891.—30,669 loads of filling from the Street Cleaning Department were received and placed in rear of the bulkhead-wall.

Also, 135 loads of earth filling, on tickets, were received and placed in rear of bulkhead-wall.

Pier, new 58, N. R.

DREDGING.

Under Resolution of the Board, July 10, 1890.

August 14 to August 30, 1890.—Mud was excavated and removed from site of Pier, new 58, North river; also half-slips adjoining Piers, new 57 and 59, under Contract No. 346.

BUILDING PIER.

Contract No. 350—Under Unanimous Resolution of the Board, August 14, 1890.
September 30, 1890, to April 18, 1891.—A new wooden pier 512 feet long and 60 feet wide was built near the foot of West Twenty-eighth street, North river, to be known as Pier, new 58, North river, by J. W. Flaherty.

Approach to Piers, new 59 and 60, N. R.

April 21 to April 30, 1891.—An approach about 16 feet in width, of second-hand Belgian blocks, is being laid by Plunkitt & Smith, under Treasurer's Order No. 15237, extending from the old pavement in West Thirtieth street to Pier, new 60, North river, and south along the bulkhead to a point about 30 feet south of the northerly line of Pier, new 59, North river.

Pier, new 60, N. R.

REPAIRING PLANK APPROACH.

June 21, 1890, to April 30, 1891.—Temporary plank approach to above pier was repaired.

Section Office at West Thirtieth Street, N. R.

Under Secretary's Order No. 10040.

May 21 to July 28, 1890.—The flooring, ceiling and siding of West Thirtieth Street Section Office were replaced with new material and the office repainted inside and out, by order of the Board.

WEST THIRTY-FIRST STREET SECTION.

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

Bulkhead-wall Proper.

MASONRY.

May I to June 4, 1890.—93 pieces of granite were set on wall and backed up with 169 batches

August 18 to November 12 1890 .- 23 pieces of coping were set on top of granite.

BACKING-LOGS.

August 25 to November 26, 1890.—Foundation and high grade piles were sawed off to grade. October 4 to November 24, 1890.—Holes were drilled and backing-logs were fastened to coping with Ahlstrom bolts.

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
WORK.	In 1890-1891.	Total to date.	COMPLETED.
	Feet.	Feet.	Feet.
Dredging	•••••	257.5	*****
Cobble		257.5	
Rip-rap		257 • 5	
Piles driven		257.5	
Binding frames		257.5	
Piles sawed off		257.5	
Longitudinal caps		257.5	
Cross caps		257 - 5	
Decking		257.5	*****
Base blocks		257.5	
"AB" course granite		257.5	
"C" course granite		257.5	
"D" course granite		257 - 5	
"E" course granite		257.5	
"F" course granite		257.5	
Coping course dry set	177.5	177.5	
Wall actually completed		80.0	177.5
Equivalent length of completed wall, including coping	8.42	254.17	3.33

WEST THIRTY SECOND STREET SECTION.

Under Unanimous Resolution of Board, October 22, 1885.

Bulkhead-wall Proper.

MASONRY GRANITE.

May 15 to June 13, 1890.—35 pieces of granite were set on wall and backed up with 117

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

In Linear Feet of Wall.

Work.	COMPLETED WORK.		Work to
WORK.	In 1890-1891.	Total to Date.	COMPLETED
	Feet.	Feet,	Feet.
Dredging		515.00	
Cobble	******	515.00	*****
Rip-rap	*****	515.00	
Piles driven		516.00	
Binding frames		516.00	
Piles sawed off	*****	516.00	
Longitudinal caps		516.00	
Cross caps		516.00	
Decking		516.00	
Base blocks	*****	518.00	
"A B" course granite	*****	516.40	
" C " course granite		515.60	
'D" course granite		453.80	61.2
E" course granite	177.50	186.80	328.2
"F" course granite (extra)		9.30	505.7
Coping			335.0
Equivalent length of completed wall	2.59	479-39	36.1

FILLING IN REAR OF THE WALL.

May 1 to July 31, 1890. -3,938 loads of earth filling were received and placed in rear of the bulkhead-wall. REMOVING CONCRETE BLOCKS.

June 3, 1890.—Small concrete blocks placed to weigh down the wall were removed to East Seventeenth street.

Pier, new 61, N. R.

RAISING INNER END.

July 15 to August 26, 1890.—Inner end of pier was raised and blocked up. Pier, new 62, N. R.

RAISING INNER END. July 28 to July 31, 1890.—Inner end of above pier was raised and repaired.

Pier, new 63, N. R.

RAISING INNER END.

August 27 to September 28, 1890.--Inner end of pier was raised, blocked up and repaired.

WEST THIRTY-THIRD STREET SECTION. Under Unanimous Resolution of the Board, February 20, 1890.

Bulkhead-wall Proper.

STONE FILLING.

May I to 19, 1890, August I to November 6, 1890.—Cobble and rip-rap stone were deposited on wall foundation by Brown & Fleming, under Contract No. 323.

PILING AND WOODWORK.

Vertical Piles.

May I to August 12, 1890.—292 vertical piles were driven, regulated and staylathed.

Bracing Piles.

June 16 to August 17, 1890.—46 bracing piles were driven and regulated.

Sawing off Piles.

July 26 to August 19, 1890.—Foundation and platform piles were sawed off to grade.

Construction under "New Plan."

Locating Foundation Piles.

August 7 to August 17, 1890.—Foundation piles for concrete blocks were located.

Pulling Piles.

May 10 to May 30, 1890.—Piles driven to protect north end of wall and filling at West Thirty-second street were pulled up.

Binding Frames. July 9 to August 20, 1890.-4 binding frames were built and sunk to place.

Capping.

August 4 to October 9, 1890.—288 lineal feet of longitudinal capping and 32 cross caps were placed and fastened to place with 2-inch and 3-inch treenails.

Decking.

October 4 to October 23, 1890.—1,472 square feet of deck plank was placed and fastened on caps with 1-inch oak treenails.

Concrete Blocks.

August 22 to September 1, 1890.—10 concrete blocks were set on wall foundation on mattresses prepared for same and chain holes were filled with concrete in bags.

Granite.

October 1 to November 19, 1890. -82 pieces of granite were set on wall and backed up with 224 batches of concrete.

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

In Linear Feet of Wall

Wasan	Complet	COMPLETED WORK.	
Work.	In 1890-1891.	Total to Date.	COMPLETED.
	Feet.	Feet.	Feet.
Dredging		98.75	
Cobble	84.55	98.75	
Rip-rap	98.75	98.75	
Piles driven	98.82	98.82	
Binding frames	98.82	98 82	
Piles sawed off	93.82	98.82	
Longitudinal caps	97.18	97.18	1.57
Cross caps	94.68	94.68	4.07
Decking	94.30	94.30	4-45
Base blocks	98.67	98.67	0.07
" A B " course granite	84.48	84.48	14.27
"C" course granite	79 - 59	79 - 59	19.16
" D " course granite	75.67	75.67	23.08
"E" course granite	******		98.75
Coping course granite	*****		98.75
Wall actually completed	*****		98.75
Equivalent length of completed wall	74.73	89.77	8.98

FILLING IN REAR OF THE WALL.

October 30, 1890, to January 3, 1891.—7,525 loads of earth filling on tickets and 3,352 loads of filling from the Street Cleaning Department were received and placed in rear of the bulkhead-

FILLING NORTH OF WEST THIRTY-THIRD STREET.

Under Secretary's Order No. 10528.

November 14, 1890, to April 30, 1891.—Filling is being placed north of West Thirty-third street, N. R., by George W. Plunkitt, to whom permit from the Board was granted, for the sum

REMOVING OLD BUILDINGS.

Under Secretary's Order No. 10756.

March 17 to March 19, 1891.—Old timber and plank from old buildings, south of Thirty-fourth street and Twelfth avenue, were removed, and piles were pointed to allow earth filling to settle around same.

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

BUILDING PIER.

Contract No. 327—Under Unanimous Resolution of the Board, February 20, 1890.

May I to October 21, 1890.—A new wooden pier about 500 feet long and 60 feet wide, with an approach 68 feet 9 inches long and 60 feet wide, and a sewer under same, was built by John W. Flaherty.

TEMPORARY PLANK APPROACH.

Under Secretary's Order No. 10552.

November 26 to December 2, 1890.—A plank approach of 4-inch spruce, 48 feet in width at the pier and 30 feet at the easterly end and 100 feet in length, was laid by Department labor, from the end of approach built under contract.

DREDGING.

Contract No. 328-Under Resolution of the Board, February 27, 1890. November 1 to November 20, 1890.-Mud was excavated and removed from half slips adjoining above pier.

Pier at West Forty-ninth Street, N. R.

DREDGING.

Contract No. 343-Under Resolution of Board, June 18, 1890. August 4 to August 28, 1890.—Mud was excavated and removed from site of pier.

BUILDING PIER.

Contract No. 340-Under Unanimous Resolution of the Board, June 12, 1890. July 28, 1890, to March 7, 1891.—A new wooden pier, 504 feet 4 inches long and 60 feet wide, with approach to same 220 feet long and 30 feet wide, were built by Contractor Barth S. Cronin.

WEST FIFTY-SECOND STREET SECTION, SOUTH END.

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

Bulkhead-wall Proper.

MASONRY.

Coping.

May 16 to May 22, 1890.—3 pieces of coping were set on granite of bulkhead-wall.

BACKING-LOGS.

May 10 to May 31, 1890.—Backing-logs were placed and fastened on coping with Ahlstrom bolts, and galvanized wrought-iron cleats placed on same.

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

In Linear Feet of Wall

	COMPLET	WORK TO	
Work,	In 1890-1891.	TOTAL TO DATE.	COMPLETED.
Dredging	Feet.	Feet.	
Cleaning rock bottom		411.46	
Rip-rap		404.05	
Concrete in bags		411.46	****
Concrete in mass		404.46	
Base blocks		404.03	
"A B" course granite	*****	404.05	
"C" course granite		404.05	
"D" course granite		404.05	
'E" course granite		404.05	
Coping course granite	20.81	284.05	
Wall actually completed	20.81	404.05	
Equivalent length of completed wall	1.09	406.53	

FILLING IN REAR OF THE WALL.

August I to October 17 .- 249 loads of earth filling, on tickets, were received and placed in rear of the bulkhead-wall.

> WEST FIFTY-SECOND STREET SECTION, NORTH END. Under Unanimous Resolution of Board, October 6, 1887. Bulkhead-wall Proper.

MASONRY.

Pumping Mud.

March 17 to April 30, 1891.—Mud was pumped from bulkhead-wall foundation by crew of 12-ton derrick to place concrete in bags.

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

In Linear Feet of Wall.

	COMPLETED WORK.		WORK TO
Work.	In 1890-1891.	Total to Date.	COMPLETED
	Feet.	Feet.	Feet.
Dredging	80.00	80.00	963.55
Cleaning rock bottom	50.00	50.00	993.55
Rip-rap		******	1,043.55
Concrete in bags			1,043.55
Concrete in mass			1,043.55
Base blocks	*****		1,043.55
"A B" course granite	*****	******	1,043.55
"C" course granite	*****		1,043.55
"D" course granite	*****	•••••	1,043.55
"E" course granite			1,043.55
Coping course granite			803.34
Wall actually completed			1,043.55
Equivalent length of completed wall	12.96	12.96	1,030.59

REMOVING OLD WORK.

February 7 to March 26, 1891 .- Inshore end of Pier foot of West Fifty-fifth street was removed and piles pulled up to build the bulkhead-wall.

West Fiftieth and Fifty-first Streets, N. R.

PAVING.

Contract No. 336-Under Unanimous Resolution of Board, May 22, 1890.

June 28 to July 31, 1890.—New-made land, from 50 feet south of West Fiftieth street to about 15 feet south of north line of West Fifty-first street, was paved with second-hand Belgian blocks by George F. Doak.

Pier at West Fiftieth Street, N. R.

Under Unanimous Resolution of Board, October 10, 1889.

BUILDING PIER.

Contract No. 314.

May I to June 7, 1890.—A new wooden pier, about 500 feet in length and 60 feet in breadth, with sewer underneath same, was built by Bartholomew S. Cronin.

May 16 to June 11, 1890.—Mud was excavated and removed from half slips adjoining the above pier by Morris & Cumings, under Treasurer's Order No. 14687.

Pier at West Fifty-first Street. MAINTAINING AND REPAIRING APPROACH.

Under Secretary's Order No. 10114.

May 23, 1890.—Several defective planks in the approach to Pier at West Fifty-first street, North river, were taken up and replaced with new material by order of the Board.

Pier at West Fifty-second Street, N. R.

DREDGING.

Contract No. 347-Under Resolution of the Board, July 11, 1890.

August 14 to August 28, 1890.—Mud was excavated and removed from site of Pier at West Fifty-second street, North river. BUILDING PIER.

Contract No. 344-Under Unanimous Resolution of Board, June 20, 1890.

September 9, 1890, to March 20, 1891.—A new wooden pier, 504 feet 4 inches long and 60 feet wide, with approach 46 feet 1 inch long by 30 feet wide at the inner end and 45 feet wide at the outer end, was built by P. Sanford Ross.

TEMPORARY PLANK APPROACH.

March 4 to March 17, 1890 .- A temporary plank approach was built to connect with the approach under contract.

Platform Approach on Piles to West Fifty-fifth Street Pier from West Fifty-sixth Street Pier. January 3 to February 7, 1891.—A temporary platform approach on piles 30 feet wide was built from West Fifty-sixth street Pier across the slip to West Fifty-fifth street Pier, a distance of Construction under "New Plan."

WEST FIFTY-SEVENTH STREET SECTION.

Under Unanimous Resolutions of Board, December 20, 1888, and August 1, 1889.

Bulkhead-wall Proper.

STONE FILLING.

May 6, 1890, to January 16, 1891.—Rip-rap and cobble stone were deposited on line of bulk-head-wall by Brown & Fleming, under Contract No. 323 and Treasurer's Orders Nos. 15100 and 15177; also by J. A. Bouker, under Contract No. 345.

4-inch planking was placed on end row of piles below low water to retain cobble filling.

PILING AND WOODWORK.

Vertical Piles.

May 3, 1890, to January 22, 1891.—145 vertical piles were driven, regulated and staylathed.

Bracing Piles.

June 7, 1890, to January 8, 1891.-51 bracing piles were driven and regulated.

Sawing off Piles.

May 1, 1890, to January 6, 1891.—Foundation and platform piles were sawed off to grade.

Locating Foundation Piles.

June 28, 1890, to January 8, 1891. - Foundation piles on which to set the concrete blocks were located.

Clearing Foundation.

May 6 to June 7, 1890.—Foundation was cleared of pile bark to set blocks.

Binding Frames.

May 6, 1890, to January 7, 1891.-7 binding frames were built and sunk to place. Total to date, 35.

Capping. May 1, 1890, to April 10, 1891.—600 linear feet of longitudinal capping, and 44 cross caps were placed and fastened on piles with 2-inch and 3-inch oak treenails.

Decking.

May 14 to December 31, 1890 .- 4-inch deck-planking was laid and fastened on caps with 1inch oak treenails.

MASONRY.

Concrete Blocks.

May 1 to July 9, 1890; January 5 to 22, 1891.—15 concrete blocks were set on wall foundation on mattresses prepared for same, and chain holes were filled with concrete in bags.

May 1, 1890, to January 22, 1891.—187 pieces of granite were set on wall and backed up with 521 batches of concrete. Mud was pumped to set granite.

Coping.

May I to August 14, 1890 .- 20 pieces of coping were set on top of granite of bulkhead-wall. Backing-Logs.

May 8, 1890, to April 6, 1891.—Backing-logs were placed and fastened on top of coping, with Ahlstrom bolts. Cleats were placed and fastened on backing-logs. Recapitulation of Work Done and to be Done on the Bulkhead-wall, West Fifty-seventh Street Section.

In Linear Feet of Wall.

WORK.	Complete	COMPLETED WORK.		
WORK.	In 1890-1891.	Total to Date.	COMPLETED.	
	Feet.	Feet.	Feet.	
Dredging		762.50		
* Cobble	309.64	744.64	17.86	
* Rip-rap	274.64	744.64	17.86	
Piles driven	71. 21	762.50		
Binding frames	94.21	760.00	2.50	
Piles sawed off	96.50	756.50	6.00	
Longitudinal caps	176.39	757.18	5.32	
Cross caps	183.14	739 - 93	22.57	
Decking	261.23	668.18	94.32	
Base blocks	181.04	737.46	25.04	
"A B" course granite	176.18	645.18	117. 32	
"C" course granite	177.62	625.88	136.62	
"D" course granite	177.83	622.18	140.32	
"E" course granite	183.35	617.80	144.70	
Coping course granite	200.50	431.23	200.99	
Wall actually completed	260.78	561.51	200.99	
Equivalent length of completed wall	173.06	717.00	45.50	

* Given in equivalent lengths of wall.

FILLING IN REAR OF WALL.

May I, 1890, to April 30, 1891.—75,338 loads of earth filling were received and placed in rear of the bulkhead-wall. Total to date, 113,305 loads.

December 4, 1890, to April 30, 1891.—Earth filling is being placed in rear of bulkhead-wall at this section by G. W. Plunkitt, at 10 cents a load, under permit from the Board, Secretary's

Order No. 10590.

CLOSE ROW OF PILES.

March 20 to April 9, 1891.—15 piles were driven in a close row at south end of section.

July 1 to August 26, 1890 .- A brick sewer was built on decking in rear of concrete backing of bulkhead-wall to allow the Department of Public Works to connect with sewer under West Fiftysixth street Pier.

Platform Approach to West Fifty-sixth Street Pier.

sust 25 to November 26, 1890.—Platform approach was built from the northerly side of West Fifty-fifth street to West Fifty-sixth street Pier, a distance of about 215 feet.

Pier at West Fifty-sixth Street, N. R.

Under Unanimous Resolution of the Board, September 12, 1889.

PILE-DRIVING, STAYLATHING, ETC.

May 1 to October 17, 1890.-Vertical and bracing piles were driven and regulated and cut off to grade and tenoned. TIMBER WORK.

May I to November II, 1890.—Rangers and caps were put on and fastened and deck planking was laid. ARMATURE PLATES. August 4 to October 13, 1890.—Piles were trimmed and armature plates were put on and fastened.

MOORING POSTS.

October 13, 1890. - Mooring posts were placed on deck of pier and fastened.

OAK FENDERS.

October 4 to 16, 1890. - Oak fenders were prepared and put on.

OAK FENDER PILES.

October 16 to 17, 1890.—Oak fender piles were driven, regulated and fastened.

May 7 to October 17, 1890. —Wooden sewer to connect with sewer from face of bulkhead-wall was built and placed under pier.

DREDGING.

Mud was excavated and removed from half slips adjoining the above pier, under Treasurer's Orders Nos. 14296 and 14971.

Approach to West Fifty-sixth Street Pier.

Under Unanimous Resolutions of the Board, December 20, 1888, and August 1, 1889.

Temporary approach to West Fifty-sixth street Pier was raised and blocked up. Rip-rap was placed along southerly side of approach on slope of earth filling to retain same.

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

Under Unanimous Resolution of Board, February 6, 1889.

TIMBER WORK.

July 19 to July 21, 1890.—Chocks were put in the work as required.

November 8, 1890.—Cleats were placed and fastened on pier.

May 1 to November 8, 1890.—Oak fenders were put on, fastened and trimmed.

EAST RIVER.

Pier, Foot of East Eighteenth Street. Under Unanimous Resolution of Broad, January 29, 1891. PRELIMINARY WORK.

Test Borings.

February 10 to February 19, 1891.—Borings were taken over area of new pier-site to ascertain the nature of river bottom with the borer "Woodcock."

Test Piling.

February 12 to February 17, 1891.—Test piles were driven over area of new pier to ascertain the nature of river bottom in the pier area.

Dredging.

March 16 to April 1, 1891.—10,601 cubic yards of mud were excavated and removed from site of pier by the Morris & Cumings Dredging Co., under Secretary's Order No. 10730.

Pile-driving, staylathing, etc.

March 27 to April 25, 1891.—146 piles were driven, regulated, staylathed and tenoned, and horizontal braces placed and fastened. Timber Work.

April 3 to April 25, 1891.—Caps, rangers and decking were prepared, placed and fastened.

April 8 to April 15, 1891.—6 sewer beams were fastened in place.

GENERAL CHARGE. Removing Old Work.

Twenty-second street were removed.

March 10 to March 13, 1891.—Old platform at the bulkhead was removed and a temporary drain box was placed to drain the water from the gutter. Building Fence, etc.

March 19 to April 1, 1891.—A fence was put up at the foot of East Eighteenth street, also a small office and tool-house.

Foot of East Twentieth Street.

TEST PILING. Under Secretary's Order No. 10471.

October 25 to October 30, 1890.—Test-piles were driven over site of new pier to get the necessary information for building a new pier at the foot of said street.

Foot of East Twenty-second Street. Under Secretary's Order No. 10148.

September 4 to September 8, 1890.—10 test-piles were driven on site of pier and approach at the foot of said street.

REMOVING OLD DUMPING-BOARD.

Under Secretary's Order No. 10473. October 20 to October 25, 1890.—Piles and remains of old dumping-board at the foot of East

EAST TWENTY-FOURTH STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

May I to July 22, 1890.—17,448 cubic yards of mud and 3,657 cubic yards of sand were excavated and removed from site of the bulkhead-wall by the Atlantic and the Union Dredging Companies, under Contract No. 331, and under Treasurer's orders therefor. Total to date, 25,732 cubic yards of mud and 3,657 cubic yards of sand have been removed.

STONE FILLING.

June 1 to 23, August 25 to September 5, 1890; and October 3, 1890, to January 20, 1891, and March 31 to April 17, 1891.—2,577 cubic yards of cobble stone and 2,323 cubic yards of rip-rap stone were delivered and deposited on wall foundation by John A. Bouker and Brown & Fleming, under Treasurer's orders therefor and under Contracts Nos. 323 and 345. Total to date, 2,577 cubic yards of cobble stone and 2,323 cubic yards of rip-rap stone.

June 4, 1890.—8 piles were driven at south end of section to retain the rip-rap embankment from extending further south.

PILING AND WOODWORK. Vertical Piling.

June 13, 1890, to April 2, 1891.—728 vertical piles were driven, regulated and stay-lathed and 3 broken in driving. Bracing Piling.

June 24, September 4 to 10, and November 24, 1890; January 13 to 16, and March 10 to 12, 1891.—105 bracing-piles were driven and regulated, and 3 broken in driving.

Binding Frames.

July 1 to 26, August 4 to September 6, November 5 to December 30, 1890; March 1 to 5, 1891.—10 binding frames were made and, with aid of divers, were sunk and keyed to place. Total to date, to frames in place.

Sawing off Piles.

August 1 to 3, September 18 to 19 and November 20, 1890; January 19 to 21, February 6 to 10, and March 16 to April 4, 1891.—214 foundation and 303 platform piles were sawed off with the saw-cutting machine.

Capping.

June 15 to November 1, 1890, and February 1 to March 31, 1891.—The bracing-piles were sawed off by hand and were prepared to receive the longitudinal caps; 638½ lineal feet of longitudinal capping and 42 transverse caps were placed; dove-tail pieces were made and placed on the caps, and chocks made and placed underneath ends of the transverse caps on the concrete foundation

Locating Foundation Piles.

August I, September 22 and October I, 1890; February 7 and March 17 to 19, 1891.—The foundation piles on which the concrete foundation blocks were to be placed, were located by the divers by means of wire screens.

September 11 to 20, 1890; January 20 and 21, February 2 to 5 and March 27 and 28, 1891.—Pile butts from the work were rafted up. Decking.

February 23 and March 11 and 19, 1891.—678 square feet of 4-inch deck planking were placed on the caps in rear of masonry of the bulkhead-wall.

Concrete Blocks.

September 10 to 13, October 28 to 30, December 20 to 23, 1890, and January 22 to 28, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, and 15 concrete foundation blocks were loaded by the derrick "City of New York" on scows for

Construction under "New Plan."

use at this section (3 of the above blocks came from the West Fifty-seventh Street Yard). Mattresses were prepared for placing the blocks on, and I special angle, 4 special and IO standard blocks were set in the wall by the derrick "City of New York," assisted by the divers.

Chain Holes.

September 19, October 29, December 19 and 23, 1890, and February 5 and 6, 1891.—The chain holes between the concrete blocks were filled with concrete in bags.

Granite.

December 8, 1890, to January 16, 1891, and March 26 to April 10, 1891.—99 pieces of granite were set and backed up with 235 batches of concrete; total batches to date, 235 in place.

Pointing Granite.

April 8 to 10, February 7 to March 25, 1891.—Joints in granite were cleaned out and pointed.

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

In Linear Feet of Wall.

	COMPLET	COMPLETED WORK.	
Work.	In 1890-1891.	Total to Date.	COMPLETED.
	Feet.	Feet.	Feet.
Dredging	125.00	275.00	33.42
Cobble	150.00	150.00	126.42
Rip-rap	145.00	145.00	163.42
Piles driven	234.00	234.00	74.42
Binding frames	232.05	232.05	75.92
Piles cut	234.00	234.00	74.42
Longitudinal caps	182.00	182.co	96.42
Cross caps	152.05	152.05	125.92
Decking	67.00	67.00	211.42
Base blocks	153.72	153.72	154.70
"A B" course granite	136.08	136.08	171.62
"C" course granite	80.26	80.25	228,16
"D" course granite	78.01	78.01	230.32
"E" course granite	71.79	71.79	236.63
Wall actually completed	63.35	63.35	245.07
Equivalent length of completed wall	158.79	162.32	146.01

N. B.—No cobble, longitudinal caps, cross caps or decking were required for from 30 to 32 feet at the southerly end of this section.

REMOVING OLD WORK.

May 22 to 31, 1890, and March 20, 1891.—The inner end of old pier at the foot of East Twenty-fourth street was removed to make way to build the new bulkhead-wall at this section. The old material was rafted up for future use in the Department.

BULKHEADING SOUTH END OF SECTION.

June 4 to July 17, 1890.—Piles were driven in bents of platform on the south line of East Twenty-fourth street and east of the Greenpoint Ferry Company's buildings to retain rip-rap stone; also, a close row of piles was driven about on the south line of East Twenty-fourth street, west of the bulkhead-wall line, and sheathed up with second-hand material to retain rip-rap embankment; 1,076 cubic yards of rip-rap stone were delivered and deposited up against this work by Brown & Fleming, to prevent the flow of mud underneath the Ferry Company's buildings.

PERMANENT SEWER.

September 13, October 8 to 15, 1890; January 12 to 14, and April 8 to March 25, 1891.—55 piles were driven, regulated and staylathed in rear of wall foundation on which the sewer was to be built by the Department of Public Works, to connect with sewer built through the new bulkhead-wall by this Department. Centres were made and placed for the brickwork of sewer through the bulkhead-wall. The base course of granite was dressed down for foundation of sewer, and the brickwork was built up by James Brown, under Treasurer's Order No. 15092.

FILLING IN REAR OF WALL.

July 8 to 19 and November 19, 1890, to January 19, 1891.—Piles were driven, cut off and capped to form an approach on which to receive filling when delivered at this section; 39 piles were driven on the south side of the street in rear of the bulkhead-wall for crib-bulkhead; rip-rap stone was received free and placed in rear of and around these piles in an embankment to retain the mud at this section when filling is put in.

TEMPORARY APPROACH.

October 6 to 11, 1890, and February 18 to March 18, 1891.—The piles driven for the sewer were sawed off, capped, planked and sheathed over to form a temporary approach to connect with the new pier and to dump filling from.

New Pier Foot of East Twenty-fourth Street.

Contract No. 332-Under Unanimous Resolution of the Board, April 24, 1889.

The work of removing certain portions of and for repairing the outer 140 feet of the old wooden pier, and for building complete the inner length of the pier at East Twenty-fourth street, was done by John Gillies, contractor, all in substantial accordance with the specifications. Begun August 1, 1890, and finished March 13, 1891.

Foot of East Twenty-fifth Street.

November 19 to December 9, 1890.—An examination of the river bottom in front of old cribwork at the foot of East Twenty-fifth street was made, and bottom tested with the borer "Woodcock," prior to dredging being done at this point.

BELLEVUE SECTION.

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

Bulkhead-wall Proper.

DREDGING. July 2 to July 18, 1890.—9,038 cubic yards of mud and 2,941 cubic yards of sand were excavated and removed from site of bulkhead-wall by the Union Dredging Company, under Treasurer's orders therefor. Total to date, 20,506 cubic yards of mud, 7,218 cubic yards of sand and 1,655 cubic yards of cribwork.

STONE FILLING. July 6 to 30, August 9 to 27, September 18 and 19, and October 1 to 23, 1890; November 4, 1890, to January 7, 1891, and February 12 to 18, and April 17, 1891.—4,961 cubic yards of cobble stone and 3,720 cubic yards of rip-rap stone were delivered and deposited on wall foundation by John A. Bouker and Brown & Fleming, under Treasurer's orders therefor, and under Contracts Nos. 323 and 345. 'Total to date, 6,148 cubic yards of cobble and 3,720 cubic yards of rip-rap stone.

PILING AND WOODWORK.

Vertical Piling.

May I, 1890, to April 17, 1891.—I,037 vertical piles were driven, regulated and staylathed and 3 broken in driving. Total to date, I,625 driven, and 3 broken in driving. The close row of piles at south end of section was secured back to the face timbers of bulkhead with iron rods, to keep same from being disturbed by the filling.

May I to 7 and 14 to 16, July 12 to 15, September 26 to October 1, 1890; January 7 to 28 and March 4, 1891.—112 bracing piles were driven and regulated, and 2 broken in driving. Total to date, 263 driven and 2 broken in driving.

Binding Frames.

May I to August I, July 26 to September 13, 1890; November 9, 1890, to January 21, 1891, and February 19 to April 15, 1891.—17 binding frames were made, and, with aid of divers, were sunk and and keyed to place; mud was washed from the binding frame area with a wrecking pump, operated with steam from the 12-ton derrick prior to sinking frames. Total frames in place 22

Sawing off Piles.

May 5 to 19, July 1 to 19, September 21 to 26, 1890; January 2, 3 and 21, to 25, 1891, and March 16, 25 and 26, 1891.—550 foundation piles on which the concrete blocks were to be placed, and 762 platform piles were sawed off with the saw-cutting machine, the balance were cut off by hand and the butter referd was a constant. hand, and the butts rafted up.

Capping.

May 1, 1890, to May 1, 1891.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps, 1,210 linear feet of longitudinal capping and 134 transverse caps were placed; dove-tail pieces were made and placed on the caps; chocks were made and placed underneath ends of transverse caps on the foundation blocks, and ends of transverse caps were sawed off where projecting in the way of setting granite.

Locating Foundation Piles.

May 14 to 21, July 30 and 31, August 4, September 4, October 28, November 1 to 8, 1890, and February 23, March 2 and 31, and April 1, 1891.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Decking.

November 7 and 26, December 2 and 5, 1890, and March 16 to 24, 1891.--2,649 square feet of 4-inch deck-planking were placed on the caps in rear of the masonry of the bulkhead-wall.

Concrete Blocks.

June 11 to June 27, 1890.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, and 9 concrete foundation blocks were loaded by the derrick "City of New York" on scows for use at this section; mattresses were prepared for setting the blocks on and 9 blocks were set in the wall by the derrick "City of New York," assisted by the divers.

September 4, 1890.—Cobble stone was washed from tops of the concrete blocks with a wrecking-pump operated with steam from the 12-ton derrick, and joints between the blocks were measured by the divers.

September 18 to 20. November 8 to 11. December 16 to 10, 1800; January 21 to 28. March 10.

September 18 to 20, November 8 to 11, December 16 to 19, 1890; January 21 to 28, March 10 to 14, and April 17 to 21, 1891.—Cement, sand and broken stone were loaded on scows and 21 concrete blocks were loaded on scows by the derrick "City of New York," at the East Seventeenth Street Yard and 3 at the West Fifty-seventh Street Yard for use at this section. Mattresses were prepared for setting the blocks on and 24 blocks were set in the wall by the derrick "City of New York," assisted by the divers. Total to date, 35 standards, 2 specials and 1 special angle block angle block.

Chain Holes.

July 27 and September 22, 1890, and February 4 and 5 and April 22, 1891.—The chain holes between the concrete blocks were filled with concrete in bags, assisted by the divers.

Granite.

July 30 to August 1, August 29 to September 24, November 13 to December 3, 1890; February 17 to March 8 and April 9, 1891.—284 pieces of granite were set and backed up with 818 batches of concrete. Total batches, 818 in place.

Pointing Granite.

August 15 and 16, September 5, 10 and 13, 1890; February 8 and April 10 and 11, 1891.—Joints in the granite were cleaned out and pointed.

Coping.

January 10 to 21 and February 4 to 10, 1891.—The bottom beds of 15 pieces of coping were dressed at the East Seventeenth Street Yard, same loaded on scows by the derrick "City of New York" and set on the "E" course of the bulkhead-wall.

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

Work.	COMPLETED WORK.		WORK TO
WORK.	In 1890 and 1891.	Total to Date.	COMPLETED
	Feet.	Feet.	Feet,
Dredging	1.95	525.00	18.8
Cobble	265.87	360.00	183.8
Rip-rap	3.80	380.00	163.8
Piles driven	324.81	519.81	24.0
Binding frames	351.81	519.81	24.0
Piles cut	351.81	519.81	24.0
Longitudinal caps	397.8	439.8	92.0
Cross caps	367.00	382.00	149.8
Decking	230.00	230.00	301.8
Base blocks	388.06	444-96	96.8
"A B" course granite	286.00	286.00	257.8
"C" course granite	243.29	243.29	300.5
'D" course granite	238.83	238.83	304.98
'E" course granite	235.00	235.00	308.8
Coping	91.03	91.03	452.7
Wall actually completed	154.37	154.37	389.4
Equivalent length of completed wall	299.67	394.78	149.0

N. B.—No cobble, longitudinal caps, cross caps or decking were required for about 12 feet at the southerly end GUARD PILING.

May 15, May 23 to 31, and June 19 to 21, 1890.—Guard piles were driven at north end of the section in rear of the bulkhead-wall line, and anchored back with a concrete block made for the purpose, at the East Seventeenth Street Yard, also further secured with wire rope to keep them from being disturbed by the earth filling.

REMOVING OLD WORK.

May 5 to 11, and June 2 to 7, 1890; February 3 and 4, and March 26, 1891.—A portion of the old pier foot of East Twenty-eighth street, a portion of old pier and old bulkhead in rear of the Bellevue Hospital, was removed, and the old material rafted up to make way for the earth filling.

SHORING UP COAL BIN.

May 13 to May 15, 1890.—Coal bin of the Stewart Coal Company, at the foot of East Twenty-eighth street, was shored up, same having been disturbed by the removal of old work.

May 18 to 22, and August 20 to September 19, 1890.—50 piles were driven in rear of the wall and prepared to build the sewer upon; 2014 feet of brick sewer was built up by James Brown, under Treasurer's Order No. 14887, through the new bulkhead-wall to connect with sewer under-

neath the new pier.

March 16 to March 20, 1891.—12 by 12 inches yellow pine timber sills were placed for the Department of Public Works to build up sewer connecting with sewer built through the bulkheadwall at the foot of East Twenty-eighth street by this Department.

MOORING PILES.

May 21, 1890 .- A cluster of mooring piles were pulled up and redriven further south to moor

floating property to.

November 7 and November 14, 1890.—Mooring piles were driven for mooring purposes and to hold pile drivers in place when driving piles for the wall foundation.

Construction under "New Plan."

FILLING IN REAR OF WALL.

May 17 to 20, November 1 to 29 and December 31, 1830.—Long cut pile butts were driven in a close row in rear of the bulkhead-wall line adjoining the old pile platform at north end of section. Piles were driven, capped and secured, and a crib-bulkhead built up with pile butts from the work, to prevent the filling from sloping north when deposited at this section.

August 25 to October 8, 1890.—A temporary approach, to dump filling from, was constructed on the sewer piles and connected with the new pier at the foot of East Twenty-eighth street.

Under Secretary's Order No. 10024.

October 9, 1890, to May 1, 1891.—21,639 loads of earth filling were received and placed in rear of the new bulkhead-wall, from Plunkitt & Smith, the right being sold to them April 17, 1890, to do the work.

TEMPORARY APPROACH.

December 15 to December 31, 1890.—A temporary plank approach was laid on the newly made ground to connect with the new pier.

SECTION OFFICE.

July 29, 1890.—The section office was moved from the bulkhead to roadway constructed to dump filling from.

December 6, 1890. - The office was moved on to the new pier.

Pier foot of East Twenty-eighth Street. Under Unanimous Resolution of Board, August 22, 1889.

DREDGING.

May 8 to May 17, 1890.—11,019 cubic yards of mud were excavated and removed from site of new pier and from half slips adjoining by the Union Dredging Company. Total to date, 19,772 cubic yards of mud and 2,105 cubic yards of cribwork.

REMOVING OLD AND BUILDING NEW PIER.

Under Contract No. 312.

The old pier was removed and a new pier, with a sewer-box underneath, was built, in accordance with the specifications of the contract, by Barth. S. Cronin, contractor. Total length of pier, outside of established bulkhead-line, is about 519 feet and 10 inches on the north side and about 499 feet and 6 inches on the south side of the pier, and its width 60 feet. Begun September 26, 1889, and finished October 17, 1890.

East Seventy-sixth to East Seventy-eighth Street, E. R.

The premises from the north side of East Seventy-sixth street to the south side of East Seventy-eighth street, East river, were dredged down to solid rock, for the purpose of constructing the bulkhead-wall, by Ralph G. Packard, under Contract No. 354.

EAST NINETY-FOURTH STREET SECTION.

Under Unanimous Resolution of Board, April 25, 1889.

Bulkhead-wall Proper.

November 5 to November 18, 1890.—4,378 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company. Total to date, 14,657 cubic yards of mud excavated and removed.

May 2 and 3, June 30 and November 26 to December 1, 1890, and March 23 to 26, 1891.—696 cubic yards of cobble-stone and 300 cubic yards of rip-rap stone were delivered and deposited on wall foundation by Andrew A. Bouker and Brown & Fleming, under Contract No. 345, and under Treasurer's orders therefor. Total to date, 4,006 cubic yards of cobble and 3,580 cubic yards of rip-rap.

PILING AND WOODWORK.

Vertical Piling.

December 1, 1890, to January 11, 1891.—279 vertical piles were driven, regulated and stay-lathed and 4 broken in driving. Total to date, 784 driven and 5 broken in driving.

January 15 to January 22, 1891.—45 bracing-piles were driven and regulated. Total to date, 123 driven and 1 broken in driving.

Binding Frames.

December 13, 1890, to January 14, 1891, and February 13 to 18, 1891.—4 binding frames were made, and, with aid of divers, were sunk and keyed to place, and No. 12 frame was partly made. Total to date, II in place.

Sawing Off Piles.

January 14 and 15, and February 2 to 11, 1891.—100 foundation and 109 platform piles were sawed off with the saw-cutting machine, and the 2 rear rows were cut off by hand to make way to drive the bracing piles, and the butts rafted up.

Capping. February 14 to February 22, 1891.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps; 288 linear feet of longitudinal capping were placed.

Locating Foundation Piles.

February 9 to February 17, 1891.—The foundation piles on which the concrete-blocks were to be placed were located by the divers by means of wire screens.

Decking.

August 16 to August 23, 1890.—370 square feet of 4-inch deck-planking were placed on the caps in rear of the masonry of the bulkhead-wall.

May I and August 19 to August 26, 1890.—39 pieces of granite were set and backed up with 140 batches of concrete, making a total of 351 batches in place.

Pointing Granite. June 6 and June 7, 1890.—Joints in the granite were pointed.

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

Work.	COMPLETI	COMPLETED WORK.		
W URK.	In 1890 and 1891.	Total to Date.	COMPLETED.	
	Feet.	Feet.	Feet.	
Dredging	32.00	312.00	6r.08	
Cobble	47.00	127.00	185.00	
Rip-rap	45.00	127.00	246.08	
Piles driven	88 6	248.1	124.98	
Binding frame	89.1	248.1	124.98	
Piles cut	89.1	248.1	124.98	
Longitudinal caps	97.5	247.5	125.58	
Cross caps		147.87	225.21	
Decking	40.2	118.2	254.88	
Base blocks		146.4	226.68	
"A B" course granite	28.6	122.1	250.98	
"C" course granite	39.98	118.78	254.30	
"D" course granite	39.28	114.08	259.0	
"E" course granite	40.58	104.98	268.1	
Wall actually completed	8.6r	63.6x	309.47	
Equivalent length of completed wall	125.27	239.41	133.67	

N. B.—Cobble and rip-rap were given in last annual report as length on foundation. No cobble will be required for 6x.08 feet at south end of section, where special blocks will be used.

PERMANENT SEWER.

May 2 to May 20, 1890.—Centres were made and placed and the brick-work of the sewer was built through the new bulkhead-wall, and 7 batches of concrete were made and deposited about the same.

June 9, 1890.—The sawer outlet through the bulkhead-wall was cleaned out.

TEMPORARY APPROACH.

November 1 to November 13, 1890.—A temporary plank approach, 382 feet long by 16 feet wide, was constructed on the newly made ground at the foot of East Ninety-fourth street to connect with the new pier.

TEMPORARY FENCE.

November 24, 1890.—A temporary fence was put up to keep people from trespassing on the

REMOVING OLD WORK. November 24, 1890.—Old paving blocks were taken up from the old bulkhead to make way

February 16 and 17, 1891.—A portion of the old bulkhead at the foot of East Ninety-fourth street was dug out for the purpose of making an examination of same.

FILLING IN REAR OF WALL.

May 23 to August 16, 1890.—5,602 loads of filling were received free.

August 18, 1890, to January 11, 1891.—6,894 loads of filling were received on tickets.

September 11 to November 29, 1890.—10,078 loads of filling were received from the Street

Cleaning Department. Total to date, 37,578 loads, as follows: 6,894 loads on tickets, 5,602
loads free, 15,004 loads under Secretary's Order No. 9324, and 10,078 loads under Secretary's

Order No. 10,282, from the Department of Street Cleaning. Order No. 10,382, from the Department of Street Cleaning.

Pier East Ninety-fifth street, E. R.

Contract No. 333-Under Unanimous Resolution of the Board, May 8, 1890.

August I to December 6, 1890.—The new wooden pier, 176 feet long on the north side and 155 feet long on the south side by 60 feet wide, was fully completed in accordance with the specifications of the contract, by Contractor G. H. Scribner, Jr., including a sewer box underneath the pier. Begun June 21, 1890, and finished December 6, 1890.

EAST ONE HUNDRED AND SECOND STREET SECTION. Under Unanimous Resolution of the Board, July 17, 1890. Bulkhead-wall Proper.

November 29, 1890, to January 1, 1891.—16,047 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company, under Treasurer's orders

PILING AND WOODWORK.

Vertical Piling.

April 18 to May 1, 1891.—108 vertical piles were driven, regulated and staylathed, and 1 broken in driving.

Recapitulation of Work Done and to be Done on the East One Hundred and Second Street Section.

In Linear Feet of Wall

Work.	COMPLETED WORK.		Work to
	In 1895 and 1891.	Total to Date.	COMPLETED.
Dredging done	Feet.	Feet.	Feet. 688.42
Piles driven	54 00	54.00	734-42
Equivalent length of completed wall	39.00	39.00	749 • 43

GENERAL CHARGES.

September 2 and September 11, 1890.—A fence was put up to keep people from trespassing

REMOVING OLD WORK.

September 9 to September 12, 1890.—Old bulkhead and platform at the foot of One Hundred and Fourth street was removed.

November 24, 1890.—Old timber and plank were placed in temporary timber basin.

TIMBER BASIN.

November 18 to 21, 1890, and April 18, 1891.—Second-hand piles were driven to form a temporary basin to keep timber in.

RECEIVING LUMBER.

Under Secretary's Order No. 14987.

December 11 to December 15, 1890.—Timber was received, inspected and rafted up for use on the East River sections.

December 22, 1890, to January 16, 1891.—About 30 borings were made to ascertain the nature of river bottom of the bulkhead-wall area.

EAST ONE HUNDRED AND TENTH STREET SECTION. Under Unanimous Resolution of the Board, April 25, 1889.

Bulkhead-wall Proper.

DREDGING.

September 8 to 18, 1890, and February 11 to 18, 1891—15,340 cubic yards of mud were excavated and removed from site of bulkhead-wall by the Atlantic Dredging Company, under Treasurer's orders therefor. Total to date, 12,978 cubic yards sand, 40,607 cubic yards of mud and I old wreck removed.

STONE FILLING.

May I to July 2, August I to November I and November 7 to December 26, 1890, and February 4 to April 15, 1891.—5,496 cubic yards of cobble stone and 5,252 cubic yards of rip-rap stone were delivered and deposited on wall foundation by John A. Bouker and Brown & Fleming, under Contracts Nos. 323 and 345, and under Treasurer's orders therefor. Total to date, 7,942 cubic yards of cobble stone and 5,653 cubic yards of rip-rap stone.

Vertical Piling.

May 1, 1890, to April 4, 1891.—1,227 vertical piles were driven, regulated and staylathed and roken in driving. Total to date, 2,342 driven and 32 broken in driving. 13 broken in driving.

Bracing Piling.

May 22 to 31, July 22 to 28, September 4 to 6 and October 20 to 26, 1890, and April 4 to 10, 1891.—216 bracing piles were driven and regulated and 2 broken in driving. Total to date, 340 driven and 4 broken in driving.

Binding Frames.

May 1, 1890, to April 5, 1891.—12 binding frames were made and with aid of divers were sunk and keyed to place; prior to sinking the mud was washed from the area with a wrecking pump operated with steam from the 12-ton derrick and from Pile-driver No. 5, assisted by the divers. Total frames, 29 in place.

Sawing Off Piles.

May 1, June 2 to 5, July 15, August 1 to 6, September 8 and October 8 and 28 to 29, 1890, and March 25, April 9 and 15, 1891.—373 foundation and 726 platform piles were sawed off with the saw-cutting machine, the two rear rows were cut off by hand to make way to drive the bracing piles, and the butts rafted up.

May 5, 1890, to April 30, 1891.—The bracing piles were sawed off by hand and were prepared to receive the longitudinal caps. 1,233½ lineal feet of longitudinal capping and 126 transverse caps were placed; dovetail pieces were made and placed on the caps, and chocks made and placed underneath ends of the transverse caps on the concrete foundation blocks; also ends of caps were sawed off where projecting in the way of setting granite.

Construction under "New Plan."

Locating Foundation Piles.

June 5 to 10, July 31, August 7, 15 and 25, October 13 to 15 and November 14 to 22, 1890, and April 15 to 17, 1891.—The foundation piles on which the concrete blocks were to be placed were located by the divers by means of wire screens.

Decking.

June 25 to 28, July 21, October 20, 30 and 31, 1890, and February 28, March 27 and April 4, 1891.—4,287 square feet of 4-inch deck-planking were placed on the caps in rear of the masonry of the bulkhead-wall.

Concrete Blocks.

June 16 to 21, July 14 to 19, September 1 to 11, October 28 to 31, December 23 to 30, 1890; January 27 to February 1, March 20 to 23, and April 25, 1891.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard, and 37 concrete foundation blocks were loaded by the derrick "City of New York" on scows for use at this section. Mattresses were prepared for placing the blocks on, and 37 concrete blocks were set in the wall by the derrick "City of New York," assisted by the divers. Total blocks set to date, 52 standard, 1 special, and 1 special angle block.

November 10, 1890, and January 20, 1891.—Joints between the concrete blocks were measured up by the divers, and assisted surveying party to take levels on same.

up by the divers, and assisted surveying party to take levels on same.

CHAIN HOLES.

June 23, July 19 and 21, September 11, December 29 and 30, 1890, and February 4 and April 27, 1891.—The chain holes between the concrete blocks were filled with concrete in bags, assisted by the divers.

May I to July 24, September 4 to October 26, 1890, and January 28 to March 20, 1891.—384 pieces of granite were set and backed up with 1,210 batches of concrete. Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard as required to set and back up the granite. Total batches of concrete in place to date, 1,210 batches.

Pointing Granite. October 5, 29, 30 and 31, 1890.—Joints in the granite were pointed.

Coping-stone.

August 12, November 26, December 15, 1890; January 7 and March 16 to 26, 1891.—26 pieces of coping-stone were turned up at the East Seventeenth Street Yard by the derrick "City of New York," and the bottom beds were dressed; same loaded on scows by the derrick "City of New York" and set on the "E" course of the bulkhead-wall.

Recapitulation of Work Done and to be Done on the Bulkhead-wall, East One Hundred and Tenth Street Section.

In Linear Feet of Wall.

Work.	COMPLET	COMPLETED WORK.	
	In 1890-1891.	Total to Date.	COMPLETED.
	Feet.	Feet.	Feet.
Dredging	200.00	760.00	95.86
Cobble	310.3	547.00	308.86
Rip-rap	465.00	545.00	310.86
Piles driven	354.6	697.6	158.26
Binding frames	426.00	705.00	150.86
Piles cut	414.00	693.00	162.86
Longitudinal caps	386.5	593.5	262.36
Cross caps	388.68	570.68	285.18
Decking	420.00	420.00	435.86
Base blocks	435+33	638.3	217.56
"A B" course granite	444.2	448.2	407.66
"C" course granite	386.3	386. 3	469.56
"D" course granite	379.71	379.71	476.15
"E" course granite	369.95	369.95	485.91
Coping	206.69	206.69	405.86
Wall actually completed	259.09	259.09	596.77
Equivalent length of completed wall	365.92	576.18	279.68
			1

PERMANENT SEWER.

May 3 to 5 and 6, and June 9, July 9, and Aug. 1, 1890.—29 batches of concrete were made and placed on the grillage, to form a foundation over which the sewer extension was to be connected with the permanent sewer, at the foot of East One Hundred and Tenth street.

June 10, 1890.—A concrete foundation block placed on the grillage in April, 1890, to hold the same in place, was taken off with the derrick "City of New York," and set in the wall.

August 7 to October 9, 1890.—Centres were placed as required, and James Brown, contractor, built up 58½ feet of brick sewer at the foot of East One Hundred and Tenth street, assisted by Department labor. Cement and sand were loaded on scows at the East Seventeenth Street Yard, as required for use in building the sewer.

October 28 to October 31, 1890.—46 batches of concrete were made and placed to back up haunches of the sewer.

TEMPORARY TIMBER BASIN.

May 21, 1890.—5 second-hand piles were driven at the foot of One Hundred and Seventh street, to form a temporary timber basin to place timber in.

REMOVING OLD WORK. January 20 to February 1, 1891.—The old dumping-board at the foot of East One Hundred and Ninth street, was removed, and the old material rafted up and placed in timber basin.

MOORING PILES.

February 25, 1891.-5 second-hand piles were driven to moor floating property to.

FILLING IN REAR OF WALL.

to July 18, 1890.—Cribwork was built up at the south end of the section, with pile une 2

butts from the work, to retain the filling in place, when deposited at this point.

February 9, 1891.—Old lumber and timber were transferred from timber basin at the foot of East One Hundred and Seventh street to temporary timber basin at the foot of East One Hundred and Second street, to make way for the earth filling.

Under Secretary's Order No. 10529

November 15, 1890, to May 1, 1891.—12,105 loads of earth filling were received and placed in rear of the new bulkhead-wall. Permit granted to George W. Plunkitt to do the work until May 1, 1891, for the sum of \$50. Total loads to date, 12,105.

DREDGING. -

February 18 to February 26, 1891.—5,680 cubic yards of mud were excavated and removed from front of site of the bulkhead-wall by the Atlantic Dredging Company.

Pier East One Hundred and Tenth Street, E.R., and Dumping-board. Contract No. 339-Under Resolution of the Board, May 29, 1890.

July 18, 1890, to April 7, 1891.—A new wooden pier and dumping-board was partly built by W. W. Hegeman, contractor. The dumping-board was completed and ready for use January 7, 1891. Nothing done since April 7, 1891, in the way of finishing the pier, and per Resolution of Board of Docks the order was given to complete the work, which is now being done by the force of this Department under Secretary's Order No. 10,849, which was begun April 25, 1891, and in

EAST ONE HUNDRED AND TWENTY-FIFTH STREET SECTION.

Under Unanimous Resolution of Board, March 28, 1889.

Bulkhead-wall Proper.

DREDGING.

March 7 and 8, 1890.—773 cubic yards of sand were excavated and removed from site of bulk-head-wall by the Union Dredging Company, under Treasurer's orders therefor. Total to date, 3,362 cubic yards of mud and 997 cubic yards of sand have been excavated and removed.

PUMPING MUD.

May 5 to June 28, September 5 to October 23, November 1 to 19, 1890, and January 28 to 31, 1891.—Mud, sand and gravel were pumped from rock bottom in line of wall with a wrecking pump operated with steam from the 12-ton derrick, assisted by the divers.

DRILLING HOLES IN BED ROCK.

June 9 to 12, 1890.—Holes were drilled with the assistance of the divers in rock on river bottom with a drilling machine, operated with steam supplied from the 12-ton derrick, to get the proper grade to receive the concrete foundation blocks.

BLASTING BED ROCK.

June 13 to 15, and September 10 to October 15, 1890.—Holes drilled in bed rock on river bottom were blasted to grade for the foundation, and with aid of the 12-ton derrick the debris was removed and deposited in rear of the wall.

MASONRY.

Concrete in Bags. May I to 14, June 24 and 25 and August 12 to 26, 1890.—Cement, sand and broken stone were loaded on scows at the East Seventeenth Street Yard for use at this section; 208½ batches of concrete were mixed and placed in bags, and with the aid of the 12-ton derrick were lowered to the divers to level up the foundation on rock bottom in line of wall to receive the concrete blocks.

Concrete in Mass.

May 3, 5 and 6, June 27 and 28, August 18 and 19, September 27 and October 25 and 28, 1890.—77½ batches of concrete in mass were mixed and placed on top of the concrete in bags to bring the foundation to the proper grade for the concrete foundation blocks.

Lines and Levels.

Lines and levels were given at various times during the progress of the work to guide the divers in their work under water.

Concrete blocks.

June 4 to 10, July 14 to 23, August 13 to September 10, November 3 to 8 and 13 to 23, 1890, February 2 to 4, 1891.—Cement, sand and broken-stone were loaded on scows at the East Seventeenth Street Yard for use at this section to set the block and to fill the chain holes. 40 concrete foundation blocks were loaded by the derrick "City of New York" on scows and were set on the foundation to receive them at this section. Prior to setting the blocks, mud, sand and gravel were washed from the foundation with a wrecking pump on the 12-ton derrick by the divers. Total blocks to date, 18 special, 22 special "X" and 2 angle blocks; 42 in all.

Chain Holes.

July 10 and 23, August 20, September 9 and November 7 and 22, 1890, February 4 and 5, 1891.—The chain holes between the concrete blocks were filled with concrete in bags, assisted by the divers.

Granite.

June 30 to July 30, August 25 to September 30, November 1 to 13, 1890, December 16, 1890, to January 21, 1891, February 13 to 17, 1891.—393 pieces of granite were set and backed up with 622 batches of concrete.

Pointing Granite.

November 29, 1890.—Joints in the granite were pointed.

Coping.

November 24 to November 29, 1890.—8 pieces of coping were loaded by the derrick "City of New York" on scows at the East Seventeenth Street Yard, transferred to the section and set on the "E" course of the bulkhead-wall by the derrick "City of New York."

Recapitulation of Work one Dand to be Done on the Bulkhead-wall, East One Hundred and Twenty-fifth Street Section.

In Linear Feet of Wall.

	COMPLETED WORK.		Work to
Work.	In 1890-1891.	Total to Date.	COMPLETED
	Feet.	Feet.	Feet.
Cleaning rock bottom	100.27	367.27	
Concrete in bags	182.00	230.00	
Concrete in mass	312.27	367.27	*****
Base blocks	350.65 ,	362.07	4.5
"A B" course granite	362.07	362.07	4.5
"C" course granite	362.07	362.07	4-5
"D" course granite	362.07	362.07	4 - 5
"E" course granite	362.07	362.07	4.5
Coping	66.47	65.47	300.0
Wall actually completed	66.47	66.47	300.0
Equivalent length of completed wall	279.43	325.08	41.4

STONE FILLING.

September 10 to 13 and November 21, 1890; January 13 and March 7, 8, 14 and 26, 1891.—
1,452 cubic yards of rip-rap stone were delivered and deposited in rear of the wall by Brown & Fleming and John A. Bouker, under Treasurer's orders therefor; also I scow-load of granite spalls from the East Seventeenth Street Yard was deposited in rear of wall.

General Charges.

DREDGING.

July 23 to July 27, 1890.—2,507 cubic yards of sand were excavated and removed from outside of wall foundation to get the required depth of water.

PUMPING MUD.

June 2 to November 19, 1890, and February 2 to 16, 1891.—Mud, sand and gravel were pumped from rock bottom outside of wall foundation with a wrecking pump on the 12-ton derrick, by the divers, to get the required depth of water.

DRILLING AND BLASTING BED-ROCK.

May 6, 7 and 8, July 1, 2 and 24, October 25 and November 19 and 21, 1890.—Holes were drilled in bed-rock on river bottom outside of wall foundation, where the grade was high, with a drilling machine, operated with steam from the 12-ton derrick; same were charged and blasted by the divers to get the required depth of water. The debris was removed by the 12-ton derrick, assisted by the divers.

REMOVING OLD WORK.

November 24 and November 25, 1890.—A portion of the old bulkhead at the foot of East One Hundred and Twenty-fifth street was removed to make way for earth filling.

TIMBER BASIN.

November 27, 1890.—5 piles were driven to repair timber basin of Rapp & Johnson, which had been disturbed by the progress of the work of this Department.

FILLING IN REAR OF WALL.

February 2, 1891 .- A box was made and placed to drain water from the newly made land.

Under Secretary's Order No. 10602.

February 2 to May 1, 1891.—4,741 loads of earth filling were received and placed in rear of the new bulkhead-wall from John A. Delaney, to whom a permit was granted to do the work.

Construction not under " New Plan.

WORK OF CONSTRUCTION NOT UNDER NEW PLAN.

NORTH RIVER.

Pier 11, N. R.

EXTENSION TO PIER.

Under Secretary's Order No. 9876.

An extension was built on the outer end of pier, 78 feet long and the width of the pier, the outer 41 feet of which is composed of a crib-block and the balance of bridge, by the Metropolitan Steamship Company, under permit of the Board. Finished July 1, 1890.

SHED ON PIER.

Under Secretary's Order No. 10287.

August 20 to September 24, 1890.—The shed on Pier 11, North river, was extended a distance of 90 feet by the Metropolitan Steamship Company, under permit from the Board, using the same construction as the present shed.

New-made Land, from West Seventy-seventh to West Eightieth Street, N. R.

Under Engineer's Order.

FILLING IN.

No loads received; in progress.

Crib-bulkhead between Eighty-first Street and Middle of Block between Eighty-second and Eighty-third Streets, N. R.

Under Contract No. 374. Preparing for and building crib-bulkhead, and dredging thereat, under contract with Thomas

Walsh. Begun April 29, 1891; in progress. Pier and Crib-bulkhead at West One Hundred and Thirty-third Street, and Crib-bulkhead between One Hundred and Thirty-second and One Hundred and Thirty-third Streets, N. R.

Under Contract No. 348.

Preparing for and building new wooden pier and new crib-bulkhead at foot of West One Hundred and Thirty-third street, and between West One Hundred and Thirty-third and One Hundred and Thirty-second streets, North river, and for dredging thereat, under contract with William P. Kelly. Begun August 28, 1890, and finished April 24, 1891.

Pier, One Hundred and Thirty-fourth Street, N. R.

Under Contract No. 349.

Preparing for and building a new wooden pier at foot of One Hundred and Thirty-fourth street, North river, under contract with William P. Kelly. Begun August 29, 1890, and finished February

EAST RIVER.

Pier 43, East River, and Bulkhead Thereat.

Under Contract No. 365.

Removing the existing pier, known as Pier 43, foot of Rutgers slip, East river, and for preparing for and building a new wooden pier on site and for repairing the existing crib-bulkhead thereat, under contract with John Gillies. Begun February 9, 1891; in progress.

Foot of East Thirty-fifth Street.

TEST PILING.

Under Secretary's Order No. 10428.

October 22 to October 31, 1890.—5 test-piles were driven in order to obtain the necessary information for making plans and specifications for building a new pier at the foot of above street.

Foot of East Thirty-sixth Street.

TEST PILING.

Under Engineer's Order No. 10485.

November 3, 1890.—Test piles were driven at the foot of East Thirty-sixth street, East river, in order to obtain the necessary information for making plans and specifications for building a pier there, from the existing bulkhead to the established bulkhead and pierhead line, a distance of about 110 to 120 feet.

Bulkhead between One Hundred and Thirty-eighth and One Hundred and Fortieth Streets, H.R. Under Contract No. 318.

Preparing for and building a crib-bulkhead from One Hundred and Thirty-eighth to One Hundred and Fortieth street, Harlem river, and for dredging thereat, under contract with Fogg & Scribner. Finished November 7, 1890.

Under Secretary's Order No. 10381.

38,384 loads of dirt were received from the Department of Street Cleaning and placed in rear of bulkhead. Begun September 9, 1890, and in progress.

Under Secretary's Order No. 10634.

Unloading scows and filling behind the bulkhead. Begun January 13 and finished February 3, 1891.

Bulkhead, Charity Hospital, Blackwell's Island, E.R. Under Contract No. 353.

Preparing for and building a new crib-bulkhead at Charity Hospital, Blackwell's Island, East river, and for removing the existing platform and crib-bulkhead thereat, under contract with John Gillies. Begun December 4, 1890; in progress.

Wharfage Room.

Linear Feet.

NEW WHARFAGE ROOM.

NEW WHARFAGE ROOM, IN LINEAR FEET, MADE DURING THE YEAR ENDING APRIL 30, 1891.

WORK UNDER THE "NEW PLAN."

New wall at West Washington Market Section	95.84
New wall at Laight Street Section	
New wall at West Twenty-third Street Section, north e	
New wall at West Thirty-third Street Section	75.67
New wall at West Fifty-seventh Street Section	183.35
East River—	
New wall at East Twenty-fourth Street Section	71.79
New wall at Bellevue Section	
New wall at East Ninety-fourth Street Section	40.58
Harlem River—	
New wall at East One Hundred and Tenth Street Sect	ion 369.95
New wall at East One Hundred and Twenty-fifth Street	

North River ---

Total new wall 1,736.40

1,145.05
202,00
227.11
1,085.01
1,060.00
134.42
1,068.21
345.20
1,060.00
1,060.00
49.03
1,060.00

Pier at West Fifty-sixth street, sides and outer end East River—	
Pier at East Twenty-eighth street, sides and outer end	1,334.00
Pier at Fast Ninety fifth street sides and outer and	204 02

Total pier line..... 10,556.35

Total wall and pier line under new plan,..... 12,292.75 28.27

727.27

482.00

8,794.98

Department Yards.

Wharfage Room. WORK NOT UNDER "NEW PLAN." North River—
Crib-bulkhead, between West One Hundred and Thirty-second
and West One Hundred and Thirty-third streets..... 232.00 Harlem River-Crib-bulkhead, from East One Hundred and Thirty-eighth street to north of One Hundred and Fortieth street.... 1,532.00 North River Pier at West One Hundred and Thirty-third street, sides and 460.00 outer end 458.00 Total pier line..... 918.00 Total crib-bulkhead and pier line not under "New Plan"..... 2,682.00 Total new wall, crib-bulkhead and pier line for the year..... 14,974.75 Deduct for bulkhead-line which comes under the new piers, included in the above, as follows: Linear Feet. 80.00 Crib-bulkhead under temporary approach to pier at West Forty-fifth street, North river street, North river.

New wall under pier at West Fiftieth street, North river..... 60.00

Crib-bulkhead under temporary approach to pier at West Fifty-second street, North river. New wall under pier at West Fifty-sixth street, North river.

Crib-bulkhead under pier at West One Hundred and Thirty-third street,

North river. 60.00 Crib-bulkhead under pier at West One Hundred and Thirty-fourth street, North river.

New wall under pier at East Twenty-fourth street, East river.

New wall under pier at East Twenty-eighth street, East river.

New wall under pier at East Ninety-fifth street, East river.

New wall under pier at East One Hundred and Tenth street, Harlem river. 60.00 65.00 65.00 65.00 river..... 62,00 Total new wharfage room for the year.....

The net increase during the year in the length of wharfage room is 12,970.48 linear feet and the superficial areas of piers has been increased by 305,695.80 square feet during the year.

NEW WHARFAGE ROOM IN LINEAR FEET TO BE MADE BY WORK BEGUN, BUT NOT FINISHED DURING THE YEAR ENDING APRIL 30, 1891.

WORK UNDER THE "NEW PLAN."

North river.		
New wall at West Washington Market Section	374.16	
New wall at Franklin Street Section	320.15	
New wall at Laight Street Section.	18.61	
New wall at West Thirty-third Street Section	23.08	
New wall at West Fifty seventh Street Section	•	
New wall at West Fifty-seventh Street Section	144.70	
East river—		
New wall at East Twenty-fourth Street Section	236.63	
New wall at Bellevue Section	308.81	
New wall at East Ninety-fourth Street Section	268.00	
	200,00	
Harlem River—		
New wall at East One Hundred and Second Street Section	788.43	
New wall at East One Hundred and Tenth Street Section	485.91	
New wall at East One Hundred and Twenty-fifth Street Section	4.57	
	4.37	
Total wall line		2,973.05
		,,,,,
North River—		
Pier, new 14, sides and outer end	1,513.35	
Pier, new, 23, sides and outer end	1,416.12	
Pier, new 25 (extension), sides	203.29	
Pier, new 42 (extension), sides	212.71	
	-	
East River—	F-1-50 - 100	
New pier at East Eighteenth street, sides and outer end	1,079.00	
Temporary approach to same, sides	237.00	
Harlem River—		
Pier at East One Hundred and Tenth street, sides and outer end	678.46	
Ther at East One Hundred and Tenth street, sides and outer end	070.40	
Total pier line		# 220 oz
Total pier line		5,339.93
Total wall and pier line under "New Plan," begun but not fi	inished	8,312.98
Total wall and pier line under "New Flan, begun but not i	inished	0,312.90
WORK NOT UNDER "NEW PLAN."		
North River—		
Crib-bulkhead from middle of West Eighty-first street to middle of block,	202 22	
between 'Vest Eighty-second and West Eighty-third streets	397.00	

Department Yards.

North river.

DEPARTMENT YARDS.

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

West Fifty-seventh Street Yard, N. R.

WORK DONE AT THE YARD.

May 1, 1890, to April 30, 1891.—Iron work was made and repaired and tools sharpened for construction work on North and East River Sections, general repairs, floating property, surveying party and account moving West Fifty-seventh Street Yard, N. R.

May 1, 1890, to April 30, 1891.—Moulds and cores were stripped and set up and altered for making concrete foundation blocks, and 60 blocks were made containing 1,960.36 cubic yards. New moulds and cores were commenced for West Fifty-second Street Section, North End, and are now under construction.

May 1, 1890, to April 30, 1891.—Scows were loaded with sand, broken stone and cement for work of construction on North River sections.

7,248 barrels of Portland cement were received and stored and samples tested and recorded. Samples of 9,829 barrels of Portland cement, received at East Seventeenth Street Yard, were tested at this yard and results recorded.

Tests were made from sample barrels of the following named brands of Portland cement, and the results reported and recorded:

Crib-bulkhead at Charity Hospital, Blackwell's Island (extension).....

Under Secretary's Order No. 10256.—Stettiner Brand.
Under Secretary's Order No. 10258.—Stettiner Brand.
Under Secretary's Order No. 10549.—Superior "J. F. K." Brand.
Under Secretary's Order No. 10549.—Wolf Brand.
Under Secretary's Order No. 10686.—Eagle Brand.
Under Secretary's Order No. 10758.—Bear Brand.

Moving West Fifty-seventh Street Yard. Under Unanimous Resolution of the Board, February 6, 1889.

May 1, 1890, to April 30, 1891.—Turning platform and mortar boxes were made, temporary blacksmith's shop was taken down, railroad tracks were laid, stone and sand bins were put up, fence was built for inclosing yard and painted, gate-house was built for watchman, trench was dug and soil-pipes laid. Trench was dug and 775 feet of 4-inch 'galvanized pipe was laid to connect the shops, pier and offices with the Croton water-main, under Secretary's Order No. 10482 and permit from the Department of Public Works.

50 feet of new tin roof was put on the store-house and the balance of the sides and roofs of the blacksmith and carpenter shops, cement shed, offices and store-house were repaired under Treasurer's Order No. 14980.

Timber was transferred from old to new basin. Old pier was partly torn up. Yard was

East Seventeenth Street Yard.

MAINTENANCE OF YARD.

May I, 1890, to April 30, 1891.—Top lift rigged and guys regulated on old yard derrick.

Oiled falls of and painted derrick masts and guys.

Graded up low places about the yard with ashes dumped on the bulkhead from the tug

The old engine-house was moved to the east end of store-house and fitted up for a blacksmith

shop.

Posts were set and rollers placed in them to carry falls of yard derricks. Granite spalls were collected up from around the granite dressed in the yard and placed on

the bulkhead. Old refuse material and old, broken, empty cement barrels were collected and burnt up in the

lower part of the yard.

A mast was placed to hoist broken stone from scows when delivered at this yard.

A railroad track was placed between the two yard derricks to facilitate handling granite in

the yard.

Wooden gate at the east end of the office building was repaired.

Floor of stone bin was repaired.

Old timber was sawed up into chocks for general use about the yard.

The store-house, concrete block and mixing platforms were cleaned up at various times during during the year.

WORK DONE AT YARD.

May 1, 1890, to April 30, 1891.—Iron work was made and repaired by the blacksmiths, for work on construction on the East river, for pier foot of East Eighteenth street, and for the maintenance of the yard. 9,125 barrels of Portland cement were received and stored for Department use, and samples sent to the West Fifty-seventh Street Yard to be tested and recorded; 170 barrels were issued from the West Fifty-seventh Street Yard.

Concrete moulds and cores were set up and taken down, as required, to make the concrete foundation blocks; 81 standards, 1 special angle block and 29 special blocks were made, containing 3,486 cubic yards of concrete. Total blocks made to date, 124 standards, 47 special and 5 special angle blocks.

angle blocks.

Granite was got out and dressed for the East Twenty-fourth Street, Bellevue, East Ninety-fourth Street, East One Hundred and Tenth Street, and the East One Hundred and Twenty-fifth Street Sections.

Street Sections.

Coping stones were loaded on scow "I," by the derrick "City of New York," for the West Fifty-seventh Street Section.

The bottom beds of coping were dressed for use at the Bellevue, East One Hundred and Tenth Street, and East One Hundred and Twenty-fifth Street Sections.

Profiles, templets and mortar boxes were made for use on the permanent sewer extension at the foot of East One Hundred and Tenth street.

Templets and centres were made for sewers at Bellevue, East Twenty-fourth Street, and the East One Hundred and Twenty-fifth Street Sections.

Mould boards and braces were made for the various sections on the East river.

Wedges and straight edges were made for use in setting granite on the East River sections.

Wedges and straight edges were made for use in setting granite on the East river.

Wedges and straight edges were made for use in setting granite on the East River sections.

Tide gauges were made for use at the Bellevue Section.

A new standard mould, cores and knees were made to make standard blocks in.

Moulds were altered to make special blocks for the East One Hundred and Second Street and the East One Hundred and Twenty-fifth Street Sections.

An anchor block was made in a mould made for the purpose to be used at Bellevue Section, to beld guard riles in order that they would not be disturbed by the earth filling.

hold guard-piles, in order that they would not be disturbed by the earth filling.

May 1, 1890, to April 30, 1891.—Granite was received and inspected at various times during

July 10 to July 16, 1890.—Granite, purchased under Contract No. 230 and stored at West Fifty-seventh Street Section, was received.

May 1, 1890, to April 30, 1891.—Granite was transferred at various times during the year, to construction work of bulkhead-wall on North and East River sections.

Sale of Old Material.

SALE OF OLD MATERIAL AT PUBLIC AUCTION.

The following old material was sold at public auction on May 28, 1890, and was removed by the purchasers: At West Fifty-seventh Street Yard, N. R.

Lot 1. About 1,000 pounds old wrought-iron.

2. About 200 pounds old cast-iron 46

About 14 pairs old rubber boots.
 About 6 old steel shovels.
 About 6 old rubber diving dresses.
 Two old upright tubular boilers 1-36 x 80 and 1-36 x 87.

At West Fifty-seventh Street Basin.

Lot 7. Raft of short piles, 18 feet long, 20 feet wide, I foot deep.

8. Raft of old timbers, 22 feet long, 30 feet wide, I foot deep.

9. Raft of old timbers, 18 feet long, 30 feet wide 2 feet deep.

10. Raft of old planks, 25 feet long, 38 feet wide, I foot deep.

Timber Basin at West Thirtieth Street, N. R.

Lot 11. Raft of pile butts, about 150 x 18 x 2.

"12. Raft of pile butts, about 100 x 18 x 2.

"13. Raft of pile butts, about 96 x 18 x 2.

"14. Raft of old timber and plank, about 62 x 23 x 2.

"15. Raft of old timber and plank, about 50 x 23 x 2.

"16. Raft of old square timber, about 30 x 20 x 2.

"17. Raft of crib logs, about 49 x 16 x 2.

"18. Raft of pile butts, about 17 x 20 x 2.

"19. Raft of pile butts, about 34 x 24 x 3.

"20. Raft of old square timber and pile butts, about 30 x 19 x 3.

"21. Raft of old crib logs, about 28 x 19 x 3. 20. Raft of old square timber and pile butts, about 30 x 1
21. Raft of old crib logs, about 28 x 19 x 3.
22. Raft of old crib logs and planks, about 36 x 19 x 3.
23. Raft of old crib logs and pile tops, about 40 x 22 x 2.
24. Raft of old plank and pile butts, about 30 x 20 x 2.
25. Raft of old pile butts, about 28 x 19 x 2.
26. Raft of 4-inch plank, about 21 x 208 x 3' 3".

At East Seventeenth Street Yard, E. R.

Lot 27. One old hoisting-engine and boiler. "28. One old cart.

29. About 420 pounds cast scrap-iron.

30. About 380 pounds wrought scrap-iron.
31. About 200 pounds old rope.
32. About 12 pairs old rubber boots.

34. About 10 old lanterns.35. About 4 old hoes.36. About 6 old shovels.

37. About 4 old axes.

Bellevue Section.

Lot 38. About 220 short-cut pile butts, about 7 feet long.
" 39. About 75 pile points, 6 inches in diameter, 10 to 14 feet long.

The following old material was sold at public auction on October 8, 1890, and was removed by the purchasers:

General Repairs.

Sale of Old Material.

Basin South of Seventy-fifth Street, N. R.

Lot 1. Raft of old plank, 36 x 21 x 5.

2. Raft of yellow pine (old) 12 inches by 12 inches, 47 x 15.

3. Raft of old timber plank, 55 x 22 x 5.

4. Raft of old timber plank, 22 x 20 x 4.

5. Raft of old planks, 18 x 14 x 1' 6".

6. Raft of old planks, 30 x 20 x 2.

7. Raft of old timber and planks, 58 x 18 x 2.

8. Raft of old timber, 12 inches by 12 inches, 26 x 28.

9. Raft of old plank, 23 x 17 x 1' 6".

10. Raft of old piles, 22 x 15 x 0' 12".

West Fifty-seventh Street Yard, N. R.

Lot 11. About 290 pounds of old wrought-iron.

12. About 4,874 pounds of old cast-iron.

13. About 120 pounds of old brass.

14. One old tubular boiler, 24 inches by 60 inches, 800 pounds.

West Washington Market Section.

Lot 15. Raft of old planks, 4 inches and 5 inches, 22 x 18 x 5.

16. Raft of old planks, 3 inches and 4 inches, 30 x 17 x 5.

17. Raft of square old timber, 23 x 15 x 4.

18. Raft of square old timber, 25 x 25 x 4.

19. Bunch of long pile butts, about 21 teet long, 88 in number.

20. Raft containing about 291 short pile butts, about 12 feet long; 10 long butts, 21 feet long, and 8 broken piles, about 40 feet long.

East Twenty-fourth Street Section.

Lot 21. About 100 long-cut pile butts, about 20 feet long.

22. About 135 short-cut pile butts, about 7 feet long.

23. About 25 pile points, about 7 feet to 10 feet long.

Bellevue Section.

Lot 24. About 200 long-cut pile butts, about 20 feet long.

25. About 260 short-cut pile butts, about 7 feet long.

26. About 50 pile points, about 7 feet to 10 feet long.

East Ninety-fourth Street Section.

Lot 27. About 118 long-cut pile butts, about 20 feet long. "28: About 408 short-cut pile butts, about 7 feet long.

East One Hundred and Tenth Street Section.

Lot 29. About 149 long-cut pile butts, about 20 feet long.
" 30. About 1,215 short-cut pile butts, about 7 feet long.

General Repairs.

STATEMENT OF REPAIRS, OTHER THAN DREDGING, FOR THE YEAR ENDING APRIL 30, 1890, EXCLUSIVE OF REPAIRS DONE FOR OTHER DEPARTMENTS.

NORTH RIVER.

Pier " A," N. R.

PAINTING ROOMS.

March 14 to April 30, 1891.—Various rooms at Pier "A," were painted and varnished.

GENERAL REPAIRS.

Secretary's Order No. 10231.—The flooring in the outer room of the Police quarters was renewed, also the renewing of water-closets and basins thereat; wainscoting and new floors were laid in entrance room of the Department side of pier; painting and necessary repairs to the ceiling; used 2,347 feet, B. M., of yellow pine, 121 pieces of spruce, 1,620 feet, B. M., of 3-inch spruce and 53 pieces of roofing boards. Begun July 29 and finished October 27, 1890.

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

FENDERS

Engineer's Order.—The hanging fenders on bulkhead, between Pier "A" and Pier, new I, were repaired and refastened; used 125 pounds of chain. Begun September 12, finished Septem-

ber 13, 1890.

Engineer's Order.—The hanging fenders on bulkhead, between Pier "A" and Pier, new 1, were refastened with 150 pounds of chain. Begun and finished December 23, 1890.

Engineer's Order.—The hanging fenders on bulkhead, between Pier "A" and Pier, new No. 1, were refastened. Begun and finished January 21, 1890.

Pier, old 21, N. R.

BLOCKING UP PIER.

Secretary's Order No. 10182.—The northeast corner of Pier, old 21, North river, was blocked up and made safe, on account of settlement caused by dredging adjoining same. Begun June 20 and finished June 26, 1890.

Pier, old 23, N. R.

SHEATHING.

Secretary's Order No. 10274.—The deck sheathing on inner end of south side of pier was repaired with second-hand material, and 499 feet, B. M., of 3-inch spruce were used therefor. Begun July 23 and finished July 29, 1890.

Secretary's Order No. 10509.—The sheathing on deck was patched with 975 feet, B. M., of 3-inch spruce plank. Begun November 10 and finished November 12, 1890.

APPROACH.

Engineer's Order.—The approach to Pier, old 23, North river, was repaired. Begun November 20 and finished December 23, 1890.

Pier, old 24, N. R.

Secretary's Order No. 10414.—The entrance to the pier was repaired with second-hand material (cost of same, \$3.64, was reported for collection). Begun and finished October 4, 1890.

Warren and Jay Streets.

CLEANING OUT SILT BASINS.

Secretary's Order No. 9780.—Silt basins on new-made land between Warren and Jay streets were cleaned out and mud swept from around them at various times as required. Begun May 1, 1890, and finished April 30, 1891.

Pier, old 34, N. R. TEARING DOWN SHED.

Secretary's Order No. 10820.—The portion of old shed along the northerly side of Pier, old 34, North river, was torn down and removed. Begun April 6 and finished April 8, 1891.

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

PAVEMENT.

Secretary's Order No. 10013.-The pavement in front of the bulkhead, about 60 feet south of Pier, old 35, was taken up and relaid properly. Begun April 28 and finished May 17, 1890.

Secretary's Order No. 10479. — The pavement on bulkhead was repaired and the sheathing on the bulkhead platform was patched with 1,050 feet, B. M., of 3-inch spruce. Begun November 1 and finished November 10, 1890.

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

PAVEMENT.

Secretary's Order No. 10506.—The pavement on bulkhead was repaired. Begun November 13 and finished November 10, 1890.

Bulkhead South of Franklin Street, N. R.

Secretary's Order No. 10775.—A hole in bulkhead was filled in and the bulkhead repaired. Begun and finished March 24, 1891.

Piers, new 24 and 25, N. R.

REMOVING EARTH.

Secretary's Order No. 10732.—Accumulations of earth filling on the bulkhead next the backing-log between Piers, new 24 and 25, North river, were removed. Begun February 26 and finished March 27, 1891.

Pavement at Hubert Street.

Secretary's Order No. 10067.—An examination was made as to the repairs required to pavement along old crib-bulkhead on west side of West street, between Hubert and Desbrosses streets; backing-logs were placed for protection and report made on same by order of the Board. Begun May 9 and finished May 14, 1890.

Bulkhead North of Pier, new 28, N. R.

Secretary's Order No. 10081.—A hole in bulkhead was filled in with earth and stone and the pavement was relaid properly. Begun and finished May 21, 1890.

Pier, old 42, N. R.

DECK AND SHEATHING.

Secretary's Order No. 10054.—The deck and sheathing were repaired with 188 feet, B. M., of yellow pine and 2,700 feet, B. M., of 3-inch spruce plank. Begun May 7 and finished May 9,

of yellow pine and 2,760 feet, B. 3.7, of 3-inch sprace plank. Begun May 7 and missied May 9, 1890.

Secretary's Order No. 10167.—The deck and sheathing were repaired with 6,066 feet, B. M., 3-inch spruce plank. Begun July 3 and finished July 10, 1890.

Secretary's Order No. 10338.—The sheathing on deck was patched with 13,026 feet, B. M., of 4-inch spruce plank; the backing-log was also repaired and fenders were refastened; used 200 pounds of chains. Begun August 29 and finished September 6, 1890.

Secretary's Order No. 10774.—The sheathing on deck was patched with 840 feet, B. M., of 4-inch spruce plank. Begun and finished March 26, 1891.

Secretary's Order No. 10369.—The southerly side of pier was repaired. 17 new spruce bearing piles were driven and fastened; new cross and side caps of second-hand material were placed and fastened; 3 mooring posts were set; the backing logs and fender piles were repaired; chocks put on and deck patched with 2,520 feet, B. M., of 3-inch spruce plank. Begun September 9 and finished September 30, 1890.

Secretary's Order No. 10429.—2 second-hand yellow pine fender piles were driven and fastened on south side inner end of pier. Begun and finished September 30, 1890.

Secretary's Order No. 10507.—One spruce fender pile was driven and fastened on south side of pier outer end and cost of same was reported for collection from Brown & Fleming. Begun and finished January 2, 1891.

and finished January 2, 1891.

Bulkheads between Piers, old 42 and new 34, N. R.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun March 23, and finished March 24, 1891.

Pier, new 34, N. R. PAVEMENT.

Secretary's Orders Nos. 10238 and 10627.—About 3 square yards of pavement about 50 feet east of the southerly side of Pier, new 34, North river, was taken up and an examination made as to the cause of settlement, after which the filling was properly replaced, the pavement relaid and the joints filled with coal tar and gravel by order of the Board. Begun June 28 and finished July

7, 1890.

About 128 square yards of pavement and earth filling on new-made land in front of Pier, new 34, North river, was taken up and water-pipe repaired by the Pacific Mail Steamship Co., under permit from the Board; the Department replaced the earth, filling in layers and relaid the pavement to grade and the joints filled with gravel and coal tar. Begun January 3 and finished February 3, 1891.

Spring and West Tenth Street.

CLEANING OUT SILT BASINS.

Under Unanimous Resolution of the Board, June 2, 1886.

May 1, 1890, to April 30, 1891.—Silt basins on new-made land between the above points were cleaned out and mud swept from around same, as required, during the quarter.

Bulkhead between Piers, new 34 and 35, N.R.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished March 25, 1891.

Pier, new 35, N.R. PAVEMENT.

Secretary's Order No. 10143.—About 240 square yards of pavement on the approach to Pier, new 35, North river, near West street, were taken up, the good stones were cleaned and relaid, bottom up, and the bad ones replaced with new stones; the adjacent crosswalks were taken up and rejointed and all the joints were filled with coal tar and gravel. Begun June 19 and finished July 14, 1890.

Bulbhead between Piers, new 25, and 26, N. R.

Bulkhead between Piers, new 35 and 36, N. R. Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished March 25, 1891.

> Pier, new 36, N. R. PAVEMENT.

Secretary's Order No. 10142—The crosswalk stones leading to Pier, new 36, North river, were taken up for a distance of about 50 feet from the westerly side of West street, the ends of stones were recut and the stones replaced to grade and the joints filled with coal tar and gravel. Begun July 12 and finished July 21, 1890.

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

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished March 26, 1891.

Pier, new 37, N.R. PAVEMENT.

Secretary's Order No. 10145.—About 294 square yards of pavement on approach to Pier, new 37, North river, were taken up, the good stones were cleaned and relaid, bottom up, and the bad ones replaced with good stones; the adjacent crosswalks were taken up, rejointed, relaid and all joints were filled with coal tar and gravel, by order of the Board. Begun June 4 and finished June 20, 1890.

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

Secretary's Order No. 10335.—New backing-logs were placed and fastened on north half of bulkhead, also 2 second-hand iron cleats were put on and fastened; used 1,224 feet, B. M., of 12 inches by 12 inches yellow pine. Begun August 21 and finished August 22, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun December 4 and finished December 12, 1890.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun March 27 and finished March 28, 1891.

Pier, new 38, N. R. PAVEMENTS.

Secretary's Order No. 9903.—About 341 square yards of pavement, forming the approach to Pier, new 38, North river, and near West street, were taken up; such of the paving blocks as were not too badly worn were cleaned and replaced, bottom up, and new stone put in place of those thrown out. The crosswalk stones, where badly worn, were squared and replaced and all joints were filled with coal tar and gravel. Finished May 8, 1890.

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

Secretary's Order No. 10201.—New backing-logs were placed and fastened on bulkhead, also 2 second-hand iron cleats were put on and fastened; used 2,448 feet, B. M., 12 inches by 12 inches yellow pine. Begun August 14 and finished August 20, 1890.

Secretary's Order No. 7394. — Obstructions consisting of dirt and rubbish were removed from its surface. Begun December 6 and finished December 8, 1890.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun March 28 and finished March 30, 1891.

Pier, new 39, N. R. PAVEMENT.

Secretary's Order No. 10077.—About 264 square yards of pavement were taken up on approach to Pier, new 39, North river, near West street; such of the paving blocks as were not too badly worn were cleaned and replaced, bottom up, and new stones put in place of those which were thrown out and the joints filled with coal tar and gravel. Begun May 13 and finished May 29, 1890.

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

Secretary's Order No. 10178.—New backing-logs were placed and fastened on bulkhead; used 864 feet, B. M., of 12 inches by 12 inches yellow pine. Begun August 14 and finished August 16,

General Repairs.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished December 9, 1890.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished March 30, 1891.

Pier, new 40, N. R.

PAVEMENT.

Secretary's Order No. 10146.—The pavement and crosswalks at Pier, new 40, North river, were taken up for a distance of 64 feet west of the 70-foot line of West street, and over an area of about 460 square yards, where same had been laid parallel with line of traffic, which at this point is same as bulkhead line, and same were laid perpendicularly to the bulkhead line, by order of the Board, and the joints filled with gravel and coal tar. Begun July 21 and finished August

30, 1890.

Secretary's Order No. 10699.—About 2 square yards of pavement on new-made land in front of Pier, new 40, N. R., was taken up, leak in gas-pipe repaired by lessees of pier, and pavement relaid to grade, with coal tar and gravel joints, by Department labor. Begun March 2 and

finished April 17, 1891.

Bulkhead between Piers, new 40 and 41, N. R.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished March 31, 1891.

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

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished April 1, 1891.

Pier, new 42, N. R. REPAIRING GAS-PIPE.

Secretary's Order No. 10432.—About 25 square feet of pavement and crosswalks in front of south side of Pier, new 42, North river, were removed, the earth was excavated and the gas-pipes repaired by lessees of pier, the filling properly put back and the pavement relaid to grade, the joints being filled with coal tar and gravel, by Department labor. Begun September 30 and finished October 7, 1890.

Engineer's Order.—Columns at outer end of pier were examined by divers below low water level and found to be in fairly good condition. Begun April 21 and finished April 25, 1891.

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

Secretary's Order No. 9858.—Two new iron cleats were placed and fastened on the backing-log. Begun May 9 and finished May 10, 1890.

Secretary's Order No. 10750—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished April 2, 1891.

Pier, new 43, N. R. PAINTING DOCK MASTER'S OFFICE.

Secretary's Order No. 10281.—The office inside and out was painted with two coats of paint. Begun July 29 and finished August 5, 1890.

Approach to Christopher Street Ferry.

PAVEMENT.

Secretary's Order No. 10088.—Several courses of pavement immediately in front of the north approach to Christopher street ferry were taken up, the grade raised with earth filling, the paving blocks cleaned and replaced and the joints filled with coal tar and gravel, by order of the Board. Begun and finished June 2, 1890.

> Piers, new 43 and 45, N. R. REPAIRING WATER-PIPES.

Engineer's Order.—Earth filling was excavated to repair water-pipes in front of Piers, new 43 and 45, North river, and pipes were repaired under Treasurer's Order No. 15087, earth filling was replaced in layers and pavement relaid to grade with gravel and coal tar joints; crosswalk stones were cut at ends and relaid. Begun January 2 and finished February 4, 1891.

Bulkhead between Piers, new 43 and 44, N. R.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 2 and finished April 3, 1891.

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

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface, Begun April 2 and finished April 4, 1891.

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

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 4 and finished April 8, 1891.

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

Secretary's Order No. 10204.—The deck-sheathing was repaired with 1,020 feet, B.M., of 4-inch spruce plank. Begun June 25 and finished June 27, 1890.

Secretary's Order No. 10478.—44 second-hand bearing piles were driven and fastened; new braces and rangers were placed; second-hand material was used. The deck and sheathing on approach was repaired with 1,000 feet, B.M., of new 3-inch spruce plank. Begun January 2 and finished February 13.

Secretary's Order No. 10469.—The sheathing on deck of approach was patched with 1,548 feet, B.M., of 4-inch and 16,998 feet, B.M., of 3-inch spruce plank, and the backing-logs were repaired with second-hand material. Begun February 12 and finished February 23, 1891.

Bulkhead between Piers, old 56 and 57, N. R., and North of Pier, old 58, N. R.

Contract No. 334.—The crib-bulkhead between Piers, old 56 and 57, North river, and the crib-bulkhead from Pier, old 58, North river, to a point 35 feet southerly of the south side of pier at Little West Twelfth street, North river, was repaired, under contract with John W. Flaherty. Begun June 23 and finished September 20, 1890.

Pier at West Eleventh Street, N. R.

Secretary's Order No. 10094.—Loose fenders on pier were refastened. Begun and finished

June 5, 1890.
Secretary's Order No. 10831.—The sheathing on deck was patched with 660 feet, B.M., of 3-inch spruce plank. Begun and finished April 23, 1891.

Bulkhead at West Eleventh Street, N.R.

Secretary's Order No. 10750.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 4 and finished April 8, 1891.

Pier at West Twelfth Street, N. R.

Secretary's Order No. 10090.—Loose fender piles were refastened with 25 pounds of chain. Begun and finished June 5, 1890.

Secretary's Order No. 10313.—A loose spring pile on south side of pier was refastened. Begun and finished August 13, 1890.

Pier at Bogart Street, N. R.

Secretary's Order No. 10510.—The approach to pier was repaired; used 2,255 feet, B. M., of 4-inch and 287 feet, B. M., of 3-inch spruce plank. Begun November 19 and finished

November 21, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from surface of pier and bulkhead. Begun November 25 and finished December 2, 1890.

Pier at Bloomfield Street, N. R.

Secretary's Order No. 10510.—The approach to pier was repaired; used 4,691 feet, B.M., of 4-inch spruce. Begun November 14 and finished November 19, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from

surface of pier. Begun November 24 and finished November 25, 1890.

Pier, old 58, N. R.

Secretary's Order No. 10181.—The sign-board on outer end of pier was refastened. Begun and finished July 10, 1890.

Secretary's Order No. 10254.—The sheathing on deck was patched with 189 feet, B. M., of 3-inch spruce plank. Begun and finished July 10, 1890.

Pier at West Thirteenth Street, N. R.

Secretary's Order No. 10673.—The deck and the fence on bulkhead were repaired; used second-hand plank. Begun and finished February 20, 1891.

General Repairs.

Secretary's Order No. 10058.—Loose and projecting timbers on the south side of pier were refastened. Begun and finished May 16, 1890.

Secretary's Order No. 10180.—Side caps on northerly side of pier were spliced and renewed

where required and I mooring post and 3 fender piles were driven fastened and chocked. Second-hand material was used therefor. Begun July 10 and finished July 12, 1890.

Secretary's Order No. 10458.—The sheathing on deck of pier was patched with 1,028 feet, B. M., of 3-inch spruce plank. The Dock Master's office was also put in place. Begun November 12 and finished November 14, 1890.

Secretary's Order No. 10,770.—Loose fender piles on south side of pier were refastened. Begun and finished March 24, 1891.

Pier West Nineteenth Street, N. R.

Secretary's Order No. 9972.—Two second-hand mooring posts were set on pier and fastened with screw bolts and the sheathing on deck of approach to pier was repaired with 2,213 feet, B. M., of new 3-inch spruce plank. Begun May 2 and finished May 9, 1890.

Secretary's Order No. 10312.—A loose spring pile on south side of pier was refastened. Begun and finished August 13, 1890.

Secretary's Order No. 10112.—A new armature plate was placed and fastened on southwest corner of pier, also refastened a loose armature plate.

Begun September 8 and finished September 10, 1890.

Pier, new 56, N. R. REPAIRING SHED.

Secretary's Orders Nos. 10413 and 10447.—Examination was made of the inner end of shed. Six doors and 3 windows in shed on Pier, new 56, North river, and roof of same which were damaged by raising the inner end of pier by the Department, were repaired. Begun October 14 and finished October 15, 1890.

Pier, new 57, N. R. REPAIRING PIER.

Contract No. 341.—The old deck of pier was removed, old rangers and caps were removed and replaced with new ones and the entire pier was covered with a new deck and new sheathing under contract with Barth. S. Cronin. Begun July 23 and finished December 11, 1890.

Secretary's Order No. 10170.—The deck and sheathing were repaired where necessary for the safety of visitors to public bath thereat; used second-hand material. Begun June 16 and finished

Pier, new 59, N. R.

Pier, new 59, N. R.

Secretary's Order No. 9989.—The sheathing on deck was repaired with 585 feet, B. M., of 3-inch spruce blank. Finished May I, 1890.

Secretary's Order No. 9931.—A new armature plate was placed and properly fastened on the lower outer corner of pier; several other plates at outer end of pier which were loose were refastened, and chocks of second-hand material were put on between fenders where required. Begun July 7 and finished July 9, 1890.

Secretary's Order No. 10280.—The sheathing on deck of both sides of pier was patched with 6,129 feet, B. M., of 3-inch spruce plank. Begun July 30 and finished August 9, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun October 14 and finished October 18, 1890.

Secretary's Order No. 10423.—The sheathing on deck was patched with 4,020 feet, B. M., of 3-inch spruce plank. Begun October 17 and finished November 7, 1890.

Secretary's Order No. 10598.—The sheathing on deck was patched with 2,001 feet, B. M., of 3-inch spruce plank, and chocks were placed between fenders on both sides of pier; used 358 feet, B. M., of 8 inches by 8 inches yellow pine. Begun January 5 and finished January 9, 1891.

Secretary's Order No. 10816 —The sheathing on deck was patched with 19,000 feet, B. M., of 3-inch spruce plank. Begun April 23; in progress.

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

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

Secretary's Order No. 10424.—The sheathing on deck was patched with 4,525 feet, B. M., of 3-inch spruce plank. Begun October 25 and finished November 1, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from the surface of pier. Begun and finished December 30, 1890.

Secretary's Order No. 10770.—Loose fender piles on south side of pier were refastened. Begun and finished March 24, 1891.

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

Secretary's Order No. 10172.—Chocks were placed and fastened around lamp-post on inner end of pier, second-hand material was used therefor. Begun and finished June 17, 1890.

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

Secretary's Order No. 10570.—The sheathing on deck was patched with 4,017 feet B., M., of 3-inch spruce plank. Begun December 6 and finished December 12, 1890. Pier at West Thirty-eighth Street, N. R. Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun November 19 and finished December 9, 1890.

Pier at West Forty-seventh Street, N. R. Secretary's Order No. 10233.—The sheathing on deck of south side of pier at the foot of dumping-board was repaired with second-hand 3-inch spruce plank. Begun July 15 and finished July 16, 1890.

Pier at West Forty-ninth Street.

Secretary's Order No. 10757.—Two fender piles were refastened at the northwest corner of pier foot of West Forty-ninth street, North river, with 1-inch wire rope. Begun and finished March 25, 1891. Pier at West Fifty-first Street, N. R. Secretary's Order No. 10599.—The hired tug "Reba," under Treasurer's Order No. 15017, towed Pile-driver No. 4, from Vesey street to Fifty-first street, North river, and back to Vesey street; time, 4 hours. December 11, 1890.

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

REPAIRING PIER.

Contract No. 325.—The pier was repaired under contract with John D. Walsh. Begun April 9, 1890, and finished June 6, 1890.
Secretary's Order No. 7394.—Obstructions consisting of dirt and broken stone and rubbish were removed from surface of pier. Begun and finished September 10 1890.
Secretary's Order No. 10705.—A loose fender pile on outer end of pier was refastened. Begun and finished February 26, 1891.

APPROACH.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from the surface of approach. Finished May 2, 1890.

Secretary's Order No. 10087.—The inner end of approach was repaired with 6,835 feet, B. M., of 3-inch and 4,901 feet, B. M., of 4-inch spruce plank. Fenders were placed and fastened; used 50 pounds of chain, and the pavement at entrance was repaired, where necessary. Begun May 23 and fairled June 12, 1800.

and finished June 13, 1890.

Secretary's Order No. 10372.—Obstructions consisting of dirt and rubbish were removed from the surface of approach and sheathing patched with second-hand plank. Begun September 5 and

finished September 9, 1890. Secretary's Orders Nos. 10409 and 10435.—An examination was made and holes were cut in approach to drain water from same.

Pier at West Fifty-ninth Street, N. R.

Secretary's Order No. 10122.—A new pier at the foot of West Fifty-ninth street, North river, was built by the New York Central and Hudson River Railroad Company, in accordance with resolutions of Board, May 23, 1890. Begun October 13 and finished December 31, 1890.

Grain Elevator between West Sixtieth and Sixty-second Streets, N. R.

Secretary's Order No. 9022.—The grain elevator on bulkhead between West Sixtieth and Sixty-second streets, North river, was re-erected and restored by the New York Central and Hudson River Railroad Company. Finished February 13, 1891.

Pier at West Sixty-third Street, N. R. STONE FOUNDATIONS AND NEW PIER.

Secretary's Order No. 9021.—The stone foundations of pier foot of West Sixty-third street, North river, were rebuilt, also a new timber pier was erected upon same, in substantial accordance with plans submitted by the New York Central and Hudson River Railroad Company. Begun May 17, 1890, and finished January 5, 1891.

SHED ON PIER.

Secretary's Order No. 9623.—Shed is being built over the entire area of pier at the foot of West Sixty-third street, North river, by the New York Central and Hudson River Railroad Company. Begun March 9, 1891; in progress.

General Repairs.

General Repairs.

Pier at West Sixty-fourth Street.

SHED ON PIER.

Secretary's Order No. 9624.—A shed was built on pier foot of West Sixty-fourth street, North river, and a double line of railroad tracks laid down its centre, and also a second-story floor was built in shed by the New York Central and Hudson River Railroad Company. Begun June 7 and finished October 17, 1800. finished October 17, 1890.

From West Seventy-third to West Seventy-fifth Street, N. R.

Secretary's Order No. 9979.—A new timber basin was established thereat; 42 second-hand piles and 62 new spruce piles were driven and fastened, boom logs repaired and secured. Begun May 9 and finished May 26, 1890.

Bulkhead at Seventy-fifth Street, N. R.

Secretary's Order No. 10091.—The Dock Master's office on bulkhead was repaired, new window shutters were made, doors were cased and painting of inside, etc. Begun August 6 and finished September 27, 1890.

Bulkhead between Seventy-fifth and Seventy-sixth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun October 6 and finished October 8, 1890.

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

Engineer's Order.—7 piles which had been driven for securing the bulkhead were pulled by the 100-ton detrick. Begun and finished September 25, 1890.

the 100-ton derrick. Begun and finished September 25, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 1 and finished April 8, 1891.

Secretary's Order No. 10813.—Obstructions consisting of dirt and rubbish were removed from the bulkhead. Begun April 16 and finished April 17, 1891.

Secretary's Order No. 10814.—Scupper holes were bored through bulkhead under backinglogs. Begun and finished April 17, 1891.

Bulkhead between Seventy-sixth and Seventy-seventh Streets, N.R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun September 27 and finished October 16, 1890; also begun March 24 and finished March 31, 1891.

March 31, 1891.

Secretary's Order No. 10813.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun and finished April 15, 1891.

Secretary's Order No. 10814.—Scupper holes were bored through bulkhead under backing logs. Begun and finished April 17, 1891.

Bulkhead between Seventy-seventh and Seventy-eighth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun September 23 and finished October 14, 1890.

Secretary's Order No. 10813.—Obstructions consisting of dirt and rubbish were removed from the surface of bulkhead. Begun April 13 and finished April 14, 1891.

Secretary's Order No. 10814.—Scupper holes were bored through bulkhead under backinglogs. Begun and finished April 16, 1891.

Bulkhead between Seventy-eighth and Seventy-ninth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun September 20 and finished October 13, 1890; also begun February 28 and finished March 6, 1891.

Secretary's Order No. 10813.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 9 and finished April 10, 1891.

Secretary's Order No. 10814.—Scupper hole were bored through bulkhead under backinglogs, and the pavement on bulkhead was repaired. Begun April 18 and finished April 24, 1891.

Pier at West Seventy-ninth Street, N. R.

Secretary's Order No. 10015.—The armature plates on outer northerly corner of pier were refastened. Begun May 12 and finished May 26, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun September 17 and finished September 19, 1890.

Bulkhead between Seventy-ninth and Eightieth Streets, N. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun September 11 and finished September 16, 1890; also begun March 7 and

finished March 14, 1891, and Begun April 28; in progress.

Secretary's Order No. 10813.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun April 18 and finished April 20, 1891.

Secretary's Order No. 10814.—Scupper holes were bored through bulkhead under backing-logs and the pavement on bulkhead was repaired. Begun April 21 and finished April 27, 1891.

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

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun December 19 and finished December 23, 1890.

Secretary's Order No. 10710.—Holes south of bulkhead were patched with 208 feet, B. M., of 4-inch spruce plank. Begun and finished February 24, 1891.

Secretary's Order No. 10642.—New mooring posts were set and fastened; used second-hand material and 312 feet, B. M., of new 3-inch spruce. Begun and finished February 25, 1891.

Bulkhead between One Hundred and Twenty-ninth and One Hundred and Thirtieth Streets, N. R.

Secretary Order No. 10282 .- Leveling off the filling behind the bulkhead. Begun July 31 and finished October 6, 1890.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from surface of bulkhead. Begun December 13 and finished December 19, 1890.

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

Secretary's Order No. 10881.—Obstructions consisting of dirt and rubbish were removed from its surface, and the settlement at entrance was filled in and repaired. Begun April 28 and finished April 30.

From West One Hundred and Forty-fifth to One Hundred and Forty-eighth Street N. R.

Secretary's Order No. 9911.—Watchmen were detailed thereat to protect the fence erected on these premises under this order in March, 1890, and to prevent the use or occupation of the premises

by outside parties. Finished November 18, 1890.

Secretary's Order No. 10542.—The lence was moved to southerly side of One Hundred and Forty-sixth street. The watchmen's shanty thereat was also moved to West Fifty-seventh Street Yard. Begun November 18 and finished November 20, 1890.

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

Secretary's Order No. 10711.—The deck of pier was patched with 156 feet, B. M., of 3-inch spruce plank. Begun and finished February 25, 1891. Pier at West One Hundred and Fifty-fifth Street, N. R.

Secretary's Order No. 10111.—The gangway on outer end of pier and the deck of pier were repaired with 486 feet, B. M., of 3-inch spruce plank. Begun and finished May 29, 1890.

EAST RIVER.

From Battery to Pier 16, E. R.

Secretary's Order No. 10755.—Old skids, anchors, rubbish, etc., were removed from the piers and bulkheads. Begun March 18 and finished March 25, 1891.

Pier, new 6, E. R.

Engineer's Order.—The pavement at entrance to pier, where sunken, was taken up and relaid in a proper manner. Begun June 30 and finished July 2, 1890.

Bulkhead between Piers II and 12, E.R.

Secretary's Order No. 10585.—The bulkhead and sewer were repaired with second-hand material, and 672 feet, B.M., of new 4-inch spruce were used in the repairs to the sewer. Begun December 12, and finished December 19, 1890.

Secretary's Order No. 10703.—2 half round oak fenders were placed and fastened on bulkhead. Begun and finished February 28, 1891.

Pier 12 (west half), E. R.

Engineer's Order.—The pavement at entrance to westerly half of pier was taken up and properly relaid. Begun June 26 and finished June 28, 1890.

Secretary's Order No. 10385.—The pavement at entrance was repaired and the sheathing on deck was patched with 7,559 feet, B. M., of 4-inch spruce plank. Begun September 27 and finished October 10, 1890.

Pier 19 (west half), E. R.

Secretary's Order No. 10154.—Chocks were put on and deck and sheathing were repaired with second-hand material, and 693 feet, B. M., of new 3-inch and 2,244 feet, B. M., of 4-inch spruce plank; 2 mooring posts were set and fastened, vertical fenders and backing-logs were repaired, 7 new half round oak fenders were put on and the pavement at entrance was repaired. Begun July 3 and finished August 12, 1890.

Secretary's Order No. 10290.—The deck of west half of pier was resheathed with 31,008 feet,
B.M., of 4-inch spruce plank. Begun August 7 and finished August 12, 1890.

Secretary's Order No. 10426.—Scupper holes were bored through the deck of pier. Begun November 28 and finished November 29, 1890.

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

Engineer's Order.—Sunken timber was removed therefrom and old stumps of piles were pulled. Begun and finished May 3, 1890.

Pier, new 29, E. R.

Pier, new 29, E. R.

Secretary's Order No. 10121.—The pavement at entrance was taken up and relaid where necessary. Begun May 26 and finished May 30, 1890.

Secretary's Order No. 10297.—The sheathing on deck was patched with 2,973 feet, B. M., of 3-inch spruce plank. Begun August 11 and finished August 18, 1890.

Secretary's Order No. 10540.—The sheathing on deck was patched with 4,009 feet, B. M., of 3-inch spruce plank. Begun November 25 and finished December 6, 1890.

Secretary's Order No. 10569.—The mooring post on inner end of pier and the pavement at entrance to pier was repaired. Begun December 1 and finished December 8, 1890.

Secretary's Order No. 10769.—The backing-log, side cap, braces and chocks on outer end of pier were repaired and partly renewed; used 576 feet, B. M., of yellow pine, two oak fender piles (105 linear feet) were driven and fastened with 80 pounds of chain; the pavement at entrance was repaired and the sheathing on deck was patched with 6,000 feet, B. M., of 3 inch spruce. Begun March 28 and finished April 15, 1891. spruce. Begun March 28 and finished April 15, 1891.

Bulkhead north of Pier, new 29, E.R.

Secretary's Order No. 10318.—A mooring post was set and fastened in a proper manner. Begun and finished on December 8, 1890.

Pier, new 32, E. R.

Secretary's Order No. 10323.—The sheathing on deck was patched with 2,020 feet, B. M., of 3-inch spruce plank, and chocks were placed and fastened on north side of pier. The pavement at entrance to pier was also raised and relaid. Begun August 18 and finished August 27, 1890.

Secretary's Order No. 10790.—The sheathing on deck was patched with 10,003 feet, B. M., of 3-inch spruce plank. Begun April 4 and finished April 11, 1891.

Pier 43 (east half), E. R.

Secretary's Order No. 10126.—The pavement at entrance to pier was repaired and a hole in deck was patched with 90 feet, B. M., of 3-inch spruce plank. Begun May 31 and finished June

deck was patched with 90 feet, B. M., of 3-inch spruce plank. Begun May 31 and finished June 4, 1890.

Secretary's Order No. 10140.—Side caps, rangers, backing-log and fenders were renewed with second-hand material and the deck sheathing at entrance to pier was repaired with 1,191 feet, B. M., of 3-inch spruce. Begun June 18 and finished July 7, 1890.

Secretary's Order No. 10324.—Spring piles on upper outer corner of pier were refastened and chocked, second-hand material was used. Begun and finished August 26, 1890.

Secretary's Order No. 10387.—A loose fender-pile on outer end of pier was refastened. Begun and finished September 16, 1890.

Engineer's Order.—An examination of the pier was made by Assistant Engineer Connor, assisted by Superintendent McCarthy and a Dock Builder. Begun and finished October 6, 1890.

Secretary's Order No. 10415.—The sheathing on deck was patched with 5,015 feet, B. M., of 3-inch spruce plank. Begun October 13 and finished October 16, 1890.

Pier 43, E. R. TEST-PILING.

Secretary's Order No. 10518.—13 test-piles were driven to obtain the necessary information for building a new pier in place of Pier 43, East river, upon the lines of the existing pier. December 2 to 8, 1890. Pier 43 and Bulkhead Thereat, E. R.

Contract No. 365.—Removing the existing pier, known as Pier 43, foot of Rutgers Slip, East river, and for preparing for and building a new wooden pier on site thereof, and for repairing the existing crib-bulkhead thereat, under contract with John Gillies. Begun February 9, 1891; in

Pier 44, E. R.

Secretary's Order No. 10069.—The deck sheathing was patched with \$5,089 feet, B. M., of Secretary's Order No. 10069.—The deck sheathing was patched with \$\(\frac{1}{5}, 08\) feet, B. M., of 3-inch spruce plank, and the pavement at entrance to pier was taken up where required and relaid in a proper manner. Begun May 13 and finished May 24, 1890.

Secretary's Order No. 10388.—4 oak fender-piles (224 linear feet) were driven and fastened, and the sheathing on deck was patched with 7,803 feet, B. M., of 3-inch spruce plank. Begun December 24, 1890, and finished January 3, 1891.

Secretary's Order No. 10453.—A hole in the deck at entrance was patched with second-hand plank. Begun and finished October 10, 1890.

Secretary's Order No. 10790.—Loose fender-piles on outer end of pier were refastened, and the sheathing on deck was patched with 4,343 feet, B. M., of 3-inch spruce plank. Begun April 3 and finished April 22, 1891.

Pier 48, E. R.

Pier 48, E. R.

Secretary's Order 9932.—2 bearing piles were driven and 7 half-round oak fenders were put on and fastened. Finished May 2, 1890.

Secretary's Order No. 10194.—Deck sheathing was repaired with 2,010 feet, B. M., of 3-inch spruce plank. Begun July 17 and finished July 19, 1890.

Secretary's Order No. 10293.—Oak fender piles on outer end of pier were refastened with forty pounds of chain. Begun and finished August 5, 1890.

Secretary's Order No. 10416.—The fenders which were placed around the Dock Master's office were repaired, and also placed strips on doors and casing windows and shutters in said office.

Secretary's Order No. 10416.—The tenders which were placed around the Dock Master's office were repaired, and also placed strips on doors and casing windows and shutters in said office. Begun and finished October 8, 1890.

Secretary's Order No. 10368.—The sheathing on deck was patched with 6,009 feet, B. M., of 3-inch spruce plank. Begun December 13 and finished December 22, 1890.

Secretary's Order No. 10675.—Oak fender piles were refastened; used 25 pounds of chain. Secretary's Order No. 10809.—The sheathing on deck was patched with 6,588 feet, B. M., of 3-inch spruce plank. Begun April 16 and finished April 20, 1891.

Bulkhead between Piers 48 and 49, E. R.

Secretary's Order No. 10467.—The bulkhead was fenced off from use; used 2,025 feet, B. M., of 3-inch spruce plank. Begun October 20 and finished October 22, 1890.

Pier 56, E. R.

Secretary's Order No. 10253.—Additional rangers were placed along the side rangers; backing-log was repaired and raised to proper grade; mooring posts and fenders were placed where necessary with second-hand material; 7 new half round oak fenders were put on; the surface of north half of pier was resheathed with 17,915 feet, B. M., of 4-inch spruce plank. Begun July 14 and finished July 26, 1890.

Bulkhead between Piers 56 and 57, E.R.

Secretary's Order No. 10417.-The bulkhead was repaired by excavating and placing of new face timbers from low-water up; second-hand material was used; fender piles were driven and 18 half round oak fenders were put on and fastened; the pavement on bulkhead was also repaired. Begun November 21, 1890, and finished April 2, 1891.

Pier 57, E. R.

Secretary's Order No. 10331.—The outer southerly side of pier was repaired with second-hand material, and the sheathing on deck was patched with 620 feet, B. M., of 3-inch spruce plank. Begun August 23 and finished August 28, 1890.

Secretary's Order No. 10340.—The pavement at entrance to pier was repaired by raising and relaying in a proper manner. Begun August 23 and finished August 30, 1890.

Pier 60, E. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun November 12 and finished November 15, 1890.

Secretary's Order No. 10504.—Chocks were put on and fastened on north side of pier. Begun and finished December 5, 1890.

Secretary's Order No. 10791.—The pavement on approach to pier was repaired. Begun

March 30 and finished March 31, 1891. Pier 61, E. R.

Secretary's Order No. 10333.—The stumps of piles were pulled from south side, near the bulkhead. Begun and finished August 26, 1890.

General Repairs.

Secretary's Order No. 10504.—Chocks were put on and fastened on south side of pier. Begun and finished December 5, 1890.

Pier 62, E. R.

Secretary's Order No. 10229. - Deck sheathing on northerly side of pier was repaired with 1,000 feet, B. M., of 3-inch spruce plank. Begun July 11 and finished July 14, 1890.

Bulkhead at Sixteenth Street, E. R.

Secretary's Order No. 10641.—The bulkhead was repaired by filling in a hole thereat with earth and stone, and relaying the pavement. Begun January 23 and finished January 24, 1891.

Secretary's Order No. 10827.—A higher backing-log is being placed on the old bulkhead, at the foot of East Sixteenth street, to bring the face timbers to established grade of the street. Begun April 30, 1891; in progress.

Bulkhead between East Seventeenth and Eighteenth Streets.

Secretary's Order No. 10305. - Holes in the bulkhead were repaired. Begun and finished September 10, 1890.

Bulkhead at Eighteenth Street, E. R.

The face of the old bulkhead, under the new pier, was patched. Begun March 24 and finished March 27, 1891.

Pier at East Twenty-fifth Street, E. R.

Secretary's Order No. 10191—The deck sheathing on pier and approach was repaired with 8,873 feet, B. M., of 3-inch spruce plank. Begun June 20 and finished June 30, 1890.

Bulkhead at Forty-second Street, E. R.

Secretary's Order No. 10461.—Chocks were refastened and the backing-log on bulkhead was repaired. Begun and finished November 25, 1890.

Bulkhead at East Forty-eighth Street, E. R.

Secretary's Order No. 10192.—The pavement was taken up on bulkhead and relaid in a proper manner. Begun July 10 and finished August 2, 1890.

Bulkhead Platform between Sixtieth and Sixty-first Streets, E. R.

Secretary's Order No. 10089.—The deck sheathing was repaired with 2,900 feet, B. M., of 3-inch spruce plank. Begun May 19 and finished May 22, 1890.

Secretary's Order No. 10395.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun October 20 and finished October 28, 1890.

Bulkhead from Sixtieth to Sixty-second Street, E. R.

Secretary's Order No. 10086.—Obstructions consisting of dirt, broken stone and rubbish were removed from the surface, and the deck and sheathing repaired with 2,348 feet, B. M., of 3-inch spruce plank and 95 feet, B. M., of 4-inch spruce. Begun June 7 and finished June 26, 1890.

Bulkhead, Sixty-first to Sixty-second Street, E. R.

Engineer's Order.—8 test piles were driven, 1 oak pile was used, also an examination of bulk-head was made. Begun April 7 and finished April 21, 1891.

Bulkhead Platform between Sixty-first and Sixty-second Street, E. R.

Secretary's Order No. 10316.—The sheathing on deck of platform was patched with 3,760 feet, B. M., of 3-inch spruce. Begun August 21 and finished September 6, 1890.

Pier at East Sixty-second Street, E. R.

Secretary's Order No. 10086.—The pavement at entrance to pier was repaired where necessary by taking up and relaying in a proper manner. Begun June 22 and finished June 25, 1890.

Bulkhead at Sixty-fourth Street, E. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, broken stone and rubbish were removed from its surface. Begun July 3 and finished July 9, 1890.

Secretary's Order No. 10623.—The bulkhead was fenced off from public use with 1,035 feet of 3-inch spruce plank. Begun January 8 and finished January 10, 1891.

Bulkhead between Seventy-sixth and Seventy-seventh Streets, E. R.

Engineer's Order-A float stage was removed and towed to One Hundred and Eighth street, Harlem river. Begun and finished October 9, 1890.

Bulkhead at East Seventy-eighth Street, E. R.

Secretary's Order No. 7394.--Obstructions consisting of dirt and rubbish were removed from

Bulkhead between Seventy-eighth and Seventy-ninth Streets, E. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun July 1 and finished July 2, 1890.

Secretary's Order No. 10327.—The deck and sheathing on bulkhead was patched with 3,420 feet, B. M., of 3-inch spruce plank. Begun August 23 and finished August 28, 1890.

Secretary's Order No. 10396.—Obstructions consisting of dirt and rubbish were removed from the surface of bulkhead. Begun and finished October 28, 1890.

Secretary's Order No. 10535.—The sheathing on the platform was patched with 1,000 feet, B. M., of 3-inch spruce plank. Begun November 22 and finished November 24, 1890.

Lower Pier Foot of Eighty-sixth Street, E. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, stone and rubbish were removed from its surface. Begun and finished June 25, 1890.

Secretary's Order No. 10277.—Six second-hand spruce fender-piles were driven, fastened and chocked and sheathing on deck was repaired with 480 feet, B. M., of 3-inch spruce plank; chocks were also placed between fenders where required. Begun July 26 and finished July 30, 1890.

Secretary's Order No. 10536.—The sheathing on deck was patched with 1,005 feet, B. M., of 3-inch spruce plank. Begun November 24 and finished November 25, 1890.

Upper Pier Foot of Eighty-sixth Street, E. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun June 26 and finished June 27, 1890.

Secretary's Order No. 10397.—Obstructions consisting of dirt and rubbish were removed from its surface. Begun October 31 and finished November 12, 1890.

Secretary's Order No. 10367.—A new mooring post was placed and fastened; used second-hand material. Begun October 31 and finished November 3, 1890.

HARLEM RIVER.

Bulkhead at One Hundred and Sixth Street, H. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, stone and rubbish were removed from its surface. Begun June 4 and finished June 7, 1890.

Bulkhead at One Hundred and Seventh Street, H. R.

Secretary's Order No. 7394.—Obstructions consisting of dirt, stone and rubbish were removed from its surface. Begun November 5 and finished November 11, 1890.

Foot of One Hundred and Twelfth Street, H. R.

Secretary's Order No. 10597.—The backing-log and fenders were properly secured, and one (1) cleat placed on backing-log. Begun and finished December 19, 1890.

Bulkhead between One Hundred and Fourteenth and One Hundred Fifteenth Streets, H. R. Secretary's Order No. 7394.—Obstructions consisting of dirt, stone and rubbish were removed from its surface. Begun May 3 and finished May 13, 1890.

Bulkhead at One Hundred and Fifty-seventh Street, H. R.

Secretary's Order No. 10175.—I course of ties and a new backing-log were placed and fastened; used second-hand material. Begun June 26 and finished June 27, 1890.

Work Done for Other Departments.

WORK DONE FOR OTHER DEPARTMENTS.

WORK DONE FOR FINANCE DEPARTMENT.

Tug " Manhattan."

During the past year the tug "Manhattan" has been in the service of the City Paymaster once a week (except when laid up for repairs), in paying off the weekly employees of the Department of Docks. Total number of hours engaged, 275.

Also hired tugs under Treasurer's Orders Nos. 14667, 6 hours; No. 14783, 20 hours, and No. 14845, 7 hours; making a total of 33 hours for hired tugs in use of the City Paymaster.

Work Done for Other Departments,

WORK DONE FOR THE DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

Pier at Twenty-sixth Street, E. R.

Secretary's Order No. 10613.—I oak fender-pile, 53 linear feet, was driven and fastened, and several spring piles were also relastened. Begun December 28 and finished December 30, 1890.

Secretary's Order No. 10553.—Armature plates on outer end of pier were refastened. Begun and finished December 31, 1890.

Platform Front of Bulkhead at One Hundred and Twentieth Street, H. R.

Secretary's Order No. 10706.—Repairing the platform by putting on 2 courses of timber, close piling and driving of bearing piles; new caps, mooring piles and braces were placed and fastened, 10 new half round oak fenders were put on, and new deck was laid with 7,175 feet, B. M., of 4-inch and 1,170 feet, B. M., of 3-inch spruce. Begun March 3 and finished March 17, 1891.

Blackwell's Island.

BULKHEAD AT CHARITY HOSPITAL, BLACKWELL'S ISLAND, E. R.

Contract No. 353.-1.458 cubic yards of mud were excavated and removed by John Gillies. Begun January 5 and finished January 13, 1891.

OLD PIER, FRONT OF NURSES' HOME.

Secretary's Order No. 10488.—The pier was repaired with second hand material, fender-piles were driven, caps put on, new rangers placed, and the sheathing on deck was patched with 3,028 feet, B. M., of new 3-inch spruce plank. Begun November 20 and finished November 24, 1890.

Randall's Island, H. R.

Secretary's Order No. 10117.—The bulkhead for an area of 90 by 30 feet was taken down to low water and rebuilt and the deck thereof was resheathed with yellow pine; about 25 bearing and fender piles were driven close together on the lower portion of bulkhead; 13 oak piles were driven in front of bulkhead and several others were reset and fastened; second-hand material was used therefor. Begun May 27 and finished June 27, 1890.

OLD PIER WEST SIDE OF RANDALL'S ISLAND, H. R.

Secretary's Order No. 10399.—The old pier, situate south of coal pier, was torn up and removed. Begun October 1 and finished October 3, 1890.

Secretary's Order No. 10404. -- The repairs to this pier consisted in placing of new rangers caps, braces and chocks; 20 new spruce fender piles were driven and fastened and new sheathing laid with 10,036 feet, B. M., of 3-inch spruce plank. Begun September 29 and finished October 15,

Ward's Island, H. R.

Secretary's Order No. 10405.—The pier on east side of Ward's Island was sheathed with second-hand plank; cross caps were put on, 25 bearing and fender-piles were driven and fastened; mooring posts, cleats and backing-logs were repaired. Begun October 16 and finished October 31,

Hart's Island, Long Island Sound.

Secretary's Order No. 10489.—The asylum pier was repaired; 35 spruce piles were driven, caps were put on, new rangers placed and 9 oak fender-piles, 475 linear feet, were driven and fastened; 2,348 feet, B. M., of yellow pine used. Begun November 1 and finished November 19, 1890.

Work Done for the Police Department, Pier "A," N. R.

Cutting Holes through Deck.

Secretary's Order No. 10625.—Two holes were cut through concrete deck of Pier "A," North river, for outlet of urinal pipes of Police Department. Begun January 3 and finished January 5,

Berth of Steamer "Patrol."

Secretary's Order No. 10045.—The oak fender-piles at berth of steamer "Patrol" on north side of Pier "A" were examined; one was removed and another driven in its place and 4 oak fenders were put in position, by order of the Board, at the request of the Police Department. Begun May 29 and finished June 24, 1890.

WORK DONE FOR THE DEPARTMENT OF PUBLIC WORKS.

NORTH RIVER.

Bulkhead, north of Pier, new 21, N.R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 170 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce plank. Begun June 10 and finished June 11, 1890; also the platform at bulkhead leading to the bath was repaired with second-hand material. Begun and finished July 16, 1890.

Secretary's Order No. 10436.—The gangway to the public bath was closed and repairs made. Begun and finished October 2, 1890.

and finished October 1, 1890.

Pier at Horatio Street, N. R.

Secretary's Order No. 10033.—The gangway to public bath was opened; used second-hand material. Begun June 7 and finished June 9, 1890.

Secretary's Order No. 10436.—The gangway to the bath was closed and necessary repairs were made; used 144 feet, B. M., of 3-inch spruce plank. Begun and finished October 2, 1890.

Pier, new 57, N.R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 225 feet, B. M., of 3-inch spruce. Begun June 2 and finished June 3, 1890.

Secretary's Order No. 10066.—The sheathing on Pier, new 57, N. R., on which the lamppost rested, was removed where rotten and replaced with new 4-inch spruce by order of the Board, at the request of the Bureau of Lamps and Gas of Department of Public Works. Begun and finished May 22, 1890.

Secretary's Order No. 10266.—The public bath was removed to Pier, new 59, North river, on south side thereof. Begun July 21 and finished July 22, 1890.

Pier, new 59, N. R.

Secretary's Order No. 10266.—The gangway was opened for access to public bath; second-hand material was used. Begun July 21 and finished July 22, 1890.

Secretary's Order No. 10436.—The gangway to bath was closed and repairs made. Begun

Pier at Fiftieth Street, N.R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 180 feet, B. M., of 3-inch spruce. Begun and finished June 3, 1890.

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

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 180 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce; 2 wooden cleats were also put on and fastened on bulkhead. Begun June 9 and finished June 17, 1890.

Secretary's Order No. 10436.—The gangway to public bath was closed and repairs made. Begun and finished October 6, 1890.

EAST RIVER.

Pier, new 29, E.R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 180 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce plank. Begun June 6 and finished June 9, 1890. The gangway to bath was also repaired with second-hand material. Begun and finished

Secretary's Order No. 10436.—The gangway to bath was closed and repaired. Begun and finished October 3, 1890.

Pier 55, E. R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 170 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce plank. Begun and finished June 13, 1890. Secretary's Order No. 10436.—The gangway to bath was closed and repairs made. Begun and finished October 3, 1890. Pier 62, E. R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used second-hand material. Begun and finished June 2, 1890.

Secretary's Order No. 10436.—The gangway to bath was closed and repairs made; used 192 feet, B. M., of 3-inch spruce. Begun and finished October 4, 1890.

General Expense

Work Done for Other Departments.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 180 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce. Begun and finished June 4, 1890. The gangway to bath was also repaired with 52 feet, B. M., of yellow pine. Begun and finished July 12, 1890.

Pier at Thirty-seventh Street, E.R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 170 feet, B.M., of 3-inch and 90 feet, B.M., of 4-inch spruce. Begun June 9 and finished June 12, 1890. Secretary's Order No. 10436.—The gangway to bath was closed and repairs made. Begun October 4 and finished October 6, 1890.

Pier at Fifty-first Street, E.R.

Secretary's Order No. 10033.—The gangway to public bath was opened; the roadway thereto was also repaired and a portion of the wall at bulkhead was built up; used second-hand material. Begun June 4 and finished June 9, 1890.

Bulkhead at Seventy eighth Street, E. R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 212 feet, B. M., of 3-inch and 90 feet, B. M., of 4-inch spruce. Begun June 5 and finished June 13, 1890. The gangway to bath was also repaired; used 110 feet, B. M., of yellow pine. Begun June 21 and finished June 23, 1890.

Secretary's Order No. 10436.—The gangway to bath was closed and repairs made. Begun and finished October 6, 1890.

HARLEM DIMER

HARLEM RIVER.

Bulkhead at One Hundred and Twelfth Street, H. R.

Secretary's Order No. 10033.—The gangway was opened for access to public bath; used 170 feet, B. M., of 4-inch and 90 feet, B. M., of 4-inch spruce. Begun June 10 and finished June 11,

1890.

The platform at bulkhead leading to bath was repaired with 105 feet, B. M., of 3-inch spruce and 101 feet, B. M., of yellow pine. Begun July 12 and finished July 14, 1890.

The backing log on bulkhead was repaired to secure the bath thereat. Begun and finished

July 28, 1890.

A second-hand iron cleat was placed on bulkhead for securing bath. Begun and finished

September 2, 1890.

Pier at West End of High Bridge, H.R. Secretary's Order No. 10704.—Backing logs, caps, fish-plates, bearing piles, braces and chocks were removed, placed and fastened; used second-hand material; 10 new spruce piles were driven and sheathing laid with 11,900 feet, B.M., of new 3-inch spruce plank. Begun March 17 and finished March 30, 1890.

WORK DONE FOR THE DEPARTMENT OF STREET CLEANING.

Canal Street Dump.

Contract No. 330.—1,301 cubic yards of mud were excavated and removed from the premises by the Atlantic Dredging Company. Begun July 28 and finished July 29, 1890.

Contract No. 370.—2,250 cubic yards of mud were excavated and removed by Morris & Cum-

ings Dredging Company. Begun April 6 and finished April 8, 1891.

West Twelfth Street Dump.

Contract No. 370.—1,006 cubic yards of mud were excavated and removed by Morris & Cumings Dredging Company. Begun April 19 and finished April 20, 1891.

West Nineteenth Street Dump, N. R.

Contract No. 330.—1,593 cubic yards of mud were excavated and removed by Atlantic Dredging Company. Begun July 25 and finished July 26, 1890.

Dumping Board at Pier 12, E. R.

Contract No. 330.—2,324 cubic yards of mud were excavated and removed by Atlantic Dredging Company. Begun August 9 and finished August 11, 1890.

Dumping Board at Pier 44, E. R.

Contract No. 330.—580 cubic yards of mud were excavated and removed by Atlantic Dredging Company. Begun August 8 and finished August 8, 1890.

East Seventeenth Street Dump, E. R.

Contract No. 330.—1,876 cubic yards of mud were excavated and removed by Atlantic Dredging Company. Begun July 31 and finished August 1, 1890.
Contract No. 370.—2,115 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun April 10 and finished April 13, 1891.

Dump at East Twenty-second Street, E. R. Contract No. 330.—6,870 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun July 28 and finished August 6, 1890.

Pier at Thirty-eighth Street, E. R.

Secretary's Order No. 10640.—Loose fender piles were refastened; 2 new oak fender piles (104 linear feet), were driven, fastened and chocked on upper outer corner of pier. Begun January 19 and finished March 2, 1891.

Dump at East Eightieth Street, E. R.

Contract No. 370.—1,052 cubic yards of mud were excavated and removed by the Morris & Cumings Dredging Company. Begun April 10 and finished April 13, 1891.

WORK DONE FOR THE FIRE DEPARTMENT.

Wharf at Castle Garden, N. R.

401 cubic yards of mid were excavated and removed from the wharf by the Atlantic Dredging Company. Begun and finished December 1, 1890.

Secretary's Order No. 10676.—996 cubic yards of mud were excavated and removed by the Atlantic Dredging Company. Begun and finished February 14, 1890.

WORK DONE FOR DEPARTMENT OF PUBLIC PARKS. One Hundred and Fifty-fifth street, H. R.

Secretary's Order No. 10487.—The boring machine "Woodcock" made 68 borings at the foot of Seventh avenue and One Hundred and Fifty-fifth street, Harlem river. Begun December 9 and finished December 20, 1890.

General Expenses.

GENERAL EXPENSES.

Pier " A," N. R.

Secretary's Order No. 10785.—A temporary stand for auction sale of wharf leases was erected; 1,413 feet, B. M., of 3-inch and 68 feet, B. M., of 4-inch spruce plank. Begun April 11 and finished April 16, 1891.

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

Secretary's Order No. 10188 .- Removal of dead steer from underneath the approach. Begun and finished June 18, 1890. Foot of West Eleventh Street, N. R.

Engineer's Order.—Two men were detailed to act as Special Watchmen at these premises by order of the Engineer-in-Chief. Begun September 15 and finished September 26, 1890. Bulkhead southerly side of West Eleventh Street, N. R.

Secretary's Order. No. 10421.—Watchmen were detailed at this place to prevent the dumping of improper material from premises. Begun September 27 and finished November 11, 1890. Pier at Bogart Street, N. R.

Secretary's Order No. 10674.—Market signs were placed and fastened on outer end of pier. Begun February 21 and finished February 25, 1891. Pier at Bloomfield Street, N. R.

Secretary's Order No. 10674.—Market signs were placed and fastened on outer end of pier. Begun February 21 and finished February 25, 1891. Pier, new 57, N. R. Engineer's Order.—Removal of deck plank from surface and watching and caring for same. Begun July 14 and finished July 23, 1890.

Pier at Fiftieth Street, N. R. Secretary's Order No. 10123.—Placing and securing of Dock Master's office on inner end of pier; used 576 feet, B. M., of yellow pine. Begun July 18 and finished July 21, 1890. West Thirtieth Street Basin.

Timber and piles were rafted up and removed to West Seventy-fifth street basin. Begun June 4 and finished August 20, 1890.

Bulkhead between West Fifty-fifth and Fifty-sixth Streets, N. R.

Secretary's Order No. 10210.—Department float stages were moored at the southerly end of West Fifty-seventh Street Section to prevent access by boats and vessels to the filled-in land between West Fifty-fifth and Fifty-sixth streets, North river, by order of the Board, Begun and finished June 24, 1890.

West Fifty-eighth Street Basin.

May 1, 1890, to April 30, 1891.—Timber was rafted and sorted in basin; also timber was gotten out for construction work on North and East river sections; general repairs and floating property

at various times during the year as required.

April 10, 1891, to April 30, 1891.—Yellow pine timber supplied by J. W. Duryee, under Contract No. 367, was inspected at the basin and at the contractor's yard, East Thirty-fifth street, East river.

At West Seventy-fifth Street, N. R.

Engineer's Order.-Watching and caring for timber and material in new basin. Begun May

21, 1890; in progress.

Secretary's Order No. 10091.—The office and telephone station were removed from West Fifty-first street to bulkhead at West Seventy-fifth street, North river. Begun July 21 and finished

September 27, 1890.
Secretary's Order No. 10358.—Old and condemned material was selected and rafted for the

Secretary's Order No. 10830.—Removal of canal boat, "James H. Cannon," from West Fifty-seventh street to West Seventy-fifth Street Basin, North river. Begun and finished April 14,

EAST RIVER.

Pier, new 29, E.R.

Engineer's Order.—Securing Dock Master's office on inner end of pier by placing backing-log and square timber thereat; used 468 feet, B. M., of yellow pine. Begun and finished May 17.

Pier, new 36, E.R.

Secretary's Order No. 9923.—8 mooring posts which were left on Pier, new 36, East river, when shed was erected, were taken possession of by the Department and transferred to yard at foot of West Fifty-seventh street, N. R. Begun and finished July 3, 1890.

Fier 48, E. R.

Secretary's Order No. 10163. —Placing and securing Dock Master's office on inner end of pier. Begun July 18 and finished July 19, 1890.

INVENTORY.

May I to 14, July 26 to 31, August 12 to 13, October 22 to 29, 1890; April 25 to 28, 1891.— Inventories were taken of the material and tools of the Department at various times during the

Work Done for Owners, Lessees, etc.

WORK DONE FOR OWNERS, LESSEES, ETC.

Work Done, including Dredging for Alleged Owners, Lessees and Others by Agree-ment with Same, or on their Refusal or Neglect to Comply with the Order of the Board and at the Expense of the Parties for Whom the Work was Done.

Pier, new 34, N. R.

Secretary's Order No. 10627.—The pavement removed by the Pacific Mail Steamship Company in taking up and repairing the water-pipe thereat, was replaced by the Department, and the joints were filled with gravel and coal tar. Begun January 5 and finished February 3, 1891.

Pier, new 37, N. R.

Secretary's Order No. 10262.—The pavement at north crosswalk leading to Pier, new 37. North river, which was relaid with sand joints by the Morgan's Louisiana and Texas Railroad Company, under Secretary's Order No. 10227, was taken up and properly relaid, and the joints were filled with coal tar and gravel by the force of the Department, at the request and expense of the above company. Begun and finished July 16, 1890.

Pier, new 40, N.R.

Secretary's Order No. 10699.—The pavement which had been taken up to permit the Cunard Steamship Company to repair the gas-pipes was relaid to grade with coal tar and gravel joints. Begun March 2 and finished April 17, 1891.

Pier, new 60, N. R.

Secretary's Order No. 10010.—Repairs thereto; J. McClenahan, lessee, notified to repair; order returned; superseded by and work done under Secretary's Order No. 10189, by Department's force, at the cost and expense of said lessee.

Secretary's Order No. 10189.—Two new spruce fender piles were driven, fastened and chocked, and several loose fender piles were refastened with 40 pounds of chain, at the cost and expense of the lessee of said pier. Begun and finished July 10, 1890.

Secretary's Order No. 10485.—Two spruce spring piles were driven and fastened; used 30 pounds of chain; also refastened armature plates; this work was done at request of lessee and cost of repairs reported for collection. Begun November 3 and finished January 31, 1891.

EAST RIVER.

Battery to Pier 16, E. R. REMOVING SKIDS, ETC.

Secretary's Order No. 10755.—Old skids, anchors, pile butts, etc., incumbering piers and bulkheads between the Battery and Pier 16, East river, have been removed and taken to West Fifty-seventh Street Yard. Begun March 18 and finished March 25, 1891.

CEMENT TESTS.

West Fifty-seventh Street Yard.

Secretary's Order No. 10258.—I barrel of Stettiner brand cement was tested by the force of the Department for and at the expense of George De Metz. Begun July 17 and finished July 24,

1890.

Secretary's Order No. 10549.—I barrel of superior "J. F. K." brand and I barrel of Wolf cement were tested by the force of the Department for and at the expense of E. W. Fisher. Begun November 20 and finished November 29, 1890.

Secretary's Order No. 10686.—I barrel of Eagle brand cement was tested by the force of the Department for and at the expense of C. B. Richards & Co. Begun February 17 and finished Department for and at the expense of C. B. Richards & Co. Begun February 17 and finished

February 24, 1891. Secretary's Order No. 10758.—I barrel of Bear brand cement was tested by the force of the Department for and at the expense of F. A. Maisilly & Co. Begun March 23 and finished March

FLOATING PROPERTY.

Floating Property.

The floating property of the Department consists of the following: 100-ton derrick "City of New York."

30, 1891.

12-ton derrick.
10-ton derrick.
Tug "Manhattan."
11 pile-drivers Nos. I, 2, 3, 4, 6, 7, 8, 9, 10, 11 and 12.
14 deck scows "B," "C," "D," "E," "F," "H," "I," "K," "L," "N," "O,"
"R," "Jim" and "Willie."
Boring machine "Woodcock."
3 divers' scows "A," "G" and "N."
Naphtha engine launch.
23 yawl-boats, 3 skiffs, 2 bateaux, I row boat and 4 sounding boats.
2 sets land ways, one 30 feet high and one 45 feet high.
I set 50 feet vertical pile-driver ways.
Rock-drilling machines with ways 19 feet high.

The 100-ton Derrick " City of New York."

May 1, 1890.—At East Seventeenth Street Yard, loaded 7 coping stones and a mould for concrete base blocks on deck of derrick.

Floating Property.

APRIL 29, 1892.

May 5, 1880.—Towed from East Seventeenth Street Yard to West Fifty-seventh Street Yard and removed the coping stones and mould from deck of derrick.

May 7, 1890.—Placed a new set of adjustable ways on deck of Pile-driver No. 4.

May 9, 1890.—Towed from West Fifty-seventh Street Yard to West Fifty-first street, hoisted 2 coping stones and loaded 6 concrete base blocks on scows "B" and "E" (3 each) (these blocks were on storage at West Fifty-first street); and May 10 was towed to West Fifty-seventh Street

May 13 to 15, 1895.—Set 6 concrete base blocks in the bulkhead-wall at West Fifty-seventh Street Section.

May 15, 1890.—Towed from West Fifty-seventh Street Yard to West Fifty-first street, and loaded 3 concrete base blocks on scow "B" (these blocks were on storage at West Fifty-first street), and on May 17 was towed to West Fifty-seventh Street Yard.

May 17, 1890.—Set I concrete base block in the bulkhead-wall at West Fifty-seventh Street Section, and placed two concrete base-blocks on platform at West Fifty-seventh Street Yard.

May 19, 1890.—Towed from West Fifty-seventh Street Yard to West Thirty-third street, and removed 25 piles.

May 19, 1890.—Towed from West Fifty-seventh Street Yard to West Thirty-third street, and pulled and removed 25 piles.

May 24, 1890. Towed from West Thirty-third to West Thirty-eighth street and set 5 concrete base blocks in the bulkhead-wall between West Thirty-seventh street and West Thirty-eighth street, North river, for the Pennsylvania Railway Company, under Secretary's Order No. 9402, and on May 29, Messrs. Staats Brothers towed the derrick to West Thirty-third street.

May 29, 1890.—Loaded 3 concrete base blocks on scow "E" at West Thirty-second Street Section (these blocks were on storage).

May 31, 1890.—Towed from West Thirty-second street to Laight Street Section and placed 3 concrete base blocks in rear of bulkhead-wall on caps (temporarily).

June 2, 1890.—Towed from Laight street to Little Twelfth street, North river, where it was left on account of ebb tide until June 3; then was towed to West Thirty-second street and loaded 5 ballast blocks on scow; then was towed to East Seventeenth Street Yard and unloaded the ballast blocks June 5.

June 3 to 5, 1890.—Loaded 9 concrete base blocks on scows for East One Hundred and

June 3 to 5, 1890.—Loaded 9 concrete base blocks on scows for East One Hundred and Twenty-fifth Street Section,

June 6, 1890.—Towed from East Seventeenth Street Yard to East One Hundred and Twenty-fifth Street Section and set 10 concrete base blocks in the bulkhead-wall.

June 10, 1890.—Towed from East One Hundred and Twenty-fifth street to East One Hundred

and Tenth Street Section and moved one block from off sewer on June 11, and towed to East Seventeenth Street Yard.

June 11 and 12, 1890.—Loaded 6 concrete base blocks on scows at East Seventeenth Street

June 12, 1890.—Towed to Bellevue Section and set 6 concrete base blocks in the bulkhead-

wall by June 16, then towed to East Seventeenth Street Yard.

June 16 and 17, 1890.—Loaded 6 concrete base blocks on scows at East Seventeenth Street Yard for East One Hundred and Tenth Street Section, and towed to East One Hundred and Seventh street.

June 19 to 21, 1890.—Set 7 concrete base blocks in the bulkhead-wall at East One Hundred and Tenth Street Section.

June 23, 1890.—Towed from East One Hundred and Tenth Street to East Seventeenth Street June 24, 1890.—Loaded 3 concrete base blocks and one anchor block on scow for Bellevue

Section.

June 25, 1890.—Towed to Bellevue Section and set 4 blocks in the bulkhead-wall.
June 27, 1890.—Towed from East Twenty-eighth street to East Seventeenth Street Yard and loaded 9 coping stones for West Fifty-seventh Street Section.
June 30, 1890.—Towed from East Seventeenth Street Yard to Bogart street, waited for flood tide, then was towed to West Fifty-seventh Street Yard.

July 1, 1890.—Unloaded 9 coping stones and loaded 3 concrete base blocks on scow at West Fifty-seventh street.

July 5, 1890.—Set 3 concrete base blocks in the bulkhead-wall at West Fifty-seventh Street

July 9, 1890.—Placed the new hull of Pile-driver No. 12 in the water at West Fifty-seventh st. July 10, 1890.—Towed to West Twenty-seventh street and loaded granite on scow (90 pieces

June 12, 1890. - Towed from West Twenty-seventh street to East Seventeenth Street Yard and unloaded 90 pieces of granite from west I wenty-seventh street to East Seventeenth Street Yard and unloaded 90 pieces of granite from scow by July 15, 1890.

July 15 and 16, 1890.—Loaded 5 concrete base blocks on scows, towed to East One Hundred and Tenth Street Section, and set the 5 blocks in the bulkhead-wall.

July 18, 1890.—Towed to East Seventeenth Street Yard.

July 19, 1890.—Loaded 6 concrete base blocks on scows for East One Hundred and Twenty-fifth Street Section.

fifth Street Section,
July 21, 1890.—Towed from East Seventeenth Street Yard to East One Hundred and Twentyfifth Street Section and set 6 concrete base blocks in the bulkhead-wall.
July 22, 1890.—Towed to East Seventeenth Street Yard.
July 23, 1890.—Towed to West Fifty-seventh Street Yard.
July 24, 1890.—Loaded 7 concrete base blocks on scows for Laight Street Section.
July 25, 1890.—Moved a set of pile-driver ways from West Fifty-seventh street pier to New
pier at West Fifty-sixth street.

July 26, 1890.—Towed from West Fifty-seventh Street to Laight Street Section and set 7. July 26, 1890.—Towed from West Fifty-seventh Street to Laight Street Section and set 7 concrete base blocks in the bulkhead-wall.

July 31, 1890 .- Towed from Laight Street to East Seventeenth Street Vard, awaiting

August 9, 1890 .- Towed from East Seventeenth street to East Twenty-eighth street and hoisted Pile-driver No. 3 out of the water and placed it on deck of pier thereat for repairs and

caulking.

caulking.

August 11, 1890.—Towed from East Twenty-eighth street to East Seventeenth Street Yard and turned over coping stones for East One Hundred and Tenth Street Section.

August 13, 1890.—Loaded 3 concrete base blocks on scow at East Seventeenth Street Yard for East One Hundred and Twenty-fifth Street Section, then towed to East Twenty-eighth street and hoisted off of pier and placed in the water Pile-driver No. 3; then was towed back to East Seventeenth Street Yard.

August 14, 1890.—Loaded 2 concrete base blocks on scow at East Seventeenth Street Yard and towed to East One Hundred and Twenty-fifth Street Section.

August 16, 1890.—Set 5 concrete base blocks in the bulkhead-wall at East One Hundred and Twenty-fifth Street Section.

August 18, 1890.—Towed to East Seventeenth Street Yard.

Twenty-fifth Street Section.

August 18, 1890.—Towed to East Seventeenth Street Yard.

August 19 and 20, 1890.—Loaded 11 coping stones on deck of derrick for bulkhead-wall between Piers, new 60 and 61, North river, then towed from East Seventeenth Street Yard to Pier "A," North river, and on account of the tide could not go any further.

August 21, 1890.—Towed from Pier "A," North river, to West Fifty-seventh Street Yard and unloaded the 11 coping stones from deck of derrick.

August 22 and 23, 1890.—Loaded 6 concrete base blocks on scows at West Fifty-seventh Street Yard.

August 25, 1890.—Towed from West Fifty-seventh Street Yard to West Thirty-third Street Section and set 6 concrete base blocks in the bulkhead-wall by August 26.

August 28, 1890.—Towed from West Thirty-third Street to West Fifty-seventh Street Yard and loaded 2 concrete base blocks on scow for West Thirty-third Street Section.

August 29, 1890.—Hoisted out of the water and placed on Pier at West Fifty-seventh street, the boring machine "Woodcock" for repairs to hull, then was towed to West Thirty-third Street

Section and set 2 concrete base blocks in the bulkhead-wall.

August 30, 1890.—Towed from West Thirty-third street to East Seventeenth Street Yard.

September 2, 1890.—Loaded 6 concrete base blocks on scows at East Seventeenth Street Yard for East One Hundred and Tenth Street Section. September 3, 1890.—Towed from East Seventeenth Street Vard to East One Hundred and Tenth Street Section and set 6 concrete base blocks in the bulkhead-wall by September 5, then was towed to East Seventeenth Street Yard.

September 6, 1890.-Loaded 4 concrete base blocks on scows for East One Hundred and Twenty-fifth Street Section and 2 concrete base blocks on scow for East One Hundred and Tenth Street Section.

September 8, 1890. - Towed from East Seventeenth Street Yard to East One Hundred and Twenty-fifth Street Section and set 4 concrete base blocks in the bulkhead-wall by September 9.

September 9, 1890.—Towed from East One Hundred and Twenty-fifth street to East One Hundred and Tenth Street Section and set 2 concrete base blocks in the bulkhead-wall on

September 10. September 11, 1890. - Towed from East One Hundred and Seventh street to East Seventeenth

Street Yard.

September 12, 1890.—Loaded 7 concrete base blocks on scows at East Seventeenth Street Yard for East Twenty-fourth Street Section, and on September 13 towed to East Twenty-fourth Street Section and set 7 concrete base blocks in the bulkhead-wall by September 18; then was towed to East Seventeenth Street Yard.

September 18, 1890.—Loaded 3 concrete base blocks on scow at East Seventeenth Street Yard. September 19, 1890.—Towed from East Seventeenth Street Yard to Bellevue Section and set 3 concrete base blocks in the bulkhead-wall on September 20.

Floating Property.

September 22, 1890.—Towed from East Twenty-eighth street to West Fifty-seventh Street

September 23, 1890.—Hoisted the boring machine "Woodcock" from West Fifty-seventh Street Pier and placed it in the water.

September 24, 1890.—Hoisted out of the water and placed on deck of West Fifty-seventh Street Pier coal scow "F" for repairs and caulking.

September 24, 1890.—Towed from West Fifty-seventh street to West Seventy-sixth street, and pulled 7 piles in front of bulkhead on September 25.

September 26, 1890.—Towed from West Seventy-sixth street to West Fifty-seventh Street Yard, and awaiting orders.

Yard, and awaiting orders.

October 3 and 4, 1890.—Placed new boiler, engine and ways on deck of new Pile-driver No. 12, at West Fifty-seventh Street Yard.
October 9, 1890.—Placed scow "F" in the water at West Fifty-seventh Street Yard, North

river.
October 11, 1890.—Loaded 3 concrete base blocks on scow "K" at West Fifty-seventh Street Yard.

October 13, 1890.—Towed from West Fifty-seventh Street Yard to West Washington Market Section and set 3 concrete base blocks in the bulkhead-wall.

October 18, 1890.—Towed from Vesey street to Fifty-seventh Street Yard and loaded 3 concrete base blocks on scow "K" for West Washington Market Section.

October 20, 1890.—Towed from West Fifty-seventh street to West Washington Market Section and set 3 concrete base blocks in the bulkhead-wall.

October 21, 1890.—Towed from Vesey street to West Fifty-seventh Street Yard and loaded 3 concrete base blocks on scow "K" for West Washington Market Section.

October 23, 1890.—Towed from West Fifty-seventh Street Yard to West Washington Market and set 3 concrete base blocks in the bulkhead-wall.

October 27, 1890.—Towed from Vesey street to East Seventeenth Street Yard, and loaded 3 concrete base blocks on scow "H," for East Twenty-fourth Street Section.

October 28, 1890.—Towed from East Seventeenth Street Yard to East Twenty-fourth Street

Section and set concrete base blocks (3) in the bulkhead-wall.

October 29, 1890.—Towed to East Seventeenth Street Yard and loaded 3 concrete base blocks on scow, towed to East One Hundred and Tenth Street Section and set the 3 blocks in the bulkhead wall on October 31.

November 1, 1890.—Towed from East One Hundred and Seventh street to East Seventeenth

Street Yard.

November 3, 1890—Loaded 3 concrete base blocks on scow at East Seventeenth Street Yard and towed to East One Hundred and Twenty-fifth Street Section, and set the 3 concrete base blocks

and towed to East One Hundred and Twenty-fifth Street Section, and set the 3 concrete base blocks in bulkhead-wall by November 5, 1890.

November 6, 1890.—Towed from East One Hundred and Twenty-fifth street to East Seventeenth Street Yard and loaded 3 concrete base blocks on scow, towed to East One Hundred and Twenty-fifth Street Section and set the blocks in the bulkhead-wall on November 7.

November 8, 1890.—Towed from East One Hundred and Twenty-fifth street to East Seventeenth Street Yard, and loaded 3 concrete base blocks on scow, towed to Bellevue Section and set the blocks in the bulkhead-wall on November 10, 1890.

November 12, 1890.—Police Department inspected boiler of derrick.

November 12, 1890.—Towed from East Twenty-eighth street to East Seventeenth Street Yard, and on November 14 loaded 4 concrete base blocks on scows, took in coal, etc.

November 15, 1890.—Towed from East Seventeenth Street Yard to East One Hundred and Twenty-fifth Street Section, and set 4 concrete base blocks in the bulkhead-wall by November 17.

ber 17.

November 18, 1890.—Towed from East One Hundred and Twenty-fifth street to East Seventeenth Street Yard, moved and turned over 14 coping stones for Laight Street Section on November 19, 1890.

November 20, 1890.—Loaded 3 concrete base blocks on scow for East One Hundred and Twenty-fifth Street Section.

November 21, 1890.—Towed from East Seventeenth Street Yard to East One Hundred and Twenty-fifth Street Section, and set 3 concrete base blocks in the bulkhead-wall by November 22, 1890, then was towed to East One Hundred and Tenth street, and laid up on account of flood-tide,

until November 24, then was towed to East Seventeenth Street Yard, and turned over 10 coping stones for East One Hundred and Tenth Street Section.

November 25, 1890. - Towed from East Seventeenth Street Yard to West Twenty-eighth street, loaded on scow and set in the bulkhead-wall at West Twenty-third Section (north end) 9 concrete base blocks, by December 5, 1890. These blocks were on storage at West Twenty-eighth

December 6, 1890.—Towed from West Twenty-eighth street to West Fifty-seventh Street Yard, and loaded 3 concrete base blocks on scow on December 8, 1890.

December 9, 1890.—Hoisted out of the water and placed on pier at West Fifty-seventh street, Pile-driver No. 8, for repairs and caulking.

December 10, 1890.—Towed from West Fifty-seventh street to West Twenty third Section, north end, and set 3 concrete base blocks in the bulkhead-wall by December 11, 1890.

December 13, 1890.—Towed from West Twenty-eighth street to East Seventeenth Street Yard and loaded 3 concrete base blocks on scow on December 15, 1890.

December 16, 1890.—Towed from East Seventeenth street to Bellevue Section, and set 3 concrete base blocks in the bulkhead-wall by December 18, 1890, then towed to East Seventeenth Street Yard, and turned over 2 coping stones, and on December 20, 1890, loaded 2 concrete base blocks on scow and towed to East Twenty-fourth Street Section, set the 2 blocks in the bulkhead-wall on December 22, 1890. wall on December 22, 1890.

December 23, 1890.—Towed to East Seventeenth Street Yard and loaded 3 concrete base

blocks on scow.

December 27, 1890.—Towed from East Seventeenth street to East One Hundred and Tenth Street Section, and set 3 concrete base blocks in the bulkhead-wall by December 29, 1890, and, on December 30, 1890, towed to Pier "A," North river, and laid up on account of the ebb-tide until December 31, then was towed to West Fifty-seventh Street Yard.

January 2, 1891.—Placed Pile-driver No. 8 in the water at West Fifty-seventh street from deck

pier thereat.

of pier thereat.

January 3, 1891.—Removed ways, house, engine and boiler from pile-driver No. 5, and placed same on deck of pier at West Fifty-seventh street, also hoisted out of the water the scow of No. 5 pile-driver and placed it on deck of pier for repairs.

January 8, 1891.—Placed a new smoke-stack on the 12-ton derrick.

January 10, 1891.—Loaded 4 concrete base blocks on scow and set the 4 blocks in the bulkhead-wall at West Fifty-seventh Street Section by January 15, 1891. The derrick was delayed in loading and setting these blocks on account of the slips being full of ice. Loaded 6 concrete base blocks on scows "H" and "L" (3 each), at West Fifty-seventh Street Yard, for East Twenty-fourth Street Section and Bellevue Section.

January 23, 1891.—Towed from West Fifty-seventh street to Bellevue Section and set 3 concrete base blocks in the bulkhead-wall.

January 26, 1891.—Towed to East Twenty-fourth Street Section and set 3 concrete base blocks in the bulkhead-wall.

in the bulkhead-wall.

in the bulkhead-wall.

January 27, 1891.—Towed to East Seventeenth Street Yard and loaded 6 concrete base blocks in scows, and, on January 30, 1891, towed to East One Hundred and Tenth Street Section and set 4 blocks in the bulkhead-wall.

February 2, 1891.—Reset 2 concrete base blocks in the bulkhead-wall at East One Hundred and Tenth Street Section, then was towed to East One Hundred and Twenty-fifth Street Section and set 1 concrete base block in the bulkhead-wall, also set one concrete base block in the bulkhead-wall on February 2, 1801.

and set I concrete base block in the bulkhead-wall, also set one concrete base block in the bulkhead-wall on February 3, 1891.

February 4, 1891.—Towed from East One Hundred and Twenty-fifth street to East Seventeenth Street Yard and took on board 12 coping stones for Bellevue Section.

February 6, 1891.—Towed from East Seventeenth Street Yard to Bellevue Section and set 10 coping stones in the bulkhead-wall by February 9, 1891.

February 10, 1891.—Towed from East Twenty-eighth street to East Seventeenth Street Yard, and moved and turned over coping stones furnished under Contract No. 338.

February 16, 1891.—Towed from East Seventeenth street to West Fifty-seventh Street Yard.

February 17, 1891.—Hoisted off of pier and placed in the water at West Fifty-seventh street new deck scow "N."

February 19, 1891.—Turned over a new set of 60 feet vertical ways for Pile-driver No. 6.

February 20 and 21, 1891.—Loaded 7 concrete base blocks on scows at West Fifty-seventh Street Vard for West Washington Market Section.

February 24, 1891.—Towed from West Fifty-seventh street to West Washington Market Section and set 7 concrete base blocks in the bulkhead-wall by March 4, 1891. (The setting of these blocks was somewhat delayed on account of stormy weather.)

March 7, 1891.—Towed from West Washington Market Section to East Seventeenth Street

March 10 and 11, 1891.—Loaded 6 concrete base blocks on scows at East Seventeenth Street Yard, towed to Bellevue Section and set the 6 blocks in the bulkhead-wall by March 13, 1891.

March 14, 1891.—Set 2 coping stones in the bulkhead-wall at Bellevue Section.

March 18, 1891.—Towed from East Twenty-eighth street to East Seventeenth Street Yard and loaded 16 coping stones and 1 concrete base block on scow for East One Hundred and Tenth Street Section by March 20, then towed to East One Hundred and Tenth Street Section and set 1

Floating Property.

concrete base block and 16 coping stones in the bulkhead-wall by March 25, 1891 (this work was delayed by stormy weather).

March 27, 1891.—Towed from East One Hundred and Seventh street to West Fifty-fifth street and placed iron mast in place on deck of 12-ton derrick on March 28, 1891.

March 31, 1891.—Hoisted off of pier and placed in the water new deck scow "O" at West Fifty-seventh street.

April 1, 1891.—Placed deck scow "C" on deck of West Fifty-seventh street pier for repairs.

April 2 and 3, 1891.—Loaded 9 concrete base blocks on scows at West Fifty-seventh Street Yard for Franklin Street Section.

April 4, 1891.—Towed from West Fifty-seventh Street Yard to Franklin Street Section and set 9 concrete base blocks in the bulkhead-wall by April 14, 1891.

April 15, 1891.—Towed from Franklin street to West Fifty-seventh Street Yard.

April 16, 1891.—Placed Pile-driver No. 7 on deck of pier at West Fifty-seventh street, North river, for repairs.

river, for repairs.

river, for repairs.

April 17, 1891.—Towed from West Fifty-seventh street to East Seventeenth Street Yard and loaded 6 concrete base-blocks on scows.

April 18, 1891.—Towed from East Seventeenth Street Yard to Bellevue Section and set 6 concrete blocks in the bulkhead-wall by April 21, 1891, then was towed to East Seventeenth Street Yard and loaded 5 concrete base blocks on scows.

April 22, 1891.—Towed to East One Hundred and Tenth Street Section and set 5 concrete base blocks in the bulkhead-wall by April 25, 1891.

April 27, 1891.—Towed from East One Hundred and Tenth street to West Fifty-seventh Street Yard.

April 28, 1801.—Placed Pile-driver No. 7 in the water at West Fifty-seventh street and a set

Street Yard.

April 28, 1891.—Placed Pile-driver No. 7 in the water at West Fifty-seventh street and a set of 50-feet vertical ways on deck of Pile-driver No. 7.

The force of the Department repaired braces on smoke-stack, steam pipes, tower braces, boiler tubes, suction pipe to pump, house, sashes, window frames, mattress frames, deck, circle shutters, rigging, stairs, machinery and boiler; shifted and altered exhaust pipes; screwed up bolts in tower and cleats; made joints on water column; packed piston rods and valve stems; put canvas coats on tower; made a ladder, painted house and tower; varnished smoke-stack; cleaned boiler and machinery and did the general work aboard derrick.

April 29, 1891.—The derrick laid up for repairs to boiler, and Alexander Pollock, under Treasurer's Order No. 15191, at work putting new tubes in boiler.

The 12-ton Derrick.

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

December 2, 1890.—While loading coping stones on Scow "L," at East Seventeenth Street Yard the base of the mast gave way, letting the iron mast and after-boom fall on the engine-house of derrick and crushed in the roof of same. The derrick was towed to West Fifty-seventh Street Yard the same day.

The force of the Department removed the latest and the load of the Department removed the latest and Street Vard the same day.

The force of the Department removed the broken cast-iron base of mast (which broke at the flange), mast, rigging, and broken parts; repaired the engine-house, boom, mast iron ladder, fair leaders, machinery, deck, rigging, etc.; caulked deck; placed and bolted in deck the new cast-iron base of mast; fitted up new smoke-stack with damper on boiler, steam-pipes, rigging, mast, booms and machinery; painted and lettered engine-house; painted new covering on steam-pipes and boiler; cleaned boiler and engine and put in first-class order; also made patterns for grate bars. March 28, 1891, the 100-ton derrick placed mast, rigging, etc., on deck. June 19, 1890, disks to 8-inch pump were repaired.

January 15, 1891.—Boilers and all steam-pipes were covered with asbestos under Treasurer's Order No. 15086.

The Ten-ton Derrick.

The Ten-ton Derrick. (Built in the year of 1874.)

The force of the Department repaired engine-house, windows, machinery, rigging, leg-piece in back, tools and deck; fastened wearing pieces and iron-work; put glass in windows; laid a floor in hold and fitted up a new Worthington pump 7½ inches by 4½ inches by 10 inches and fittings complete. Cleaned boiler and engine and kept in good repair.

June 14, 1890.—Police Department inspected boiler of derrick.

The derrick has been in commission almost constantly during the year and is now at West Weshington Market Section.

Washington Market Section.

Tug " Manhattan." (Built in the year of 1874.)

(Built in the year of 1874.)

2,114 hours of actual work done by "Manhattan" during year.
Laid up to clean boiler; repairing machinery, etc., from May 12 to 22, 1890; June 14, to August 4, 1890; November 11, 1890; December 27, 1890 and April 6, 1891.

May 13, 1890.—The United States Local Inspectors of Steam Vessels examined the hull and machinery and ordered the following repairs to boiler: Hard patch on top of crown sheet in port furnace 18 inches square, 10 new socket bolts in middle and back connection and caulking of seams in the leak. The repairs as ordered by the Inspectors were done under Treasurer's Order No. 14657 and finished May 22, 1890, and the United States Local Inspectors granted the "Manhattan" a license.

June 14, 1890.—At about 11,40 A.M., when off of Festive 12.

June 14, 1890.—At about 11.40 A.M., when off of Forty-sixth street, North river, the "Manhattan" broke her shaft in the deadwoods at the stem. The acting captain called the tug "Vidette" to her assistance and the "Manhattan" was towed to West Fifty-seventh Street Yard at noon.

June 16, 1890.—Department diver examined the damage done the broken shaft and secured

fast the wheel.

fast the wheel.

June 25, 1890.—Towed from West Fifty-seventh Street Yard to Burtis Dry Dock, Red Hook, and repairs were made to the broken shaft under Treasurer's Order Nos. 14763 and 14842 connected the shaft and engine. The repairs were finished August 4, 1890, at 5 p. m. and at 7.30 p. m. the "Manhattan" returned to West Fifty-seventh Street Yard ready for work.

While laid up the boiler and steam pipes were covered with an asbestos cement and wire cloth cover, under Treasurer's Order No. 14771.

The force of the Department repaired machinery, rail, windows, pump, wheel chains, casing for box of wheel rope, copper on sides, ladders, bow-rope fender, steam pipe, rudder, ironwork and house; painted the hull, house, deck, smoke and life-boats; caulked deck around rudder grating, made a stand for mariner's compass, brackets for steering gear, new rope, bow fender and new oak fenders; put new sash-cords in windows of pilot-house, put box casing around pipe in fire-room, put glass in windows, fastened fender irons, fitted up piping for tank and one galvanized iron tank, 36 inches by 27 inches by 18 inches; laid a floor under new galvanized tank, cleaned boiler and machinery and did all the general work on board tug.

July 31 and November 29, 1890.—The steam-gauge was repaired under Treasurer's Orders Nos. 14834 and 15013.

Hired Tugs.

Hired Tugs.

During the year hired tugs have assisted the "Manhattan" and done the work required by the Department while the "Manhattan" was laid up for repairs.

Pile Drivers.

PILE-DRIVER NO. I.

(Built in the Year of 1874.)

The force of the Department repaired machinery, boiler and engine house, put down and fastened new half chocks on deck, put sheave sheel on boom of rigging for masonry work, cleaned boiler and machinery, put glass in windows and kept in repair.

April 10, 1891—Police Department inspected boiler of No. 1.

No. I has been in commission constantly during the year.

PILE-DRIVER NO. 2. (Built in the Year 1871.)

The force of the Department repaired engine-house, ways and machinery, cleaned boiler and machinery and kept in repair.

June 23, 1890.—Police Department inspected boiler No. 2. No. 2 has been in commission constantly during the year.

PILE-DRIVER NO. 3 (FITTED UP AS A PILE-CUTTER).

(Built in the Year 1871).

(Built in the Year 1871).

The force of the Department repaired ways, deck, hatch cover, engine-house, cleats, sheathing on water-tank, pile-cutting apparatus and machinery.

August 11, 1890.—The 100-ton derrick placed No. 3 on deck of pier at Twenty-eighth street, East river, for repairs. The force of the Department repaired and caulked hull of No. 3, and on August 13, 1890, the 100-ton derrick placed No. 3 in the water.

The force of the Department made plugs for pump-holes; fitted up the pile-cutting apparatus removed from Pile-driver No. 5; fitted hatchway gratings; put up a rack in engine house; painted and lettered engine house; painted ways; put up bulkhead in hold for coal; built and painted a small house over pump; cleaned boiler and machinery and kept in repair.

December 6, 1890.—The Police Department inspected boiler of No. 2.

December 6, 1890.—The Police Department inspected boiler of No. 3.

January 15, 1891.—Fitted up an extension to spud for use of Messrs. T. & A. Walsh, contractors, in cutting off the columns at Pier, new 46, North river.

The spud extension was removed as soon as the cutting off of the columns was finished,

January 20, 1891.

No. 3 has been in use from time to time during the year.

Floating Property.

PILE-DRIVER NO. 4.

Under Unanimous Resolution of the Board, August 16, 1889.

Under Unanimous Resolution of the Board, August 16, 1889.

(Begun December 20, 1889; finished June 4, 1890).

May 7, 1890.—The force of the Department placed the set of adjustable ways on deck, and fitted up same in place; painted engine house and ways; fitted up machinery, vise bench, lockers in engine house, number plate on boiler, and boiler, and fitted out ready for work.

June 5, 1890.—Commenced work at West Fifty-seventh Street Section. The force of the Department repaired and painted slides on ways; put glass in windows of engine house; made plugs for pump-holes in deck; repaired machinery; put down and fastened half chocks and deck cleats; cleaned boiler and machinery and kept in repair.

May 15, 1890.—Police Department inspected new boiler.

No. 4 has been in commission from time to time during the year.

PILE DRIVER NO. 5 CONDEMNED.

(Built in the Year 1873.)

January 3, 1891.—The 100-ton derrick removed the engine-house, ways, boiler and machinery and placed the hull on deck of West Fifty-seventh street Pier.

The force of the Department removed the ironwork, cut out old and decayed timbers and plank.

On examination of the condition of old No. 5, it was decided to build a new pile-driver in its place. The building of a new Pile-driver No. 5 was ordered under unanimous resolution of the Board, February 5, 1891.

The old scow of No. 5 has been overhauled, caulked and painted, and is now known as deck scow "R."

The work of building a new pile-driver (No. 5) will commence as soon as possible.

PILE DRIVER NO. 6.

PILE DRIVER NO. 6.

(Built in the Year 1873.)

The force of the Department fitted up a boom and rigging on ways for the purpose of setting and handling granite and concrete material at sections of the work, and removed same so that No. 6 could drive piles; repaired ways, deck, cleats, windows of engine-house, machinery, hatch covers and engine-house; fastened wearing pieces and half chocks; fitted steam-pipes; made a spruce ladder; cleaned boiler and machinery and kept in repair; also built and painted a new set of 60 feet vertical ways under unanimous resolution of the Board, October 10, 1889, which will be placed and fitted up on No. 6 at the first opportunity.

August 7, 1890.—Police Department inspected the boiler of No. 6.

No. 6 has been in commission from time to time during the year.

No. 6 has been in commission from time to time during the year.

PILE-DRIVER NO. 7.

(Built in the Year 1874.)

November 29, 1890.—Police Department inspected boiler of No. 7.

The force of the Department repaired ways, engine-house, guy ropes on ways and machinery; painted ways and engine-house cleaned boiler and machinery. April 6, 1891.—Placed on deck of pier at West Fifty-seventh street for repairs by the 100-ton derrick.

The force of the Department removed wearing pieces, ironwork and chocks under ways; caulked ends, bottom and sides, and pitched same; put on and fastened wearing pieces, ironwork and new chocks under ways; caulked water tank and painted. The repairs to No. 7 will be finished in a few days.

No. 7 has been in commission from time to time during the year.

April 28, 1891.—Placed in the water at West Fifty-seventh street by the 100-ton derrick; also placed a set of 50 feet vertical ways on deck of No. 7.

PILE-DRIVER NO. 8 (FITTED UP WITH BATTER WAYS).

September 27, 1890.—Police Department inspected boiler of No. 8.

November 27, 1890.—At about 4 A. M. No. 8 sank at the inner end of Pier, new 24, North river, and the next day (November 28), No. 8 was raised and pumped out with the aid of a Department diver, Pile-driver No. 11 and 10-ton derrick. November 29 was towed to West Fifty-seventh street yard. On examination of No. 8 the hull was found in good order and it did not leak after it was pumped out; the engine-house was a complete wreck; the balance of damage did not amount to much. amount to much.

December 9, 1890 .- The derrick "City of New York" placed No. 8 on deck of West Fiftyseventh pier for repairs. The force of the Department removed the wearing pieces, caulked the bottom, ends, sides and deck; refastened the wearing pieces and ironwork; built a new engine-house; painted and lettered; repaired machinery, ways, deck cleats; cleaned boiler and machinery and put in good repair.

January 2, 1891.—Placed No. 8 in the water at Fifty-seventh street, North river.

No. 8 has been in commission from time to time during the year.

PILE-DRIVER NO. 9.

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

July 22, 1890.—Police Department inspected boiler of No. 9. The force of the Department fastened deck cleats, wearing pieces and ironwork; repaired house, ways and machinery; cleaned boiler and engine and kept in repair.

No. 9 has been in commission almost constantly during the year.

PILE-DRIVER NO. 10.

May 24, 1890.—Police Department inspected boiler. The force of the Department repaired ways, water tank, deck cleats, machinery, engine house, deck, step around bit and hatches; painted ways; put up new side shore pieces on ways; caulked deck, water tank and sides; put on and fastened half roller chocks; cleaned boiler and machinery and kept in repair.

January 27, 1891.—John F. Walsh, Jr., under Treasurer's Order No. 15123, furnished labor and material to tow, put on dry-dock and repair No. 10. January 31, 1891, finished repairs and towed back to East Twenty-eighth street.

No. 10 has been in commission from time to time during the year.

No. 10 has been in commission from time to time during the year.

PILE-DRIVER NO. II.

The force of the Department repaired engine house, deck, ways, machinery, friction on drum, hatches, step around bit and cleats on deck; caulked deck; painted ways; cleaned boiler and machinery and kept in repair.

January 15, 1891.—John F. Walsh, Jr., under Treasurer's Order No. 15106, furnished labor and material to tow, put on dry-dock and repair No. 11. January 20, 1891, finished the repairs and towed back to West Fifty-seventh street yard.

April 14, 1891.—Police Department inspected boiler on No. 11.

May 14, 1890.—The friction drum was repaired under Treasurer's Order No. 14647.

No. 11 has been in commission from time to time during the year.

PILE-DRIVER, NO. 12 (FITTED AS A PILE-CUTTING MACHINE). Under Unanimons Resolution of the Board, October 10, 1890.

The force of the Department built, painted and fitted up new hull, engine-house, set of 50 feet ways, saw shaft and machinery of new Pile-driver No. 12, at West Fifty-seventh Street Yard. Begun April 12, 1890, and finished November 12, 1890.

The dimensions of the scow are as follows: Length on deck, 45 feet; breadth, 22 feet;

depth, 5 feet forward and 4 feet 6 inches aft.

July 29, 1890.—The 100-ton derrick, placed new hull in the water at Fifty-seventh street,
North river; also placed on deck new set of ways, 50 feet high, new engine, boiler and machinery

on deck of same on October 3 and 4, 1890.

November 12, 1890.—The new pile-driver was towed from West Fifty-seventh street to East Twenty-fourth Street Section for work.

The force of the Department repaired machinery, put glass in windows of engine-house, marked scale on ways, cleaned boiler and machinery and kept in repair.

October 15, 1890.—The Police Department inspected new boiler of No. 12.

January 31, 1891.—H. A. Rogers, under Treasurer's Order, No. 15128, furnished labor and material to remove old gear or drum-shaft and replace same with a new gear.

March 21, 1891.—A new saw-driving machine was fitted up under Treasurer's Order No. 15168.

Deck Scows.

SCOW " B."

(Built in the Year 1875).

The force of the Department repaired fenders, hatch coamings, corner bands and ironwork and kept in repair. It has been in commission almost constantly during the year.

scow " c."

(Built in the Year 1875).

The force of the Department fitted up temporarily a set of old coal pockets (removed from Scow 'F'') September 24, 1890, and removed same on October 9, 1890. Also repaired and caulked deck, repaired bits, made plugs for pump-holes.

the boiler.

Floating Property.

Floating Property.

April 1, 1890.—The 100-ton derrick hoisted out of the water, and placed scow on deck of pier at West Fifty seventh street for repairs.

The force of the Department removed wearing pieces and ironwork; cut out old and decayed

plank and timbers and at work on repairs.

This scow will be thoroughly overhauled and put in firstclass order. It has been in commission from time to time during the year.

SCOW " D."

(Built in the Year 1875.)

The force of the Department repaired deck, fish plates, stanchions, beams, rail, corner bands and ironwork; fitted hatchway gratings and kept in repair. It has been in commission almost constantly during the year.

(Built in the Year 1875.)

The force of the Department repaired rail, deck chocks, corner bands and ironwork; painted rail and kept in repair. It has been in commission almost constantly during the year.

SCOW "F."

(Built in the Year 1874.)

Fitted up with 10 pockets and used for carrying coal to different parts of the work.

September 24, 1890.—The 100-ton derrick hoisted out of the water and placed scow on deck
West Fifty-seventh Street Pier for repairs, and on October 9, 1890, placed scow in the water.

The force of the Department removed the old coal pockets and made and fitted up a new set of coal pockets in their place; repaired and caulked hull and deck and put in first class order. It has been in commission constantly, except when laid up for repairs from September 24 to October

SCOW "H."

(Built in the Year 1887.)

Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department repaired rail, fenders, corner bands and ironwork and kept in repair; also caulked deck. It has been in commission almost constantly during the year.

SCOW "1."

(Built in the Year 1888.)

Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department kept scow in repair. It has been in commission almost constantly during the year.

scow "K."

(Built in the Year 1888.)
Under Unanimous Resolution of the Board, December 8, 1886.

The force of the Department caulked deck, repaired bits, half windlass and iron work and kept in repair. It has been in commission almost constantly during the year.

SCOW "L."

(Built in the Year 1889.)

Under Unanimous Resolution of the Board, October 5, 1888.

The force of the Department kept scow in repair. It has been in commission almost constantly during the year.

SCOW "N" (NEW). (Built in the year, 1891.)

Under Unanimous resolution of the Board, May 22, 1890.

The force of the Department, under the above resolution, built, caulked and painted scow "N" at West Fifty-seventh Street Yard. It was begun July 2, 1890; placed in the water by the 100-ton derrick, February 17, 1891, and finished February 28, 1891. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. This is the first one ordered under the above resolution. It has been in commission from time to time since its completion.

scow "o" (NEW). (Built in the Year 1891).

Under Unanimous resolution of the Board, May 22, 1890.

The force of the Department, under the above resolution, built, caulked and painted scow "O" at West Fifty-seventh Street Yard. It was begun July 2, 1890; placed in the water by the 100-ton derrick, March 31, 1891, and finished April 15, 1891. Its dimensions are 70 feet long, 30 feet wide and 7 feet 6 inches deep, with a displacement of 325 tons. This is the second scow ordered under the above resolution. It has been in commission since its completion.

Now under construction at West Fifty-seventh Street Yard by the force of the Department; unanimous resolution of Board May 22, 1890. This is the third and last scow ordered under the

above resolution.
Fairbanks & Co., under Treasurer's Order No. 14893, furnished services of machine and labor to test samples of ironwork for new deck scows.

SCOW "R" (SCOW OF OLD PILE-DIVER NO. 5).

(Built in the Year 1873).

The force of the Department cut out and removed the old decayed timbers, planks, knees and deck and replaced same with new, caulked all over; painted and put in first-class order.

(Built in the Year 1871).

Laid up at West Fifty-seventh Street Yard, where it is used for storing timber, etc., as it is not fit to tow or carry a heavy load.

SCOW "WILLIE," CONDEMNED.

Laid up at West Fifty-seventh Street Yard, where it is used for storing timber, etc., as it is not fit to tow or carry a heavy load; it is to be sold at the next public sale. The boat davits formerly on scow "Willie" were removed and placed on pier at West Fifty-seventh street.

Boring Machine " Woodcock."

June 14, 1890.—Police Department inspected the boiler of borer.

August 29, 1890.—The 100-ton derrick placed the borer on deck of pier at West Fifty-seventh street for repairs and on September 23, 1890, placed the borer in the water.

The force of the Department thoroughly repaired, caulked and painted the hull of borer; repaired old house, boring rods, pumps, tools, machinery and rail pieces; removed old house and built a new house in its place; painted and lettered new house; caulked deck; cleaned boiler and put borer in first-class order. put borer in first-class order.

During the year the borer was engaged on the following work:

July 16 to July 24, 1890. -Made 34 borings off of West Eighty-first street, North river, under

July 16, 1890.—Made 34 borings of of West Eighty-first street, North river, under Secretary's Order No. 9980.

July 16, 1890.—While engaged taking the borings at Eighty-first street, North river, an auger and 4 boring rods were lost, they having broken off from the other rods.

August 6, 1890.—Department diver examined the river bottom in the vicinity of Eighty-first

street, North river, for the rods and auger as mentioned above, but could not find same.

August 8 to August 26, 1890.—Made 59 borings at site of proposed Pier, new 14, North river, under Secretary's Order No. 10317.

December 9 to December 19, 1890.—Made 68 boring at One Hundred and Fifty-fifth street, Harlem river, for the Department of Public Parks, under Secretary's Order No. 10487.

February 10 to February 20, 1891.—Took borings for proposed new pier at Eighteenth street,

The borer is now laid up at West Fifty-seventh Street Yard awaiting orders.

Divers' Scows.

"SCOW "A."

(Built in the year 1888, under Secretary's Order No. 8174.)
The force of the Department repaired and painted house and kept scow in repair.
It has been in commission almost constantly during the year.

(Built in the year 1883.)

The force of the Department repaired house and wearing pieces, painted and lettered house, made a new ladder, caulked well for divers' ladder and kept scow in repair.

It has been in commission almost constantly during the year.

" SCOW " N."

(Built in the year 1889, under Secretary's Order No. 9288.)

The force of the Department repaired, painted and lettered house and kept scow in repair. It has been in commission almost constantly during the year.

SMALL DIVERS' SCOW.

Was towed from West Fifty-seventh Street Yard to East Seventeenth Street Yard on June 27, 1890, and while around East river this old scow went to pieces, it being so decayed that it could not hold together.

Naphtha Engine Launch.

(Built in the year 1888.)

Has been in use from time to time on examination of water-front and for carrying small parcels of material and tools to the different parts of the work.

The force of the Department repaired hatch cover over tank for storing naphtha, stern, machinery and cover; painted and lettered, fitted a new steering gear chain, made poles and braces for an awning, made a new canvas cover, cleaned and kept in repair.

November II, 1890.—Repairs were made to launch by the Gas Engine and Power Company, under Treasurer's Order No. 14993.

Small Boats.

The force of the Department have repaired, caulked, painted and lettered the yawl boats, skiffs, bateaux and sounding boats from time to time, as required to keep them serviceable.

June, 1890.—Samuel Ayers, under Treasurer's Order No. 14612, furnished four new 15 foot

February 5, 1891.—Samuel Ayers, under Treasurer's Order No. 15053, furnished five 15 foot yawl boats and one 12 foot row boat.

Land Ways.

The land ways have been in use from time to time, and kept in repair by the force of the Department. The set, 30 feet high, are now at Franklin Street Section. The set, 45 feet high, are now at West Fifty-seventh Street Yard. The vertical pile-driver ways (removed from piledriver No. 8), are now on the pile-driver No. 7.

Rock-drilling Machine.

(Built in the Year 1889). The force of the Department have kept this machine in repair, and it is now laid up at West Fifty-seventh Street Yard.

East Seventeenth Street Yard. January 23, 1891.—Police Department inspected boiler of derrick at yard.

The force of the Department cleaned boiler and machinery; repaired steam-pipes, engine and machinery, and fitted up machinery at yard.

Pier "A," North River, and Building Thereon.

Pier "A," North River, and Building Thereon.

The force of the Department repaired furniture, doors, windows, steam, gas, water and wastepipes, and building, as required from time to time; fitted new water and waste-pipes; fitted up stanchions under record cases in fire-proof room; covered waste-pipes with canvas; painted stairs, water cooler, offices, furniture, etc.; fitted up a radiator in hallway; fitted up in place 2 new galvanized cast-iron sectional water-tank, one 6 feet long by 1 foot 6 inches deep, by 1 foot 6 inches wide, and one 6 feet long by 1 foot 6 inches deep, by 3 feet wide, and fittings.

July 15, 1890.— Also made a book-case for Room No. 3, and a book-case for Room No. 5; made a closet for use of Watchman at entrance to hallway; made and put up pigeon-hole cases and a closet in Room No. 9; also varnished floor in Room No. 9; cleaned boilers; packed valves; cleaned out waste-pipes; fitted up and removed storm sashes; fitted up awnings; made and put up a partition in Room No. 9; also varnished partition; fitted handles on valves of water-pipe. Engineers attending boilers for heating the building during the cold weather. Foreman, with laborers, discharged from scows and stored in bin on pier 106 gross tons egg coal, delivered under Treasurer's Orders Nos. 14988, 15104, and 15170.

laborers, discharged from scows and stored in bin on pier 106 gross tons egg coal, delivered under Treasurer's Orders Nos. 14988, 15104, and 15170.

January 24 to January 26, 1891.—The force of the Department extended the steam-pipes in the addition to the station-house on pier; also put in steam heaters or radiators, under Secretary's Order No. 10639. Request of the Police Department.

January 29 to January 31.—The force of the Department placed a portable fence under rolling shutter at outer end of pier, under Secretary's Order No. 10652.

September 8, 1890.—Two sets of grate bars were fitted to boiler, and other repairs were made, under Treasurer's Order No. 14853.

September 16, 1890.—One of the rolling shutters was repaired under Treasurer's Order No. 14908.

14908. October 6, 1890.—A porcelain lined water-closet, with all connections, was fitted up back of

Miscellaneous Work at West Fifty-seventh Street Yard.

The force of the Department did the following work at West Fifty-seventh Street Yard: The force of the Department did the following work at West Fifty-seventh Street Yard:
Made spruce ladders, pike poles, tide-gauge staffs, fenders, patterns, handles for cross-cut
saws, pump-hole plugs, wooden heavers and tools; repaired pile chains, drill press, purchase
blocks, ladders and tools; filed cross-cut saws; heated pitch, spun oakum; pumped out scows;
handled coal; inspected and handled new timber; cleaned boilers and machinery; painted tidegauge staffs, deck cleats and ironwork; fitted up steam and water pipes, new grindstone, lockers,
bench vice, pipe rack, brass work, and shelves for tools, etc; and did all the work required in
looking generally after floating property laid up at West Fifty-seventh Street Yard. Shifted and
moved tool stores and material from the old pier to the new pier at West Fifty-seventh street, North
river; repaired and painted the buildings moved from the old pier to the new pier at West Fiftyseventh street. seventh street.

river; repaired and painted the buildings moved from the old pier to the new pier at West Fifty-seventh street.

Made 4 16-feet life ladders for use at Pier A, North river; made ladders for Bellevue Section, West Washington Market Section and Laight Street Section; made sewer templates for East Ninety-fourth Street Section and pier at Forty-seventh Street, North river; made shutters for door and windows of Dock Master's office, District No. 3.

Spar shed on north side of new pier at West Fifty-seventh street was built and painted. Shed 96 feet long, 20 feet wide and 16 feet high for use of floating property. Begun August 6, 1890, and finished September 10, 1890. November, 1890, built and painted a water-closet and a boiler-house 13 feet 6 inches high by 10 feet 3 inches square; fitted up boiler, steam pipe and fittings in new boiler-house for use in supplying steam to prevent Croton water in pipes from freezing and for heating purposes during the cold weather.

Removed from scow "Willie" and fitted up on new pier the davits used to hoist out of the water the napthal launch and small boats.

Built and painted 4 small portable houses for use of watchmen on scows, etc. Begun January 20, 1891, and February 2, 1891; finished same.

Secretary's Order No. 10123.—The work of building and painting one new portable office, 10 feet by 15 feet (on wheels), begun June 16, 1890, was finished July 23, 1890, and fitted up with a wardrobe and a pipe railing. July 18, 1890, placed office on pier foot of West Fiftieth street for use of the Dock Master of District No. 10.

Secretary's Order No. 10163.—The work of building and painting one new portable office (on wheels) 10 feet by 15 feet, begun June 16, 1890, was finished July 23, 1890, and fitted up with a wardrobe and stationary desk. July 19, 1890, placed office upon Pier 48, East river, for use of the Dock Master of District No. 5.

Secretary's Order No. 10780.—Dock Master's Office, District 11. The work of building one new portable office (on wheels) 10 feet by 15 feet, begu

Secretary's Order No. 10779.—Dock Master's Office, District 13. The work of building one new portable office (on wheels) 10 feet by 15 feet, begun April 8, 1891, and in progress.

Secretary's Order No. 10780.—Dock Master's Office, District 11. The work of building one new portable office (on wheels) 10 feet by 15 feet, begun April 8, 1890, and in progress.

Engineer's Order.—A float stage for steam-launch landing was built and placed on south side inner end of West Fifty-seventh street Pier; used 543 feet, B. M., of 3-inch spruce and 31 pieces of 2-inch spruce. Begun September 8 and finished September 11, 1890.

Engineer's Order.—Building platform on south side inner end of pier for access to steam launch; used 200 feet, B. M., of 3-inch spruce plank. Begun and finished October 11, 1890.

Miscellaneous Work Done at Other Localities by the Force of the Department.

May, 1890. - Made shutters for door and windows of Dock Master's Office, District No. 3, and fitted up same at office on Pier, new 29, East river, also painted and lettered office.

August 26, 1890.—Fitted flush rings on window shutters of Dock Masters' Offices, Districts

Nos. 3, 5, and 10.
September 3, 1890.—Repaired lock and desk of Dock Master's Office, District No. 4.
April 27 to April 30, 1891.—Painting office at East One Hundred and Second Street Section.

Secretary's Order No. 10796.

March 28 to March 31, 1891.—The force of the Department repaired the damage done to Brown & Fleming's deck scow, No. 16, by the tug "Manhattan" on March 21, 1891, at Twentyfifth street, East river.

NEW TUG "PIER."

March 5, 1891.—Contractors Brown & Miller commenced the building of a new steel propeller, with all appurtenances, to be known as "Pier" for use of the Department, under Contract No. 366.

Contracts.

Contracts.

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.				
314	••••	****	Preparing for and building a new, wooden pier with appurtenances including a sewer-box, at the foot of West Fiftieth street, North		Nov. 18, 1889	June 7, 1890
316			Furnishing granite stones for bulk- head or river wall	Dec. 16, 1889	Feb. 28, 1890	In progress.
317	••••	*****	Removing all that part of Pier, old 39, at the foot of Vestry street, North river, which lies westerly of a line about 80 feet easterly of the new bulkhead line, except the cribwork below low-water mark; for removing all of the shed on said pier, and on the bulkhead platform southerly thereof; and preparing for and building a new wooden pier, with appurtenances, including a sewer-box, on the site of said Pier, old 39, to be known as Pier, new 29, North river	Dog or ***	Dec. 26, 1889	Apr. 4, 1891
	318	••••	Preparing for and building a crib- bulkhead from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth street, Harlem river, and for			
322 323	****		Furnishing about 2,100 piles Furnishing and putting in place small	Dec. 18, 1889 Mar. 8, 1890	Dec. 23, 1889 Mar. 14, 1890	Nov. 7, 1890 June 28, 1890
3-3	2037	325	Repairing the pier at the foot of West	Apr. 15, 1890	Apr. 19, 1890	July 3, 1890
327	****		Fifty-fifth street, North river Preparing for and building a new wooden pier, with a temporary approach thereto, and appurtenances, including a sewer-box, at the foot of West Forty-fifth street,	Mar. 10, 1890	Apr. 9, 1890	June 6, 1890
328	****	****	North river Dredging for proposed bulkhead-wall at West Thirty-third Street Sec- tion, and for a new pier at foot of West Forty-fifth street on the		Apr. 23, 1890	Dec. 2, 1890
329	****	330	North river	Apr. 9, 1890 Apr. 9, 1890	Apr. 10, 1890 May 31, 1890	Nov. 20, 1890 June 24, 1890
331			second street, East river Dredging at East Twenty-fourth		July 25, 1890	
		332	Street Section, East river	Apr. 26, 1690	Apr. 30, 1890	July 10, 1090
333			fourth street, East river Preparing for and building new wooden pier with appurtenances, including a sewer-box, at the foot of East Ninety-fifth street, East	July 24, 1890	Aug. 1, 1890	
		334	Repairing the crib-bulkhead between Pier, old 56, at the foot of Gansevoort street, North river, and Pier, old 57, southerly of Bloomfield street, on the North river, and for repairing the crib-bulkhead from the northerly side of Pier, old 58, northerly of Bloomfield street, to a point about 35 feet southerly of the south side of the pier at Little West Twelfth street,		June 23, 1890	Dec. 6, 1890 * Sept. 20, 1890
336		335	Dredging at West Thirty-fourth		June 17, 1890	
337			Fifty-first street, on the North river. Preparing for and building a new wooden pier and approach at the foot of West Forty-first street, North river, and for repairing the	June 24, 1890	June 28, 1890	July 30, 1890
338			existing crib-bulkhead thereat Furnishing granite-stones for bulkhead or river wall	Rejected.	July 28, 1890	In progress
339	 F		Preparing for and building a new wooden pier, with appurtenances, including sewer boxes and a dump- ing-board at the foot of East One Hundred and Tenth street, Har-			
340	****		Preparing for and building a new wooden pier and approach at the foot of West Forty-ninth street,	July 15, 1890	July 18, 1890	In progress.
		341	North river	July 17, 1890	July 30, 1890	Feb. 24, 1891
1		342	Dredging at West Forty-sixth street	July 17, 1890	July 21, 1890	Dec. 10, 1890
343			pier, and at West Fifty-first street pier, on the Nor.h river Dredging for a new pier at toot of West Forty-ninth street, on the	July 17, 1890	July 19, 1890	Aug. 8, 1890
344	****		North river	July 29, 1890	Aug. 4, 1890	Mar. 27, 1891
345		346	North river Furnishing and putting in place small cobble and rip-rap stones Dredging at Pier, new 57, for a	July 31, 1890 Aug. 1, 1890	Sept. 9, 1890 Aug. 18, 1890	Mar. 19, 1891 Jan. 19, 1891
347			new Pier 58, and at Pier, new 59, on the North river Dredging for a new pier at the foot of West Fifty-second street, on	Aug. 12, 1890	Aug. 14, 1890	Sept. 8, 1890
	348		the North river	Aug. 12, 1890	Aug. 14, 1890	April 27, 1891
			for and building a new crib-bulk- head at the foot of West One Hundred and Thirty-third street, and between West One Hundred and Thirty third and West One Hundred and Thirty-second		,	
	349		streets, North river, and for dredging thereat	Aug. 25, 1890	Aug. 28, 1890	Apr. 24, 1891
350			One Hundred and Thirty-fourth street, North river Preparing for and building a new wooden pier, with appurtenances, near the foot of West Twenty- eighth street, North river, to be	Aug. 25, 1890	Aug. 30, 1890	Feb. 17, 1891
0 190			known as "Pier, new 58," North	Sept. 16, 1890	Oct. 1, 1890	Apr. 18, 1891

Under (New Plan.	Not Under New Plan.	GENERAL REPAIRS.	CONTRACT FOR	CONTRACT DATED,	Work Begun.	WORK FINISHED.
Con.No.	Con. No.	Con. No.				
		351	Dredging the slip south of Pier			
352			new 34, North river		Sept. 23, 1890	Oct. 12, 1890
	353		Harlem river Preparing for and building a new crib-bulkhead at Charity Hospi- tal, Blackwell's Island, East river,	Nov. 28, 1890	Nov. 29, 1890	Dec. 31, 1890
354			and for removing the existing plat- form and crib-bulkhead thereat Dredging for proposed bulkhead- wall, from the north side of East Seventy-sixth street to the south side of East Seventy-eighth street,	Dec. 1, 1890	Dec. 4, 1890	In progress.
355			on the East river	Oct. 1, 1890	Oct. 11, 1890	Dec. 16, 1890
356	,,,,	****	For building a new pier at foot of East Twenty-second street, on the	Rejected.		
357		357	East river	Withdrawn,		
		358	ment. Dredging the bulkhead at West Seventy-eighth street, North river; the bulkhead between West Seventy-eighth street and West Seventy-ninth street, North river, and the half slips adjoining West Seventy-ninth Street Pier, North	Nov. 5, 1890		In progress,
359		****	Repairing and extending Pier, new 46, near the foot of West Tenth street, North river, for repairing and	Nov. 13, 1890	Nov. 17, 1890	Nov. 22, 1890
360			painting the shed thereon and for dredging thereat	Nov. 26, 1890	Dec. 12, 1890	April 23, 1891
361			foot of Fulton street, North river (Pier, new 14)	Dec. 10, 1890	Dec. 16, 1890	In progress.
362			Dredging for a new pier, No. 14, on	Rejected.		
		363	the North river Dredging the half slip westerly of Pier 12, and in front of the bulk- head between Piers 11 and 12,	Dec. 8, 1890	Feb. 18, 1891	April 15, 1891
364			on the East river Dredging for a new pier (No. 23), on	Jan. 19, 1891	Jan. 23, 1891	
		365	the North river Removing the existing pier known as Pier 43, at the foot of Rutgers Slip, East river, and for preparing for and building a new wooden pier with appurtenances, on the site of said pier, and for repairing	Jan. 14, 1891	Jan. 23, 1891	Feb. 19, 1891
366			the existing crib-bulkhead thereat. Building a new steel propeller, with all appurtenances, to be known as	Feb. 7, 1891	Feb. 9, 1891	In progress.
367	368	::::	"Pier". Furnishing sawed yellow pine timber Filling in behind cribwork bulkheads from East One Hundred and Thirty-eighth street to north of East One Hundred and Fortieth	Mar. 5, 1891 Feb. 20, 1891	Mar. 12, 1891 Feb. 25, 1891	In progress. In progress.
369			street, on the Harlem river Preparing for and extending Pier, new 25, at the foot of North Moore	Feb. 16, 1891	Feb. 16, 1891	In progress,
	1	200	street, North river, out to the pierhead line of 1890	Apr. 1, 1891	Apr. 6, 1861	In progress.
		370	named places on the North and East river: North river—Canal street dump-			
			ing-board; dumping-board at West Twelfth street pier East river—Dumping-board at foot of East Seventeen h street; dumping-board at foot of East Forty-sixth street; dumping- board at foot of East Eight- ieth street	Apr. 1, 1891	Apr. 6, 1891	In progress.
	374		Preparing for and building a crib- bulkhead from about the middle of West E ghty-first street to the mid- dle of the block between Eighty- second and Eighty-third streets, North river, and for dredging	Apr. 29, 1891	Apr. 29, 1891	In progress.

Forms of Contracts.

FORMS OF CONTRACTS AND SPECIFICATIONS PREF MITTED TO THE BOARD OF DOCKS. PREPARED AND SUB-

Secretary's Order No. 9813.—For preparing for and building a new wooden pier, with appurtenances, including a sewer-box, at the foot of East Ninety-fifth street, East river. Submitted May 8, 1890; advertised as Contract 333.

Secretary's Order No. 9649.—For repairing the crib-bulkhead between Pier, old 56, at the foot of Gansevoort street and Pier, old 57, southerly of Bloomfield street on the North river; and for repairing the crib-bulkhead from the northerly side of Pier, old 58, northerly of Bloomfield street, to a point about 35 feet southerly of the south side of the Pier at Little West Twelfth street, North river. Submitted May 9, 1890; advertised as Contract No. 334.

Secretary's Order No. 10068.—For dredging at Pier at foot of Thirty-fourth street, North river. Submitted May 15, 1890; advertised as Contract No. 335.

Secretary's Order No. 10080.—For paving the new-made land in rear of bulkhead-wall from 50 feet south of Fiftieth street to about 15 feet south of the north line of West Fifty-first street, North river. Submitted May 22, 1890; advertised as Contract No. 336.

Secretary's Order No. 9796.—For preparing for and building a new wooden pier and approach at the foot of West Forty-first street, on the North river, and for repairing the existing crib-bulkhead thereat. Submitted May 22; advertised as Contract No. 337.

head thereat. Submitted May 22: advertised as Contract No. 337.

Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted May

29, 1890, and advertised as Contract 338. Engineer's Order.—For building a new wooden pier, with appurtenances, including a sewer-box and a dumping-board, at the foot East of One Hundred and Tenth street, Harlem river. Sub-

box and a dumping-board, at the foot East of One Hundred and Tenth street, Harlem river. Submitted May 29, 1890; advertised as Contract 339.

Secretary's Order No. 9849.—For building a new pier at the foot of West Forty-eighth street, North river. Submitted June 6, 1890.

Secretary's Order No. 9850.—For building a new wooden pier, with approach, at the foot of West Forty-ninth street, North river. Submitted June 12, 1890; advertised as Contract No. 340.

Secretary's Order No. 9875.—For repairing Pier, new 57, near the foot of West Twenty-seventh street, North river. Submitted June 12, 1890, and advertised as Contract No. 341.

Secretary's Orders Nos. 10151 and 10152.—For dredging at piers at Forty-sixth street and pier at Fifty-first street, North river. Submitted June 18, 1890; advertised as Contract No. 342.

Secretary's Order No. 10177.—For dredging for pier at Forty-first street and for pier at Forty-ninth street, North river. Submitted June 18, 1890; advertised as Contract No. 343.

Secretary's Order No. 9785.—For building a new wooden pier and approach at the foot of West Fifty-second street, North river. Submitted June 20, 1890, and advertised as Contract No. 344.

of West Fifty-second street, North fiver. Submitted June 20, 1890, and advertised as contact No. 344.

Secretary's Order No. 9852.—For building a new wooden pier at the foot of West Fifty-third street, North river. Submitted June 20, 1890.

Secretary's Orders Nos. 9816 and 9855.—For building a new pier at foot of West Fifty-fourth street, North river. Submitted June 20, 1890.

Engineer's Order.—For furnishing and putting in place small cobble and rip-rap stones Submitted July 7, 1890; advertised as Contract No. 345.

Engineer's Orders.—For dredging at Pier, new 57, for Pier 58, and at Pier, new 59. North river. Submitted July 8, 1890; advertised as Contract No. 346.

Forms of Contracts.

Engineer's Order.—For dredging for proposed new Pier at foot of West Fifty-second street, North river. Submitted July 11, 1890; advertised as Contract No. 347.

Secretary's Order No. 9576.—For building a new wooden pier at the foot of West One Hundred and Thirty-third street, North river; for building a new crib-bulkhead at the foot of West One Hundred and Thirty-third street, and between West One Hundred and Thirty-third and West One Hundred and Thirty-second streets, North river, and for dredging thereat. Submitted July 22, 1890; advertised as Contract No. 348.

Secretary's Order No. 10268.—For building a new wooden pier at the foot of West One Hundred and Thirty-fourth street, North river. Submitted July 31, 1890; advertised as Contract No. 340.

Hundred and Thirty-fourth street, North river. Submitted July 31, 1890; advertised as Contract No. 349.

Secretary's Order No. 9355.—For building a new wooden pier, with appurtenances, near the foot of West Twenty-eighth street, North river, to be known as Pier, new 58, North river. Submitted August 14, 1890; advertised as Contract No. 350.

Secretary's Order No. 10235.—For dredging the slip on south side of Pier, new 34, North river. Submitted August 20, 1890; advertised as Contract No. 351.

Engineer's Order.—For dredging for proposed bulkhead-wall at East One Hundred and Second Street Section, Harlem river. Submitted August 26, 1890; advertised as Contract No. 352.

Secretary's Order 10047.—For building a new crib-bulkhead at Charity Hospital, Blackwell's Island, and for removing the existing platform and crib-bulkhead thereat. Submitted August 28, 1890; advertised as Contract No. 353.

Engineer's Order—For dredging for proposed bulkhead-wall from the north side of East Seventy-sixth street to the south side of East Seventy-eighth street, East river. Submitted September 4, 1890; advertised as Contract No. 354.

Engineer's Order.—For dredging for site of new pier at foot of Twenty-second street, East river. Submitted September 5, 1890; advertised as Contract No. 355 and withdrawn.

Secretary's Order No. 10148.—For building a new wooden pier at the toot of East Twenty-second street, East river. Submitted September 25, 1890; advertised as Contract No. 356 and withdrawn.

Engineer's Order.—For furnishing granite stone for the bulkhead or river wall and granite paving-blocks for repairs to pavement. Submitted September 26, 1890; advertised as Contract

No. 357.

Secretary's Order No. 10446.—For dredging at bulkhead at foot of Seventy-eighth street, between Seventy-eighth and Seventy-ninth streets, and at Pier at foot of Seventy-ninth street, North river. Submitted October 9, 1890; advertised as Contract No. 358.

Secretary's Order No. 10306.—For repairing and extending Pier, new 46, North river, and for repairing and painting the shed thereon, and for dredging thereat. Submitted October 9, 1890; advertised as Contract No. 359.

Secretary's Order No. 10317.—For building a new wooden pier, with appurtenances, including a sewer-box, near the foot of Fulton street, North river, Pier, new 14, North river. Submitted November 6, 1890; advertised as Contract No. 360.

Secretary's Order No. 10471.—For dredging for a new pier at foot of Twentieth street, East

Secretary's Order No. 10471.—For dredging for a new pier at foot of Twentieth street, East river. Submitted November 13, 1890; advertised as Contract No. 361.

Engineer's Order.—For dredging for Pier, new 14, North river. Submitted November 13,

1890; advertised as Contract No. 362.

Forms of Contracts.

Secretary's Order No. 10521.—For dredging the bulkhead between Piers 11 and 12, and the westerly side of Pier 12, East river. Submitted November 20, 1890; advertised as Contract

No. 363.
Engineer's Order.—For dredging for Pier, new 23, North river. Submitted December 18,

Engineer's Order.—For dredging for Fier, new 23, North fiver. Submitted December 13, 1890; advertised as Contract No. 364.

Secretary's Order No. 10518.—For removing the existing pier, known as Pier 43, at the foot of Rutgers Slip, East river, and for building a new wooden pier on the site thereof, and for repairing the existing crib-bulkhead thereat. Submitted December 23, 1890; advertised as Contract No. 365.

Secretary's Order No. 10566.—For building a new wooden pier to be known as Pier, new 23, on the North river. Submitted January 5, 1891; built by day's labor.

Secretary's Order No. 10206.—For building a new steel propeller, to be known as "Pier." Submitted January 8, 1801; advertised as Contract No. 366.

Submitted January 8, 1891; advertised as Contract No. 366.

Engineer's Order.—For furnishing sawed yellow pine timber. Submitted January 15, 1891; advertised as Contract No. 367.

Engineer's Order.—For filling in behind the cribwork bulkhead, from One Hundred and Thirty-eighth to north side of One Hundred and Fortieth street, Harlem river. Submitted January 20, 1891; advertised as Contract No. 368.

Secretary's Order No. 10543.—For extending Pier, new 25, at the foot of North Moore street, North river, out to the pierhead line of 1890. Submitted February 12, 1891; advertised as Contract No. 360.

North river, out to the pierhead line of 1890. Submitted February 12, 1891; advertised as Contract No. 369.

Secretary's Order No. 10692.—For dredging at sundry-named places on the North and East rivers. Submitted March 5, 1891; advertised as Contract No. 370.

Secretary's Order No. 10757.—For dredging at Piers, new 44 and 45, North river. Submitted March 18, 1891; advertised as Contract No. 371.

Secretary's Order No. 10544.—For extending Pier, new 37, near the foot of Charlton street, North river, out to the pierhead line of 1890. Submitted March 19, 1891; advertised as Contract No. 372.

No. 372.
Engineer's Order.—For furnishing granite stones for bulkhead or river wall. Submitted March 23, 1891; advertised as Contract No. 373.
Secretary's Order No. 9980.—For building a crib-bulkhead from Eighty-first street to between Eighty-second and Eighty-third streets, on the North river. Submitted March 26, 1891; advertised as Contract No. 374.

as Contract No. 374.
Engineer's Order.—For dredging at Pier, new 29, North river. Submitted March 26, 1891; advertised as Contract No. 375.
Secretary's Order No. 10651.—For extending Pier, new 26, at the foot of Beach street, on the North river, out to the pierhead line of 1890. Submitted April 2, 1891; advertised as Contract No. 276.

No. 376.

Secretary's Orders Nos. 10428, 10515 and 10630.—For building a new wooden pier at the foot of East Thirty-fifth street, East river. Submitted April 9, 1891; returned for alterations.

Secretary's Order No. 10812.—For repairing the bulkhead between Piers 48 and 49, East river. Submitted April 23, 1891; advertised as Contract No. 377.

Engineer's Order.—For repairing the bulkhead-platform from Sixtieth to Sixty-second street, East river. Submitted April 30, 1891; advertised as Contract No. 378.

Dredging.

Statement of Dredging Done for the Year Ending April 30, 1891, by Claimants, Lessees and Others.

	P				
Pier, old 8, North river	Feet.	None	Central R. R. Co. of New Jersey	Apr. 15, 1891	Apr. 17, 1891
Canal street, North river (dump)	10 to 15	Permit	Brown & Fleming	June 15, 1890	June 15, 1890
Canal street, North river (dump)	15	Permit	Brown & Fleming	Feb. 7, 1891	Feb. 7, 1891
Canal street, North river (dump)	15	Permit	Brown & Fleming	Apr. 12, 1891	Apr. 12, 1891
Pier, old 41, North river	20	Permit	People's Line	Dec. 23, 1890	Jan. 7, 189:
Pier, new 38, North river	25	Permit	Guion Steamship Co	May 14, 1890	June 13, 1890
Pier, new 39, North river (½ slip south)	25	Permit	National Steamship Co	Oct. 5, 1890	Oct. 12, 1890
Pier, new 43, North river (½ slip south)	25 to 30	Permit	International Navigation Co	Oct. 31, 1890	
Pier, new 43, North river (½ slip south)	30	Permit	International Navigation Co	Feb. 1, 1891	
Pier, new 54, North river	25	Permit	Sanderson & Son	Feb. 6, 1890	Aug. 26, 1890
Pier, new 54, North river.	22 to 25	Permit	Sanderson & Son	Feb. 12, 1891	
Pier, new 55, North river.	25	Permit	Pim, Forwood & Co	Nov. 15, 1890	
Bulkhead between Thirty-fourth and Thirty-fifth streets, North river	15	Permit	Scott & Co	July 21, 1890	July 22, 1890
West Fifty-ninth to Sixty-fourth street, North river	13	Permit	N. Y. Central & Hudson R. R. R. Co	June 2, 1890	June 30, 1890
West Sixty-fourth to Seventy-second street, North river	17 to 22	Permit	N. Y. Central & Hudson R. R. R. Co	Oct. 18, 1890	Nov. 29, 1890
Pier 11, East river.	20	Order	Alleged claimants	Feb. 12, 1891	
Pier 15, East river	22	Permit	John F. Doyle, agent	Sept. 24, 1890	
Pier, old 38, East river	20	Permit	Maine Steamship Co	May 29, 1890	
Bulkhead between Piers 52 and 53, East river	10 to 15	Permit	Brown & Fleming	Sept. 9, 1890	Sept. 11, 1890
Pier 62, East river	15	Order	James Shewan	Nov. 11, 1890	Nov. 12, 1890
Bulkhead at Fourteenth street, East river	10	Permit	Charles McManus' Sons	Feb. 12, 1891	
Pier at Nineteenth street, East river	12	Permit	H. D. & J. N. Brookman	Apr. 3, 1891	
Bulkhead between Nineteenth and Twentieth streets, East river	12	Permit	H. D. & J. N. Brookman	Apr. 3, 1891	
Pier at Twenty-first street, East river.	10	Permit	E. M. & J. V. Brown	Sept. 3, 1890	Sept. 4, 1890
Pier at Twenty-third street, East river.	15	Permit	Brooklyn & New York Ferry Co	Aug. 28, 1890	Aug. 28, 1890
Bulkhead at Twenty-ninth street, East river	13	Permit	Mark Goodwin	Mar. 18, 1891	
Bulkhead between Ninety-ninth and One Hundredth streets, Harlem river	6	Permit	T. & A. Walsh	Feb. 5, 1891	
Bulkhead at One Hundred and Fourteenth street and between One Hundred and Fourteenth)	12 to 15	Permit	J. McSperritt	Apr. 29, 1891	In progress.
and One Hundred Fifteenth streets, Harlem river	6 to 8	Permit	North & East River Steamboat Co		Apr. 29, 1891
Second avenue, Harlem river.	14	Permit			
Willis avenue, Harlem river.	5 to 9	Permit	N. Y., N. H. & Hartford R. R. Co		

Dredging done by the Department of Docks during the Year ending April 30, 1891.												
		-	Cubic '	YARDS.			DEPTH					
ocation.	Month.	Mud.	Crib, Class A.	Crib, Class B.	Sand.	Miscellaneous.	MADE AT MEAN LOW WATER.	CONTRACT NO. OR TREASURER'S ORDER NO.	Authorization.	By WHOM PERFORMED.	WHEN BEGUN.	WHEN FINISHED.
-				-			Feet.					
Battery-wall, N. R	Apr., 1891					442 cub. yds. rip-rap	10	Treas. Order No. 15253	Secretary's Order No. 10745	Atlantic Dredg-	Apr. 23, 1891	Apr. 23, 1891
*Wharf at Castle Garden, N. R	Dec., 1890 Feb., 1891	401 996					12 15	Treas. Order No. 15004 Treas. Order No. 15148	Secretary's Order No. 10676	Atlantic Dredg-	Dec. 1, 1890 Feb. 14, 1891	Feb. 14, 1891
	Feb., 1891 Mar., 1891 Apr., 1891	7 281 12,236	8,251			249 cub. yds. filling	25 to 35	Contract No. 362	Res. of Board, Nov. 13, 1890.	(Feb. 17, 1891	Apr. 15, 1891
Pier, new 14, N. R	Feb., 1891 Mar., 1891			::::		65 piles			Res. of Board, Feb. 6, 1889.	Morris&Cumings Dredging Co	Feb. 25, 1891	Mar.13, 1801
1	Apr., 1891					54 piles			Res. of Board, Feb. 6, 1889	Atlantic Dredg-	Apr. 1, 1891	Apr. 14, 1891
West Washington Market Section, N. R.	May, 1890 Sept., 1890	14.733	11,705	301	:::::	2,043 cub.yds.crib and mud}	25 to 35		Res. of Board, Feb. 6, 1889	, mg co mini	Sept. 19, 1890	Sept. 22, 1890
Piew, new 23, N.R	Jan., 1891 Feb., 1891	4,127		::::			25	Contract No. 364		Morris&Cumings Dredging Co.	Jan. 23, 1891	Feb. 10, 1801
Piew, new 23, 11.12	Feb., 1891		870				31		Res. of Board, Jan. 8, 1891		Feb. 14, 1891	Feb. 16, 1891
N. D.	Dec., 1890	14,951	•••••	••••			35		1887, and Nov. 13, 1890.	Union Dredging Co		
Franklin Street Section, N. R	Dec., 1890 Jan., 1891	3,089 5,659		184	:::::	:::::::::::::::::::::::::::::::::::::::	35		Res. of Board, Oct. 6, 1887, and Nov. 13, 1890.	Atlantic Dredg-		Jan. 12, 1891

Dredging.

Dredging.

CUBIC YARDS. CONTRACT NO. OR TREASURER'S ORDER NO. MADE AT MEAN LOW WATER. By WHOM WHEN WHEN AUTHORIZATION. MISCELLANBOUS. LOCATION. MONTH. Crib, Class B. Crib, Class Sand Mud. Feet. Atlantic Dredg-July 29, 1890 Res. of Board, Feb. 28, 1890. July 28, 1890 Contract No. 330..... July, 1890 ing Co..... Morris&Cumings *Canal Street Dump, N. R Res. of Board, Mar. 5, 1891 Apr. 6, 1801 Apr. 8, 1891 Apr., 1891 Contract No. 370 15 Dredging Co. Atlantic Dredge 2,841 Sept. 23, 1890 Contract No. 351 Res. of Board, Aug. 21, 1890 Sept., 1890 Oct., 1890 ing Co...... Union Dredging C Pier, new 34, N. R., south side 25 June 27, 1890 Dec. 30, 1890 1,602 cub. yds. crib and mud Secretary's Order No. 9645. Treas. Order No. 14295 June, 1890 Dec., 1890 Jan., 1891 Pier, new 44, N. R., north side 30 Res. of Board, Oct. 9, 1890 .. Joseph Walsh.... Contract No. 359 Jan. 16, 1891 Pier, new 46, N. R..... 30 I.C73 Morris&Cumings Res. of Board, Mar. 5, 1891. Apr. 10, 1801 Apr. 20, 1891 15 Contract No.370..... Dredging Co... Atlantic Dredg-ing Co..... Atlantic Dredg-*West Twelfth Street Dump, N. R Apr., 1891 1,006 ... Res. of Board, Feb. 28, 1890 Contract No. 330.... July 25, 1890 *West Nineteenth Street Dump, N. R.... July, 1890 July 26, 1890 1,593 Res. of Board, June 28, 1882. West Twenty-third Street Section, N. R., north end..... July 16, 1890 25 to 35 July 23, 1890 10,208 ing Co.. July, 1890 Aug., 1890 Sept., 1890 Aug., 1890 Sept., 1890 Aug., 1890 Aug. 28, 1890 Res. of Board, July 10, 1890 Charles DuBois .. Contract No. 346 Pier, new 57, N. R., north side 25 2,827 57,864 Aug 15, 1890 Res. of Board, July 10, 1890 Charles DuBois .. Contract No. 346..... 25 Pier, new 58, N. R Sept. 4, 1890 Aug. 14, 1800 Charle DuBois ... Res. of Board, July 10, 1890. 25 Contract No. 346..... Sept. 9, 1890 Pier, new 59, N. R..... Charles & Henry E. DuBois . . . June 17, 189 Res. of Board, May 15, 1890 26,019 Contract No. 335.... Pier at West Thirty-fourth street, N. R. June, 1890 July, 1890 15 July 19, 1890 Atlantic Dredg-Res. of Board, Feb. 27, 1890 Contract No. 328..... ing Co....
(Morris&Cumings)
Dredging Co.,
(North American
Dredging and
Improv'm'tCo.,
Morris&Cumings Nov. 1, 1890 Nov. 20, 1890 Nov., 1800 Pier at West Forty-fifth street, N.R.. 36,852 20 July 19, 1890 July 31, 1890 Res. of Board, June 18, 1890 July, 1890 15 Contract No. 342.... Pier at West Forty-sixth street, N. R .. 30,042 Aug. 4, 1890 Contract No. 343.... Res. of Board, June 18, 1890 Aug , 1890 Mar., 1891 20 Pier at West Forty-ninth street, N. R .. . Mar. 27, 1801 38,147 Morris&Cumings June 11, 1890 May 20, 1890 May 29, 1890 May, 1890 5,127 Res. of Board, Oct. 10, 1880 Dredging Co.. (Union Dredging Co. 20 June, 1090 May, 1890 Pier at West Fiftieth street, N. R 14,334 5,582 May 16, 1890 Res. of Board, Oct. 10, 1889 20 Morris&Cumings Dredging Co... Res. of Board, June 18, 1890 Pier at West Fifty-first street, N. R. Aug. 1, 1890 Aug. 11, 1890 Contract No. 342 Aug., 1890 20 15,144 Aug. 14, 1890 Charles DuBois .. Res. of Board, July 11, 1890 Contract No. 347 20 Pier at West Fifty-second street, N. R. Apr. 27, 1891 Apr., 1801 33,377 ********************** (Atlantic Dredg-1 Res. of Board, Oct. 6, 1887 Mar. 10, 1890 Mar. 17,1891 Mar., 1891 25 to 2 ing Co... West Fifty-second Street Section, N. R. 10,492 Union Dredging Co. {Atlantic Dredg- { ing Co...... } Res. of Board, Sept. 12, 1889 Oct. 9, 1890 Oct. 28, 1890 Oct. 27, 1890 20 Pier at West Fifty-sixth street, N. R... Res. of Board, Sept. 12, 1889 Nov. 1, 1890 20 Nov. 17, 1890 Nov. 21, 1890 Nov., 1890 2,437 (Morris&Cumings Nov. 18, 1800 3,666 Contract No.358 Res. of Board, Oct. 9, 1890. Nov. 20, 1800 Nov., 1890 15 Dredging Co, Nov. 21, 1890 Nov. 22, 1890 Pier at West Seventy-ninth street, N. R West Eighty-first street to midway be-tween West Eighty-second and Eighty-third streets, N. R. Nov., 1890 2,879 Res. of Board, Mar. 26, 1801. Thomas Walsh ... Apr. 29, 1890 In progress, Contract No. 374 Apr., 1891 28 to 32 Morris&Cumings Dredging Co. . Atlantic Dredg-Bulkhead at West Ninety-sixth street, Treas, Order No. 1490 Sept. 10, 1890 Sept. 10, 1890 Secretary's Order No. 10014 Sept., 1890 309 Pier at West One Hundred and Twenty-Secretary's Order No. 9034. June 10, 1800 June 20, 1800 Pier at West One Hundred and Twentyninth street, N. R., north side
Bulkhead between West One Hundred
and Twenty-ninth and One Hunand Thirtieth streets, N. R
Bulkhead between West One Hundred
and Thirty-second and One Hundred and Thirty-third streets, N. R.
Pier at west One Hundred and Thirtythird street, N. R Treas, Order No. 14726 June. 1800 870 ing Co ... Atlantic Dredg-Treas. Order No. 14726 Secretary's Order. No. 9934 June 17, 1890 June 20, 1890 June, 1890 1,884 12 Aug. 28, 1890 Aug., 1890 Sept., 1890 Apr., 1391 William P. Kelly. Res. of Board. July 22, 1890. 20 to 21 Contract No. 348.... Apr. 8, 1890 4,033 5,130 William P. Kelly ... Sept. 8, 1890 Sept. 9, 1890 Contract No. 348.... Res. of Board, July 22, 1890. Sept., 1891 1,216 20 Jan. 28, 1891 Atlantic Dredg-Res. of Board, Nov. 20, 1890. Contract No. 363 Jan., 1891 Feb., 1891 Bulkhead between Piers 11 and 12, E. R. 20 Atlantic Dredg-Res. of Board, Feb. 28, 1890. Aug. 9, 1890 Aug. 11, 1890 Contract No. 330..... *Dump-board Pier 12, E. R 15 Dredg Res. of Board, Nov. 20, 1890 Jan. 23, 1891 Jan. 31, 1891 Jan., 1891 8,452 Contract No. 363 Pier 13, E. R., west side Atlantic Dredg-Feb. 10, 1891 Feb. 10, 1891 Secretary's Order No. 10621 Treas, Order No. 10621 Feb., 1891 133 cub. yds. mud and stones Bulkhead west of Pier, new 29. E. R ing Co Atlantic Dredg. Contract No. 330 Res. of Board, Feb. 28, 1890. Aug. 8, 1890 Aug. 8, 1890 580 15 ing Co...... Atlantic Dredge *Dump-board Pier 44, E. R..... Aug., 1890 Res. of Board, Feb. 28, 1890 4, 1890 Aug. 6, 1890 Contract No. 330 Slip between Piers 51 and 52, E. R Aug., 1890 1,600 10 ing Co..... Aug. 7, 1890 Aug. 9, 1890 12 Aug., 1890 1,738 Pier 56, E. R., north side Atlantic Dredg-Secretary's Order No. 10278. Aug. 11, 1890 Aug. 11, 1890 Treas. Order No. 14843 Slip between Piers 56 and 57, E. R. 576 10 Aug., 1890 8, 1890 Aug. 11, 1890 June 14, 1890 Aug., 1890 June, 1890 June 14, 1890 Treas. Order No. 1473 Atlantic Dredg-Secretary's Order No. 10165 Bulkhead between Rivington street and Pier 61, E. R..... June 13, 1890 Treas, Order No. 14731 June 13, 1890 June, 1800 576 12 Atlantic Dredg-ing Co...... Secretary's Order No. 10483. Nov. 4, 1890 Nov. 10, 1891 Treas. Order No. 14985 Nov., 1890 3,693 Pier 61, E. R., north side Atlantic Dredg-July 31, 1890 July, 1890 Aug., 1890 Contract No. 330.... Aug. 1, 1890 Res. of Board, Feb. 28, 1890 ing Co...... Morris&Cuming 1,296 *East Seventeenth Street Dump, E. R. Res. of Board, Mar. 5, 1891 Apr. 10, 1891 Apr. 13, 1891 Contract No. 370 15 Apr., 1801 2,115 Dredging Co., Iorris&Cumings M Res. of Board, Jan. 29, 1891. Mar. 16, 1891 Mar. 31, 1891 Pier at East Eighteenth street, E. R..... 18 to 20 Mar., 1801 10,601 Dredging Co.. *Dump at East Twenty-second street, {
E.R...... Atlantic Dredg-ing Co..... July 28, 1890 Contract No. 330 Res. of Board, Feb. 28, 1891. Aug. 6, 1890 15 Atlantic Dredg-ing Co..... Bulkhead at East Twenty-second street, Treas, Order No. 15176 Secretary's Order No. 10715 Mar. 6, 1890 Mar. 18, 1890 44 piles..... Mar., 1391 2,142 Apr. 30, 1800 May, 1890 July, 1890 July, 1890 Contract No. 331.... 12,549 Res. of Board, Feb. 28, 1890. Atlantic Dredg-ing Co..... 18 to 20 July 18, 1890 July 22, 1890 Twenty-fourth Street Section 793 July 19, 1890 2,147 Res. of Board, Apr. 25, 1889. 18 to 27 Union Dredging Co. Union Dredging Co. May 20, 1890 July 16, 1890 Res. of Board, Apr. 25, 1889. Res. of Board, Apr. 25, 1889. May July 1, 1890 2, 1890 May, 1890 July, 1890 4,106 ::: 1,510 18 to 27 Atlantic Dredging C ing Co..... Bellevue Section, E. R 5, 1890 July 17, 1890 Res. of Board, Apr. 25, 1889. July July, 1890 18 to 27 6,326 1,010 Union Dredging Co. Res. of Board, Aug. 16, 1889. May 8, 1890 May 16, 1890 East Twenty-eighth street Pier, E. R.... May, 1890 15 to 25 10,591 ******** Bulkhead at East Twenty-ninth street, E. R. (Atlantic Dredg-Secretary's Order No. 10302 Aug. 12, 1890 Aug. 13, 1890 Treas. Order No. 1486 10 Aug., 1890 1,948 Secretary's Order No. 10407. Oct. 6, 1890 Oct. 6, 1890 Bulkhead at East Thirtieth street, E. R ... Oct., 1890 Treas. Order No. 14941 10 Bulkhead at East Forty-second street, \ Secretary's Order No. 10406 Oct. 6, 1890 Oct. 6, 1890 Treas. Order No. 14938 Oct., 1890 78 cub. yds. rip-rap..... IO Jan., 1891 1,458 131/2 Contract No. 353..... Res. of Board, Aug. 28, 1890. John Gillies..... Jan. 5, 1891 Jan. 13, 1891 well's Island..... Oct., 1890 Nov., 1890 Dec., 1890 Oct. 11, 1800 $1,974_{100}^{64}$ tons stones, etc.. $2,649_{100}^{34}$ tons stones, etc.. 733_{100}^{64} tons stones, etc... R. G. Packard ... Contract No. 354..... Res. of Board, Sept. 4, 1890. 20 and less Dec. 16, 1890 Morris&Cumings
Dredging Co...
Atlantic Dredging Co...
Ing Co.....
Atlantic Dredging Co.... Res. of Board, Mar. 5, 1891 Apr. 10, 1891 Apr. 13, 1891 *Dump at East Eightieth street, E. R Contract No. 370 Apr., 1891 10 to 15 1,052 Feb. 20, 1891 Treas. Order No. 15132 Secretary's Order No. 10647 Feb. 21, 1891 Slip at Eighty-sixth street, E. R. Feb., 1891 10 Northerly pier at East Eighty-sixth street, E. R., north side Treas. Order No. 15131 Secretary's Order No. 10647 Feb. 23, 1891 Feb. 23, 1891 Feb., 1891 329 East Ninety-fourth Street Section, E. R.
East One Hundred and Second Street
Section, H. R.
Bulkhead at East One Hundred and
Sixth Street, H. R. Nov. 13, 1899 Nov. 29, 1890 Nov. 17, 1890 Nov., 1890 Nov., 1890 Dec., 1890 Res. of Board, Apr. 25, 1889. 4,378 1,109 20 to 25 Res. of Board, Aug. 28, 1890. Contract No. 352..... Dec. 31, 1890 15 to 18 Secretary's Order No. 10072 June 4, 1890 June 6, 1890 Treas. Order No. 14691 June, 1890 12 1,094 Atlantic Dredg-East One Hundred and Tenth Street Section, H. R. Sept. 8, 1890 Feb. 25, 1891 May 8, 1890 Sept., 1890 Feb., 1891 May, 1890 1,449 Res. of Board, Apr. 25, 1889. Union Dredging Co 15 to 18 East One Hundred and Twenty-fifth
Street Section, H. R.

Bulkhead East One Hundred and
Thirty-eighth to north of East One
Hundred and Fortieth street, H. R. 14,423 773 May 7, 1890 Res. of Board, Mar. 28, 1889. 10 to 15 July 26, 1890 Res. of Board, Mar. 28, 1889. July 23, 1890 July, 1890 2,507 cub. yds. mud and sand 10 to 15 **** ing Co..... Sept. 29, 1890 Fogg & Scribner. { Oct. 23, 1890 Res. of Board, Nov. 7, 1889 9,667 Contract No. 318.... 15 520 cub. yds. rip-rap, 249 cub. yds. filling, 280 piles, 4,005 cub. yds. mud and crib, 133 cub. yds. mud and stones, 2,507 cub. yds. mud and sand, 5,357 300 tons stone, etc. Totals..... 733,642 22,275 485 24,867

Stock.

REPORT OF STOCK.

Report of Stock on Hand, Purchased, Fabricated, Received from Sections and Issued at West Fifty-seventh Street Yard during the Year ending April 24, 1891. Balance of Stock on hand April 30, 1890...

Purchased from May 1, 1890, to April 24, 1891.

Purchased from May 1, 1890, to April 24, 1891, "no bills"

Fabricated (60 concrete blocks).

Received from Sections. \$16,217 65 10 40,988 74 164 36 18,250 05 57 56

Total to be account for..... \$75,678 3616

Issued to the following sections—
Floating property.
North River Sections
General repairs.
Concrete block.
West Fifty-seventh Street Yard, North river 38,893 56 1,156 23 11,584 55 216 10 Surveying party
Moving yard
East River Sections
Balance of Stock on hand April 24, 1891 12 42 6,928 49 13,423 9410

> \$75,678 364 \$75,678 3610

Statement of Granite on Hand at East Seventeenth Street Yard, May 1, 1801.

Granite.

Description.		CONTRACT OR TREASURER'S ORDER NUMBERS FURNISHED UNDER.		Treasurer's Order Numbers		Treasurer's Order Numbers		Treasurer's Order Numbers		Treasurer's Order Numbers		Treasurer's Order Numbers		Treasurer's Order Numbers		TREASURER'S ORDER NUMBERS		DATE OF CONTRACT O TREASURER'S ORDER.		RECEIVED DURING THE YEAR.	RETURNED FROM THE SECTIONS.	TO THE	ON HAND MAY 1, 1891.	AUDITED PRICE PER CUBIC FOOT.	AMOUNT.	Remarks.
Headers	Headers and stretchers cut		. Treas. Order No. 7944		Cubic feet		Cubic feet.	Cubic feet.	Cubic feet.	\$0 50	\$6 04															
	"	**	8391	Nov. 7, 1879	45.3			18.0	27.3	5910	16 35															
	" "	**	8391	" 7, "	34.6			34.6		548																
	"	**	8960	" 8, 1880	82.4			56.66	25.74	85	21 88															
	"	**	13608	Feb. 4, 1889	361.9			253.1	108.8	1 03	112 05															
	" "	**	13798	May 17, "	928.0			928.0		6a																
	" "	**	14267	Oct. 24, "	3,342.5			3,271.3	71.2	99	70 49															
	"	Contract N	Vo. 25	June 30, 1881	149.95			********	149.95	1 11½	166 61															
	" rough	"	25	" 30, "	116.00				116.0	1 111	128 89															
	"	**	55	Sept. 30, 1874	142.48				142.48	39	55 57	Cutting after receipt, 91 cents per cubic foot addition														
	" "	**	55	" 30, "	33.0			33.0		39																
	" cut		88	Feb. 14, 1877	62.56				62.56	62	38 79															
	" "	**	112	Mar. 26, 1880	63.23			52.15	11.08	63	6 97															
	" "	**	125	Feb. 2, 1881	15.09				15.09	801/2	12 15															
		("	230,	Nov. 23, 1886	566.26			535-93	30.33	69	20 92	1														
		Agreemen	nt No. 230	Apr. 21, 1888	131.5	3,681.2		3,628.9	183.8	69	126 82	}														
	" "	Contract 1	No. 268	Mar. 19, "	1,425.2			1,396.7	28.5	1 03	29 35															
	" "	**	298	Apr. 1, 1889	5,448.7			5,102.1	346.6	99	343 14															
	" "	**	316,	Dec. 16, "		18,792.0	57.6	17,621.9	1,227.7	80	982 16															
	" "	"	338	July 11, 1890		10,388.7	13.7	10,051.9	350.5	99	346 99															
Coping c	ut	Treas. Ord	er No.14267	Oct. 24, 1889	1,225.8			1,225.8		1 24																
**		Contract N	0. 125	Feb. 2, 1881	79.9			79.9		893/4																
**		**	298	Apr. 1, 1889	3,022.4			3,022.4	*******	1 24																
**		**	338	July 11, 1890	*******	6,813.2		6,006.6	806.6	1 15	927 59															
Voussoirs	s cut	**	52	Apr. 4, 1874	816.77			20.0	796.77	1 95	1,553 70															
Spandril	and end stones cut	**	52	4, "	457.75		.,		457 - 75	1 8o	823 95															
Corner ar	nd key stones cut	"	52	" 4, "	442.0				442.0	60	265 20	Cutting after receipt, \$1.41 per cubic foot additional.														
				*	19,005.38	39,675.1	71.3	53,338.94	5,412.84		\$6,055 61															

Work Supervised.

WORK SUPERVISED.

Work done, other than Dredging, by Alleged Owners and Lessees of Piers and Others, by Order or under Permit of the Board of Docks, and Under the SUPERVISION OF THE ENGINEER-IN-CHIEF.

ON THE NORTH RIVER.

Pier, new 1, N. R.

Secretary's Order No. 10449.—10 spring-piles were driven at southwest corner of pier, by the West Shore Railroad Company, under permit of the Board. Begun October 6 and finished Octo-

Secretary's Order No. 9076.—Fender piles were refastened at outer end of pier, and the corrugated iron on shed was renewed and repainted where necessary, by Iron Steamboat Company, by order of the Board. Begun June 12, 1889, and finished April 1, 1891.

Bulkhead South of and adjoining Pier, old 1, N. R.

Secretary's Order No. 10439.—The planking thereon was repaired by the Pennsylvania Rail-road Company, under permit of the Board. Begun November 5 and finished November 11, 1890.

Pier, old I, N. R.

Secretary's Order No. 10132.—The sheathing at approach to pier was repaired, and the vertical sheathing at outer end of pier was also repaired, for the past three months, by the Pennsylvania Railroad Company, occupants, under permit of the Board. Begun July 2 and finished September 12 1800.

ber 13, 1890.

Secretary's Order No. 10761.—Necessary repairs to cluster piles, string pieces, etc., on northwest corner and to the sheathing on west end of pier, were made by the Sanford Stillman Company, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun March 26 and finished March 27, 1891.

Pier 2, N. R.

Secretary's No. 10322.—Fender-piles were refastened, side caps at outer end of pier were repaired and the horizontal sheathing on sides of pier was also repaired by D. S. Cofrode, contractor, for the Lehigh Valley Railroad Company, by order of the Board. Begun September 1 and finished November 1, 1890.

Pier 3, N. R.

PICKET GATES.

Secretary's Order No. 9960.—Picket gates were placed across the inner end of Pier 3, North river, by the Lehigh Valley Railroad Company, under permit from the Board. Finished May 3, 1890.

Secretary's Order No. 10600.—5 longitudinal girders 12 by 12 inches in section about 40 feet long each were placed over the cribwork, at the outer end of Pier 3, North river, where the old ones were found to be rotted away and the cross caps were also repaired, by the Lehigh Valley Railroad Company. Begun December 20, 1890, and finished January 3, 1891.

GATE AND FENCE.

Secretary's Order No. 10741.—A fence was placed across one half of entrance to Pier 3, North river, and a gate across the other half, by the Lehigh Valley Railroad Company. Begun March 9, 1891; in progress.

Pier 4, N. R.

Work Supervised.

Secretary's Order No. 10186.—Necessary repairs to the rangers and caps and to the planking were made, the substructure at inner end of pier and the sheathing on decks of Piers 4 and 5, North river, were repaired. The pavement at entrance to Piers 4 and 5 was also repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun June 13 and finished August 2, 1890. Pier 5, N.R.

Secretary's Order No. 10155.—10 spring-piles were driven on the north side of the pier, and the horizontal sheathing thereat was repaired by the West Shore Railroad Company, under permit of the Board, and by consent of Pennsylvania Railroad Company. Begun June 4 and finished July

3, 1890.
Secretary's Order No. 10645.—Additional bearing-piles were driven and capped, and the deck and shed thereat were repaired by the Sanford Stillman Company, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun January 17 and finished February 7,

Pier 6, N.R.

Secretary's Order No. 9947.—Water-pipes were laid under the rafters of the shed on south side of pier by the New York and Baltimore Transportation Company, under permit of the Board. Begun May 3 and finished June 3, 1890.

Secretary's Order No. 10120.—11 bearing-piles and 2 fender-piles were driven and fastened; 80 feet of the side-caps and 18 oak half round fenders were put on by the New York and Baltimore Transportation Line, under permit of the Board. Begun June 6 and finished June 12, 1890.

Secretary's Order No. 10230.—4 spruce bearing-piles were driven and fastened; 7 bearing-piles were pulled to place and refastened, and 31 half round fenders were put on by the New York and Baltimore Transportation Line, under permit of the Board. Begun June 30 and finished July 5, 1890.

York and Baltimore Transportation Line, under permit of the Board. Begun June 30 and finished July 5, 1890.

Secretary's Order No. 10353.—The entire deck easterly of the crib at the outer end was sheathed with new 4-inch yellow pine by Henry Du Bois' Sons, contractors, for the New York and Baltimore Transportation Line, by order of the Board. Begun October 2 and finished November 20, 1890.

Secretary's Order No. 10659.—4 fender-piles were driven and fastened on south side of pier to replace broken ones, by John Gillies, contractor, for the New York and Baltimore Transportation Line, under permit of the Board. Begun and finished February 1, 1891.

Secretary's Order No. 10735.—The outer 170 feet of north side of shed was repaired by placing new corrugated iron thereon, and other necessary repairs to shed were made; a small tally-house was also erected by the New York and Baltimore Transportation Line, under permit of the Board. Begun March 6 and finished March 26, 1891.

Bulkhead between Piers 6 and 7, N. R.

Secretary's Order No. 10738.—Hole in pavement was repaired by Department of Public Works, by order of the Board. Begun and finished March 7, 1891.

Pier 8, N. R.

BRIDGE ACROSS WEST STREET.

Secretary's Orders Nos. 9881 and 10011.—An iron bridge was built from the westerly side of West street to Pier 8, North river, supported by two 12-inch iron channels latticed together, resting on a brick pier on a pile foundation, by the Central Railroad of New Jersey. Finished July 1, 1890.

Work Supervised.

Secretary's Order No. 10101.—10 white oak fender-piles were driven, fastened and chocked by the Central Railroad Company of New Jersey, under permit of the Board. Begun May 21 and finished May 27, 1890.

Secretary's Order No. 10526.—The pulling, redriving and fastening of 22 spring-piles at outer end of pier were done by the Central Railroad Company of New Jersey, under permit of the Board. Begun November 20 and finished December 9, 1890.

Secretary's Order No. 10804.—10 oak spring-piles were redriven and fastened, and side cap near outer end of pier was repaired by the Central Railroad Company of New Jersey, under permit of the Board. Begun April 6 and finished April 11, 1891.

Pier 9, N. R.

Secretary's Order No. 10494.—12 oak spring piles were driven by Fearon & Jenks, contractors, for Messrs. Cornell, under permit of the Board. Begun October 27 and finished November 3, 1890.

Pier 10, N. R.

Secretary's Order No. 10823.—5 bearing-piles were driven and fastened on the inner end of pier, and rangers and deck on bulkhead thereat were renewed by John Monks & Son, contractors, or the Metropolitan Steamship Company, under permit of the Board. Begun April 18 and finished April 20, 1891.

Pier 11, N. R.

EXTENSION OF PIER.

Secretary's Order No. 9876.—An extension was built on the outer end of pier, 78 feet long and the width of the pier, the outer 41 feet of which is composed of a crib block and the balance of a bridge, by the Metropolitan Steamship Company. Finished July 1, 1890.

SHED ON PIER.

Secretary Order No. 10287.—The shed on Pier 11, North river, was extended a distance of 90 feet by the Metropolitan Steamship Company, under permit from the Board, using the same construction as the present shed. Begun August 20 and finished September 24, 1860.

Pier 13, N. R.

Secretary's Order No. 10105.—The bulkhead thereat was pierced for sewer-outlet by Patrick Casey, contractor, for the Department of Public Works, said Department having secured the consent of lessees, Central Railroad Company of New Jersey, under permit of the Board. Begun November 8, 1890, and finished April 7, 1891.

Piers 13 and 14, N. R.

Secretary's Order No. 10364.—Several bearing and fender-piles were driven on each pier, and the cross caps, side caps and side rangers were pieced, where necessary, by the Central Railroad Company of New Jersey, under permit of the Board. Begun September 13 and finished December

Foot of Liberty Street, N. R.

Secretary's Order No. 10412.—Ferry-float bridge and ferry racks were rebuilt thereat by Ross & Sanford, contractors, for the Central Railroad Company of New Jersey, under permit of the Board. Begun November 18 and finished December 16, 1890.

Pier 16, N. R.

Secretary's Order No. 10,578.—5 spring-piles were driven and fastened at outer westerly end, and 3 tender-piles were driven and fastened in front of bulkhead platform at westerly side thereof, by the Pennsylvania Railroad Company, under permit of the Board. Begun December 22 and finished December 31, 1890.

Cortlanat Street, N. R.

Secretary's Order No. 10310.—A turn-out, etc., for railway cars was constructed by the North and East River Ferry Railway Company, under permit of the Board. Begun August 17 and finished August 21, 1890.

Cortlandt Street Ferry.

BRIDGE ACROSS WEST STREET.

Secretary's Order No. 10119.—Foundations, and piers and approach thereto, westerly end of bridge, from the ferry-house at the foot of Cortlandt street, across West street, are being constructed on land in rear of bulkhead by the Pennsylvania Railroad Company, under permit of the Board. Begun December 23, 1890; in progress.

Secretary's Order No. 10654.—The pavement in front of ferry was repaired and replaced by the Pennsylvania Railroad Company, under permit of the Board. Begun February 2 and finished

February 6, 1891.

Pier, old 20, N.R.

Secretary's Order No. 10392.—The vertical fenders and fender piles at outer end of pier were renewed; also the horizontal sheathing on the sides and the backing-log and deck of pier, were repaired by C. McLean, contractor, for the Baltimore and Ohio Railroad Company, lessee, by permit of the Board. Begun September 10 and finished September 18, 1890.

Piers, old 20 and 21, N.R.

PAVEMENT.

Secretary's Order No. 9723.—Pavement was laid between Piers, old 20 and 21, North river, with old paving blocks, by the Baltimore and Ohio Railroad Company, as shown on plan submitted, with the exception of a strip about 6 feet wide and about 240 feet long on the southerly side of the approach leading to Pier, old 20, N. R. Finished October 30, 1890.

Pier, old 23, N.R.

Secretary's Order No. 10043.—The deck sheathing on the south side of pier was repaired with 3-inch spruce by the New York Steam Company, by order of the Board. Begun May 19 and finished May 22, 1890.

Secretary's Order No. 10093.—The backing-log was repaired and several fender-piles were refastened on the south side of pier by the New York Steam Company, by order of the Board. Begun May 24 and finished June 26, 1890.

Secretary's Order No. 10166.—The deck and deck sheathing on the north side of pier were patched by the alleged owners, by order of the Board. Begun and finished June 9, 1890.

Secretary's Order No. 10617.—The order to replace 2 spruce bearing-piles was returned, it not being the intention of Mr. Cruikshank to avail himself of the privileges of the permit of the Board.

North Side of Pier, old 23, South Side of Pier, old 24, and Bulkhead between, N. R.

Secretary's Order No. 9891.—Backing-logs were repaired on the above piers and bulkhead by Messrs. Cruger & Cruikshank, by order of the Board. Begun March 10, 1890, and finished January 12, 1891.

Barclay Street, N. R.

Secretary's Order No. 10221.—A frame structure was removed and placed on the southerly side of the ferry premises by Hoboken Land and Improvement Company, under permit of the Board. Begun and finished July 2, 1890.

Secretary's Order No. 10239.—A turnout and stand for railway cars was erected in front of the ferry premises by the North and East River Ferry Railway Company, under permit of the Board. Begun July 5, 1890, and finished July 13, 1890.

Ferry foot of Barclay Street, N. R.

Secretary's Order No. 10020.—The north rack thereat was repaired and straightened with extra clumps of piles and ribbon pieces. The south rack was also repaired, where necessary, by Ross & Sanford, contractors, for the Hoboken Ferry Company, by order of the Board. Begun May 2 and finished August 2, 1890.

Pier, old 25, N. R.

Secretary's Order No. 9873.—Caps and rangers were renewed where necessary, the entire deck was taken up and relaid with 4-inch yellow pine, and sheathed with 3-inch spruce; also necessary repairs were made to the shed on pier by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun February 10 and finished May 19, 1890.

Secretary's Order No. 10328.—4 fender-piles were renewed and the vertical sheathing repaired by Ross & Sanford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun September 1 and finished September 3, 1890.

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

Secretary's Order No. 10124.—The pavement in front of bulkhead was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun June 4 and finished June 11, 1890.

Pier, old 28, N. R.

Secretary's Order No. 9997.—The vertical and horizontal sheathing at the outer end of pier were renewed, and about 90 spring piles were driven at the outer corners, and on both sides of pier, by the Old Colony Steamboat Company, under permit of the Board. Begun April 15 and finished May 20, 1890. Pier, old 29, N. R.

Secretary's Order No. 10064.—New sneathing was laid from the entrance of the pier towards the westerly end of same for a distance of 385 feet in length, and 35 feet in width, by the Providence and Stonington Steamship Company, under permit of the Board. Begun May 8 and finished

May 13, 1890.

Secretary's Order No. 10477.—10 spring-piles were driven at outer end of pier by R. P. & J. H. Staats, contractors, for the Providence and Stonington Steamship Company, under permit of the Board. Begun October 28 and finished November 1, 1890.

Chambers Street Ferry, N. R.

SOUTHERLY SLIP.

Secretary's Order No. 10433.—South rack thereat was rebuilt by Cofrode & Taylor, contractors, for the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun December 2 and finished December 30, 1890.

Secretary's Order No. 10056.—The planking in ferry-house was repaired and the sheathing on the approaches to ferry slips was also repaired with 3 inch spruce, by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun May 19 and finished July 26, 1890.

Piers, new 20 and 21, N.R.

Secretary's Order No. 10115.—The horizontal sheathing thereon was repaired by the New York, Lake Eric and Western Railroad Company, lessee, by order of the Board. Begun July 8 and finished September 13, 1890.

Pier, new 21, N.R.

Secretary's Order No. 10171.—A fence was erected on the shore end of the north side of the pier by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun and finished June 23, 1890. Pier, old 33, N.R.

Secretary's Order No. 10550.—A hole at entrance to south half of pier was patched, the pavement thereat and the sheathing on deck were repaired by the Catskill and New York Steamboat Company, lessees, by order of the Board. Begun November 29 and finished December 2, 1890.

Pier, old 34, N. R.

Secretary's Order No. 9998.—The backing-log was cut and two gangways were made therein by the Romer & Tremper Steamboat Company, under permit of the Board. Begun May 1 and finished May 2, 1890.

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finished May 2, 1890.

The entrance to south half of pier was repaired by the West Shore Railroad Company, by order of the Board. Begun December 1 and finished December 3, 1890.

Secretary's Order No. 10739.—4 spring-piles were driven and fastened by the West Shore Railroad Company, under permit of the Board. Begun and finished March 12, 1891.

Secretary's Order No. 10846.—A gangway was cut on south side of pier by the North River Steamboat Company, under permit of the Board. Begun April 24 and finished April 25, 1891.

Pier, new 24, N. R.

Secretary's Order No. 10110.—3 spring-piles were driven and fastened in lieu of like number broken, by Homer Ramsdell, under permit of the Board. Begun and finished May 22, 1890.
Secretary's Order No. 10650.—About the inner 180 feet of deck was resheathed by H. Du Bois' Sons, contractors, for Homer Ramsdell Transportation Company, under permit of the Board. Begun January 27 and finished February 13, 1891.

Franklin and North Moore Streets. REMOVING PAVING STONES.

Secretary's Order No. 10541.—Broken paving stones on new-made land, between Franklin and North Moore streets, North river, were removed by the Department of Public Works, by permission of the Engineer. Begun November 20 and finished November 24, 1890.

Pier, new 27, N. R.

Secretary's Order No. 10786.—A clump of piles on the northwest corner of pier was repaired by the Sanford Stillman Company, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun March 26 and finished March 27, 1891.

Secretary's Order No. 10821.—The horizontal sheathing on the south side of pier, was repaired by the Sandford Stillman Company, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun April 6 and finished April 7, 1891.

Piers, new 27 and 28, N. R.

Secretary Orders Nos. 10c82 and 10131.—The pavement and planking in front of above piers were repaired by the Pennsylvania Railroad Company, wherever required. Begun May 12 and finished April 30, 1891.

Secretary's Order No. 10407.—7 white oak piles were driven and fastened on the north corner of Pier, new 37, and 3 on the south corner of Pier, new 28, North river; 7 pieces of 7 inches by 10 inches by 18 feet white oak sheathing were placed and fastened on the north side of Pier, new 27, and the same on south side of Pier, new 28, North river, by the Pennsylvania Railroad Company. Begun September 15 and finished September 27, 1890.

Secretary's Order No. 10636.—The sheathing on the sides of piers was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun January 16 and finished January 28, 1891.

Pier, new 28, N. R.

Secretary's Order No. 10572.—Earth filling was excavated at Pier, new 28, North river, down to the gas-pipe running across new-made land, to relay same to proper grade, and the earth filling was properly replaced by the Consolidated Gas Company, under permit from the Board. Begun December 1 and finished December 9, 1890.

Secretary's Order No. 10629.—This order to direct and superintend repairs to sheathing on south side of pier has been suspended by Secretary's Order No. 10636, dated January 14, 1891,

under which order the work will be done.

Secretary's Order No. 10766.—The cleat and backing-log on north side of pier were repaired by the Sanford Stillman Company, contractors, for the Pennsylvania Railway Company, by order of the Board. Begun March 24 and finished March 25, 1891.

Pier, new 29, N. R. SHED ON PIER.

Secretary's Order No. 10021.—A shed was built over the entire area of Pier, new 29, North river, except the outer end, by the Pennsylvania Railroad Company, in accordance with resolution of Board of April 17, 1890. Begun October 13, 1890, and finished April 2, 1891.

Secretary's Order No. 10359.—10 spruce piles were driven at the outer end of Pier foot of Vestry street, leaving their tops about 7 feet above the deck of Pier, and fastened with wire rope by A. Van Santvoord. Begun September 17 and finished September 24, 1890.

Secretary's Order No. 10631.—A 10-ton derrick was placed on the southerly side of Pier, new 29, North river, about 90 feet from the outer end on a foundation of 12 inches by 12 inches yellow pine timber below the deck of the pier and extending down to about mean low water by the

pine timber below the deck of the pier and extending down to about mean low water, by the Pennsylvania Railroad Company. Begun January 20 and finished March 3, 1891.

Secretary's Order No. 10655.—A 4-inch wrought-iron water-pipe, also 3½ wrought-iron gaspipe were laid from mains in West street to Pier, new 29, North river, by the Pennsylvania Railroad Company. Begun February 27, and finished April 4, 1891.

Bulkhead and Bulkhead Platform at Desbrosses Street Ferry, N. R.

Secretary's Order No. 10355.—The top stick on the bulkhead and top timbers on the bulkhead platform were renewed and repaired, where necessary, by the Pennsylvania Railroad Company, under permit of the Board. Begun September 8 and finished October 4, 1890.

Desbrosses Street Ferry, N. R.

Secretary's Order No. 10656.—The pavement in front of ferry was repaired by the Pennsylvania Railroad Company, under permit of the Board. Begun January 28 and finished February

Between Desbrosses and West Tenth Streets.

Secretary's Order No. 10514.—Pavement has been taken up and replaced on new-made land of several points between Desbrosses and West Tenth streets, North river, to replace telegraph poles, by the Metropolitan Telegraph Company. Begun November 10, 1890, and finished April 30, 1891.

Pier, old 40, N.R. Secretary's Order No. 10375.—The vertical sheathing, fenders and fender-piles, were repaired by Harvey P. Farrington, by order of the Board. Begun November 24 and finished December

Pier, old 42, N. R.

Secretary's Order No. 10200.—The fender-piles at outer end of pier were repaired and refastened by Brown & Fleming, by order of the Board. Begun and finished August 1, 1890.

Bulkhead at Canal Street, N. R.

Secretary's Order No. 10226.--A portion of the top course of timbers was renewed and some bracing was done by Brown & Fleming, under permit of the Board. Begun July 9 and finished

Pier, new 34, N. R.

Pier, new 34, N. R.

Secretary's Order No. 10241.—The bracing wire attached to pile on north side of Pier, new 34, North river, was removed by the Metropolitan Telegraph Company before the above order could be executed. Begun and finished July 9, 1890.

Secretary's Order No. 10374.—Small iron corner bands and armature plates were repaired, and several new oak fender-piles at the outer corners of pier were driven and fastened, and the necessary repairs were made to the vertical sheathing at outer end of pier by Ross & Sanford, contractors, for the Pacific Mail Steamship Company, by order of the Board. Begun September 13, 1890, and finished February 13, 1891.

Secretary's Order No. 10627.—About 128 square yards of pavement and earth filling on newmade land in front of Pier, new 34, North river, was taken up and water pipe repaired by the Pacific Mail Steamship Company, under permit from the Board. The Department replaced the earth filling in layers and relaid the pavement to grade, and the joints filled with gravel and coal tar. Begun January 3 and finished February 3, 1891.

Pier, new 35, N. R. GANGWAYS.

Secretary's Orders Nos. 9737 and 9804.—2 inclined gangways were built on south side of Pier, new 35, North river, one at Cargo-port No. 9 and one at Cargo-port No. 1, also Cargo-port No. 9 was shifted about 9 feet easterly by the Ocean Steamship Company, and doorways and bridges were shifted to correspond with the above alteration. Finished May 1, 1890.

Secretary's Order No. 10445.—A tight wooden partition, with hanging doors, was erected across shed on the lower end of Pier, new 35, North river, by the Ocean Steamship Company of Savannah, under permit of the Board. Begun October 11 and finished October 23, 1890.

Pier, new 37, N. R.

Secretary's Order No. 10517.—The driving of 2 side-bearing piles, placing fenders thereon and repairing vertical sheathing, backing-log and deck, were done by Ross & Sanford, contractors for the Southern Pacific Company, occupants, under permit of the Board. Begun November 17, and finished Newspher 27, 1890. ber 17 and finished November 29, 1890.

Pier, new 38, N. R.

Secretary's Order No. 10373.—The vertical sheathing at outer end of pier was repaired and armature plates were refastened by A. M. Underhill & Co., by order of the Board. Begun February 2 and finished February 10, 1891.

Slip between Piers, new 38 and 39, N. R.

Secretary's Order No. 10605.—Canal-boat "Tichenor" was removed therefrom by the Baxter Wrecking Company for Henry E. Bowns, by order of the Board. Begun December 19 and finished December 22, 1890.

Pier, new 40, N. R.

Secretary's Order No. 10699.—About 2 square yards of pavement on new-made land in front of Pier, new 40, North river, was taken up, leak in gas-pipe repaired by the Cunard Steamship Company, lessees of pier, and pavement relaid to grade with coal tar and gravel joints by Department labor. Begun March 2 and finished April 17, 1891.

Pier, new 41, N. R.

Secretary's Order No. 9975.—Repairs were made to the outer northerly corner of pier and a new armature plate was placed and fastened thereon by the Delaware, Lackawanna and Western Railroad Company, by order of the Board. Begun April 19 and finished May 20, 1890.

Secretary's Order No. 10109.—An iron crane was erected in doorway of shed on above pier. Doorway was widened and one of the shed posts changed, by John H. Starin. Begun May 26 and finished Dogowher to 1800.

finished December 15, 1890.

Secretary's Order No. 10410.—The corrugated iron on shed was repaired and repainted, where necessary, by the Delaware, Lackawanna and Western Railroad Company, by order of the Board.

Begun October 13, 1890, and finished February 27, 1891.

Secretary's Order No. 10607.—About 22 square yards of pavement north of the car track, used by the Albany Brewing Co., were taken up by them, the stones properly cleaned and replaced to a higher grade and the joints filled with gravel and coal tar in a satisfactory manner. Begun December 19 and finished December 31, 1890.

Pier, new 42, N. R.

Secretary's Order No. 10432.—About 25 square feet of pavement and crosswalks in front of south side of Pier, new 42, North river, were removed, the earth was excavated and the gas-pipe was repaired by the Compagnie Generale Transatlantique, lessees of pier, the filling properly put back and the pavement relaid to grade, the joints being filled with coal tar and gravel by Department labor. Begun September 30 and finished October 7, 1890.

Piers, new 42 and 43, N. R.

Secretary's Order No. 10202.—The iron corner band on the outer northerly corner of Pier 42 was repaired, and the cornice and corrugated iron of the shed on south side of Pier 43 were also repaired by the International Navigation Company, by order of the Board. Begun June 21 and finished August 2, 1890.

Ferry at Christopher Street, N. R.

Secretary's Order No. 10153.—The skylight in the waiting-room of the ferry-house was repaired where requisite and necessary by the Hoboken Ferry Company, by order of the Board. Begun June 7 and finished July 12, 1890.

Secretary's Order No. 10139.—Piles were reset at ends of racks and other necessary repairs thereto were done by Ross & Sanford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun June 23 and finished August 5, 1890.

South Ferry-rack at Christopher Street, and the Outer Northerly End of Pier, new 44, N. R.

Secretary's Order No. 10527.—Damages thereto by ferryboat were repaired by the driving and fastening of new fender-piles in south ferry-rack, and the driving and fastening of new fender-piles at the outer northerly end of Pier, new 44, North river. Work was done by Ross & Sanford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun November 12 and finished December 5, 1890.

Pier new 45. N. R.

Pier, new 45, N. R. REPAIRING PIER.

Secretary's Order No. 8809. —The old shed on pier, new 45, North river, was removed, the deck taken up, and the caps and rangers were replaced with new material where necessary; additional piles were driven to support shed posts, and the entire pier put in thoroughly good condition. The bulkhead platform between Pier, new 44 and 45, North river, was removed. The repairs to Pier, new 44, and to the half bulkhead between Piers, new 45 and 46, have not yet been begun. Work suspended.

Secretary's Order No. 9048.—A new shed was built over the whole area of Pier, new 45, North river, except the outer end, by the White Star Line. Finished May 6, 1890.

DERRICK MASTS.

Secretary's Order No. 10236.—10 white pine derrick masts, 5 on each side of the pier, were put up on Pier, new 45, North river, by the White Star Line, under permit from the Board. Begun July 26 and finished September 22, 1890.

EXTENDING PIER.

Secretary's Order No. 10304.—Pier, new 45, North river, was extended 100 feet in length by 80 feet in width, by the White Star Line, in accordance with resolution of Board, August 1, 1890, by the White Star Line. Begun February 2 and finished April 21, 1891.

Secretary's Order No. 10577.—Corners at outer end of extension to pier were rounded and sheathed with oak, protected with wrought-iron bands. Begun February 2 and finished April 21,

SHED ON EXTENSION.

Secretary's Order No. 10748.—A shed is being erected over the extension to above pier, on the same lines as the existing shed, by the White Star Steamship Company. Begun March 2, 1891;

Work Supervised.

Between Piers, new 45 and 46, N. R.

Secretary's Order No. 10702.—The bulkhead platform was repaired by the Oceanic Steam Navigation Company, by order of the Board. Begun and finished March 28, 1891.

Pier, new 46, N. R.

Secretary's Order No. 10762.—6 oak fender-piles were driven at the northerly corner and 5 at the southerly corner of Pier, new 46, North river, and the same were cut off 5 feet above the deck of the pier by the Citizens' Steamboat Company. Begun March 28 and finished March 30, 1891.

Secretary's Order No. 10794.—Gangway or incline was cut in Pier, new 46, North river, about 10 feet wide, 8 feet 7 inches deep and 2 feet 1 inch below the deck, located about 72 feet 9 inches from the outer end of pier by the Citizens' Steamboat Company. Begun April 6, and finished April 14, 1891.

EXTENSION OF SHED.

Permit of the Board.—A shed was built over the extension to Pier, new 46, North river, on the same lines as existing pier by the Citizens' Steamship Company. Begun April 3 and finished April 23, 1891.

Pier, new 47, N. R.

Secretary's Order No. 10084.—The spring-piles on the outer northerly corner of pier were renewed and refastened, where required, by the Quebec Steamship Company, by order of the Board. Begun May 26 and finished June 2, 1890.

Bulkhead between Perry and Eleventh Streets, N. R.

Secretary's Order No. 10476.—The pavement on made land thereat was repaired, by G. W. Plunkett & Co., contractors, for G. H. Shaffer & Co., under permit of the Board. Begun November 6 and finished November 15, 1890.

Bulkhead at Eleventh Street, N. R.

Secretary's Order No. 10179.—Necessary spikes were driven on south side thereof by E. M. Van Tassell, by order of the Board. Begun September 8 and finished September 10, 1890.

Bulkhead at Eleventh Street and North of the Pier at Eleventh Street, N. R.

Secretary's Order No. 10554.—2 guy-poles were placed on the southerly side of bulkhead at Eleventh street, and one on the bulkhead north of the Pier at Eleventh street, by the Metropolitan Telephone Company, with the permit of Van Tassell, Cornell and the Knickerbocker Ice Company, lessees and occupants, under permit of the Board. Begun December 15, and finished December 19, 1890.

Pier at Eleventh Street, N.R. Secretary's Order No. 10744.—The driving of 15 oak piles at south side of pier and the cutting of two gangways thereat; also the placing of small house and sign at above premises by Joseph Cornell, under permit of the Board. Begun April 7, 1891; in progress.

Secretary's Order No. 10802.—Wharfage is being collected at northerly side of pier where repairs are ordered by the Board to be made by Joseph Cornell. This order is therefore returned.

Bulkhead at Bank Street, N. R.

Secretary's Order No. 10860.—Repairing of bulkhead by Knickerbocker Ice Company, lessee, by order of the Board. Begun April 23, 1891; in progress.

Pier at Horatio Street, N. R.

Secretary's Order No. 10308.—A temporary ice platform on wooden horses was erected thereat by Consumers' Ice Company, under permit of the Board. Begun August 9 and finished August

Bulkhead between Horatio and Gansevoort Streets, N.R.

Secretary's Order No. 10053.—An ice bridge and engine-house were placed thereon by the New York City Ice Company, under permit of the Board. Begun June 30 and finished August 5,

Bulkheai between Piers, old 57 and 58, N.R.

Secretary's Order No. 10557.—The following work was done thereat by the Wholesale Oyster Dealers' Association, under permit of the Board: Stringers were placed in front of the bulkhead to attach gangplanks thereto; gas and water pipes were also placed and plank walk laid thereat.

Bulkhead between Thirteenth and Fourteenth Streets, N. R.

Secretary's Order No. 10025.—Necessary planking was placed in the rear of the top of bulk-head to prevent the earth under the backing-log being washed into the river, by the Cedar Hill Ice Company, under permit of the Board. Begun May I and finished May 2, 1890.

Ferry at West Fourteenth Street, N.R.

Secretary's Order No. 10019.—The cluster piles at the ends of racks were taken up, reset and refastened; new fenders and ribbon pieces were also put on where required by the Hoboken Ferry Company, under permit of the Board. Begun May 20 and finished May 22, 1890.

Secretary's Order No. 10329.—The ferry rack was extended to the new pier head-line by Ross & Sandford, contractors, for the Hoboken Ferry Company, under permit of the Board. Begun October 25 and finished November 22, 1890.

Pier at Sixteenth Street, N. R.

Secretary's Order No. 10098.—A dumping-board was erected on the south side of Pier by Thomas E. Crimmins, under permit of the Board. Begun May 20 and finished May 26, 1890.

Bulkhead between Seventeenth and Eighteenth Streets, N. R.

Secretary's Order No. 10837. —Said bulkhead was raised about 2 feet to comply with the new grade of Thirteenth avenue, by John Monks & Son, contractors, for the Consolidated Gas Company of New York, under permit of the Board. Begun April 21 and finished April 24, 1891.

Pier at Twenty-first Street, N. R.

Secretary's Order No. 10032.—Fender-piles were refastened and renewed at the outer end of pier, by C. T. Van Santvoord, lessee, by order of the Board. Begun June 11 and finished December 8, 1890.

Secretary's Order No. 10118.—The sheathing on deck of pier was repaired with new 3-inch spruce, by C. T. Van Santvoord, lessee, by order of the Board. Begun June 11 and finished December 8, 1890.

Pier Foot of Twenty-second Street, N. R.

Secretary's Order No. 10665.—to white oak spring-piles were driven and fastened on north side of pier by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun February 4 and finished February 24, 1891.

Secretary's Order No. 10795.—6 broken fender-piles were renewed with new white oak ones on north side of pier by the New York, Lake Erie and Western Railroad Company, under permit of the Board. Begun April 16 and finished April 20, 1891.

Pier, new 54, N. R.

Secretary's Order No. 10176.—The backing-log was repaired by Sanderson & Son by order of the Board. Begun August 1 and finished August 2, 1890,
Secretary's Order No. 10708.—Repairing of corrugated iron near the roof of shed on said pier,
by Sanderson & Son, by order of the Board. Begun April 6, 1891; in progress.

Piers, new 54 and 55, N. R.

Secretary's Order No. 10455.—The old water-pipe running under the scale platform in front of the bulkhead between Piers, new 54 and 55, North river, was removed and a new pipe put in, running north of and clear of the platform scales, by Frank C. Meehan. Begun October 13 and finished December 1, 1890.

West Twenty-fourth and Twenth-fifth Streets, N. R.

EARTH FILLING, ETC.

Secretary's Order No. 10063.—The new-made land between West Twenty-fourth and Twenty-fifth streets, N.R., west of Thirteenth avenue, was filled in by G.W. Plunkitt, by order of the Board. Begun May 1 and finished May 25, 1890.

Pier, new 56, N. R.

Secretary's Order No. 10352.—The front of the shed thereon was repainted and the iron thereon was repaired by H. W. Sherman, contractor, for Messrs. Simpson & Spence, agents, by order of the Board. Begun October 9 and finished November 24, 1890.

BRICK FURNACE.

Secretary's Order No. 10420.—A pit 2 feet deep, 8 feet wide and 12 feet long, was excavated and a brick furnace constructed in same, 100 feet north of Pier, new 56, North river, by J. B. & J. M. Cornell, under permit from the Board. Begun September 29 and finished October 8, 1890.

Piers, new 56 and 57, N. R.

Secretary's Orders Nos. 10237 and 10452.—2 derricks were erected and temporary railway tracks were laid upon bulkhead and new-made land between above piers, in accordance with resolution of Board, June 26, 1890, by J. B. & J. M. Cornell. Begun November 5, 1890; in progress.

West Twenty-sixth and Twenty-seventh Streets, N.R.

Secretary's Order No. 10173.—3,990 loads of earth filling on tickets were put in between the north side of West Twenty-sixth street and the south side of West Twenty-seventh street, North river, by Plunkitt & Smith, by order of the Board. Begun June 13 and finished September 9, 1890.

Secretary's Order No. 10466.—A portable heating-box was placed upon bulkhead, between West Twenty-sixth and Twenty-seventh streets, North river, and tracks were laid at same place by J. B. & J. M. Cornell, in accordance with plans submitted. Begun November 3, 1890; in

West Twenty-seventh Street, N. R.

Secretary's Order No. 10398.—The southerly half of West Twenty-seventh street, N. R., from the westerly side of Eleventh avenue, to a point about 70 feet west of the westerly side of Thirteenth avenue, was filled in under permit granted to Stephen J. Walker, attorney, for J. B. and J. M. Cornell. Begun September 17, 1890, and finished January 12, 1891.

West Twenty-seventh and Twenty-eighth Streets, N. R. CRIB-BULKHEAD.

Secretary's Order No. 9969.—A crib-bulkhead with 3 returns was built along the easterly line of Thirteenth avenue, between West Twenty-seventh and Twenty-eighth streets, N. R, by William W. Rossiter, under permit from the Board. Begun May 22, and finished October 25, 1890.

Secretary's Order No. 10270.—A bank of earth and rip-rap was dumped in front of cribwork, between West Twenty-seventh and Twenty-eighth streets, 15 feet wide on top, by William W. Rossiter, under permit of the Board. Begun July 17 and finished October 25, 1890.

EARTH FILLING.

Secretary's Order No. 10403.—The northerly half of West Twenty-seventh street and the southerly half of West Twenty-eighth street, N. R., are being filled in by William W. Rossiter, under permit of the Board. Begun September 17, 1890; in progress.

Secretary's Order No. 10777.—Additional hard filling is being placed upon crib sunk between West Twenty-seventh and Twenty-eighth streets, N. R., to bring it up to the proper grade, by William W. Rossiter. Begun March 27, 1891, and in progress.

Pier, new 57, N. R.

Secretary's Order No. 10701.—A loose fender-pile was refastened by W. W. Rossiter, by order of the Board. Begun and finished February 25, 1891.

West Twenty-eighth and Thirtieth Streets, N. R.

EARTH FILLING.

Secretary's Order No. 9910.—Filling is being placed between West Twenty-eighth and Thirtieth streets and East of Thirteenth avenue, and streets and avenues are being built by Robert Ray and John A. King, executors of Cornelius Ray, in accordance with resolution of Board, February 28, 1890, requiring above-named grantees to do the work; in progress.

Pier, new 60, N. R.

Secretary's Order No. 10411.—The sheathing on deck was repaired by James D. McClenahan, lessee, by order of the Board. Begun September 17, and finished October 23, 1890.

Secretary's Order No. 10531.—The sheathing on deck was repaired by James McClenahan, by order of the Board. Begun January 13, and finished February 26, 1891.

West Thirtieth and Thirty-third Streets, N.R.

TEMPORARY PAVEMENT.

Secretary's Order No. 10326.—A temporary pavement of second-hand Belgian blocks is being laid between the north side of West Thirtieth street and the south side of West Thirty-third street, 50 feet in width, also four approaches to same from the westerly line of Twelfth avenue, by the New York Central and Hudson River Railroad Company, under permit from the Board. Begun September 6, 1890; in progress.

Piers, new 61 to 63, N. R.

BULKHEAD SHED.

Secretary's Order No. 10209.—A freight shed was built along bulkhead on timber foundation on new-made land, from the southerly line of Pier, new 61, North river, to the northerly line of Pier, new 63, North river, and 45 feet in width, by the New York Central and Hudson River Railroad Company, in accordance with plans and specifications submitted. Begun May 20 and finished November 8, 1890.

Float at Pier, new 63, N. R. Secretary's Order No. 10548 .- A bridge or float was constructed on the northerly side of and adjoining Pier, new 63, North river, 55 feet wide, and extending outward from the bulkhead 114 feet, by the New York Central and Hudson River Railroad Company, in accordance with resolution of Board, November 13, 1890. Begun December 1, 1890, and finished March 27, 1891.

West Thirty-third Street, N. R.

EARTH FILLING.

Secretary's Order No. 10528.—Filling is being placed north of West Thirty-third street, North river, by George W. Plunkitt, to whom permit from the Board was granted. Begun November 14, 1890; in progress.

Pier at Thirty-fifth Street, N.R.

Secretary's Order No. 10003.—A 6-inch cast-iron flanged pipe was run through the bulkhead and underneath the pier to the centre of same, by Armour & Company, as per diagram submitted, under permit of the Board. Begun May 16 and finished May 31, 1890.

Secretary's Order No. 10311.—4 fender-piles were fastened and chocked by D. S. Cofrode,

contractor, for the Pennsylvania Railroad Company, by order of the Board. Begun August 14 and

finished August 15, 1890.

Secretary's Order No. 10319.—The sheathing on deck was repaired with new 2 and 3 inch spruce by D. S. Cofrode, contractor, for the Pennsylvania Railroad Company, lessee, under permit of the Board. Begun August 14 and finished September 15, 1890.

Secretary's Order No. 10658.—The horizontal sheathing on north side of pier was repaired by the Sanford Stillman Company, contractors, for the Pennsylvania Railroad Company, under permit of the Board. Begun February 2 and finished February 10, 1891.

Pier at Thirty-sixth Street, N. R.

Secretary's Order No. 9977.—The armature plates at outer end of pier were repaired and the fender-piles were refastened by the New York Central and Hudson River Railroad Company, by order of the Board. Begun June 30 and finished August 2, 1890.

Secretary's Order No. 10425.—The longitudinal sheathing on side of pier was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun October 28 and finished November 15, 1890.

28 and finished November 15, 1890.

Secretary's Order No. 10376.—Repairs to pier were done as described, under Secretary's Order No. 10425, dated September 29, 1890.

Secretary's Order No. 10498.—Piercing of bulkhead thereat by Patrick Casey, contractor for the Department of Public Works, under permit of the Board. Begun October 29, 1890; in

North side of Thirty-sixth Street, N. R.

Secretary's Order No. 10637.—Structures were removed from the property at north side, through premises formerly owned by Henry R. Dunham, which is proposed to be used for the extension of Twelfth avenue, in accordance with resolution of the Board of Aldermen, December 16, 1890, and by order of the Board. Begun March 12 and finished March 17, 1891.

Pier at Thirty-seventh Street, N. R.

Secretary's Order No. 10818.—The sheathing on deck on south side of pier was repaired by the Pennsylvania Railroad Company, by order of the Board. Begun and finished April 13, 1891.

Piers, new 67 and 68, N. R.

FLOAT BRIDGE. .

Secretary's Order No. 10666.—A float bridge is being placed in the centre of the slip between Piers, new 67 and 68, North river, 75 feet from the bulkhead line, and a platform is being placed in the intervening space by the Pennsylvania Railroad Company. Begun February 20; in progress.

West Thirty-seventh and Thirty-eighth Streets, N. R.

EARTH FILLING.

Work Supervised.

Board of November 14, 1889, by the Pennsylvania Railroad Company. Begun September 3, 1890;

in progress.

Secretary's Order No. 9741.—Retaining structures are being built to retain earth filling at the north and south ends of new wall which was built between above points, by the Pennsylvania Railroad Company, under permit from the Board; n progress.

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

Secretary's Order No. 10008.—A floating dock was placed on the north side of the pier by John A. Davis, under permit of the Board. Begun and finished May 1, 1890.

West Thirty-ninth and Fortieth Streets, N. R.

BRACES OF DERRICK.

Secretary's Order No. 9951.—The shore braces of coal derrick on platform between West Thirty-ninth and Fortieth streets, North river, were removed by the owner to enable piles to be driven for sewer between above-named streets, by order of the Board. Begun June 17 and finished

BUILDING SEWER.

Secretary's Order No. 9893.—A sewer is being built on a pile foundation along the westerly edge of platform, between West Thirty-ninth and Fortieth streets, North river, to connect the sewer at foot of West Thirty-ninth street, North river, with that under pier at foot of West Fortieth street, North river, by the Department of Public Works, under permit from the Board. Begun May 10, 1890; in progress.

Pier at Fortieth Street, N. R.

Secretary's Order No. 10370.—A 6-inch iron-pipe was run from the factory of the Embossed Lumber and Fibre Company, near West Fortieth street, under the said pier for the purpose of drawing water from the river to said factory. The work was done by said company under permit of the Board. Begun October 16 and finished November 1, 1890.

Secretary's Order No. 10583.—One spring-pile was refastened at outer end of pier, by Western Stock Yard Company, by order of the Board. Begun and finished December 16, 1890.

Bulkhead between Forty-first and Forty-second Streets, N. R.

Secretary's Order No. 9956. - Additional timbers were laid on the trestle, to strengthen same, and 2 new derricks were placed thereon, substantially as per plans, submitted by the Consolidated Gas Company, under permit of the Board. Begun April 21 and finished May 21, 1890.

Pier at Forty-third Street, N. R.

Secretary's Order No. 10225.—The backing-log was repaired with 12 inches by 12 inches yellow pine, and the deck sheathing was repaired with 3-inch spruce by the Knickerbocker Ice Company, by order of the Board. Begun July 10 and finished August 4, 1890.

Pier at Forty-fourth Street, N. R.

Secretary's Order No. 10224.—Repairing of pier by the New York Horse Manure Company, by order of the Board. Begun September 1, 1890; work suspended.

Pier at Forty-sixth Street, N. R.

Secretary's Order No. 10232.—The sheathing on deck was patched with new 3-inch spruce, James D. Leary, contractor for John A. Bouker, lessee, by order of the Board. Begun August 14 and finished September 16, 1890.

Pier at Forty-sixth Street, N. R.

Secretary's Order No. 10291.—Removal of dumping-board from south side of pier to approach on north side of pier, by John A. Bouker, under permit of the Board. The dumping-board was taken down and the work suspended. Begun July 29, 1890.

Pier at Fiftieth Street, N. R.

Secretary's Order No. 10576.—8 spring-piles were driven at berth of steamer "Albany," at north side of pier, by C. T. Van Santvoord of the Hudson River Line, under permit of the Board. Begun December 5, and finished December 6, 1890.

BOAT DAVITS.

Secretary's Order No. 10689.—3 sets of temporary boats davits were placed along the southerly side of Pier foot of West Fiftieth street, North river, under permit granted to the commanding officer United States steamship "Minnesota." Begun February 16 and finished February 27, 1891. WATER-PIPES,

Secretary's Orders Nos. 10749 and 10789.—A 1-inch wrought iron water-pipe was laid to the bulkhead at West Fifty-first street, and along face of the bulkhead to West Fiftieth street Pier and 300 feet along southerly side of pier, under permit granted to the commanding officer of the United States steamship "Minnesota." Begun April 15 and finished April 22, 1891.

West Fifty-seventh Street, N.R.

EARTH FILLING.

Secretary's Order No. 10430.-West Fifty-seventh street is being made from the original line of high water to the easterly side of Twelfth avenue, with good earth filling, by Charles E. Appleby, under resolution of Board, September 25, 1890. Begun November 17, 1890; in progress. Secretary's Order No. 10590.—Earth filling is being placed in rear of bulkhead-wall at West Fifty-seventh Street Section, by G. W. Plunkitt, at 10 cents per load, under permit from the Board. Begun December 4, 1890; in progress.

West Fifty-seventh and Fifty-eighth Streets, N. R.

EARTH FILLING.

Secretary's Order No. 10138.—Earth filling is being placed east of Twelfth avenue, between West Fifty-seventh and Fifty-eighth streets, North river, by Charles E. Appleby, under permit from the Board. Begun August 2, 1890; in progress.

West Fifty-ninth Street, N. R.

NEW PIER.

Secretary's Order No. 10122.—A new pier was built at the foot of West Fifty-ninth street, N. R., by the New York Central and Hudson River Railroad Company, in accordance with resolution of Board May 23, 1890, and plans submitted and approved. Begun October 13 and finished December 31, 1890.

Bulkhead and Platform South of Fifty-nin'h Street and between Fifty-ninth and Sixtieth Streets.

Secretary's Order No. 10127.—The bulkhead and pile-platform in front of same, running from 3 feet south of West Fifty-ninth street to 200 feet north of pier, a distance of 263 feet, was repaired and renewed, by the New York Central and Hudson River Railroad Company, where destroyed by fire, in accordance with plans and specifications submitted. The company do not intend to finish the remaining distance of about 62 feet called for in the order. Begun July 17 and finished October 22, 1800. October 22, 1890.

Bulkhead between West Sixtieth and Sixty-second Streets, N. R.

GRAIN ELEVATOR.

Secretary's Order No. 9022.—The grain elevator on bulkhead between West Sixtieth and Sixty-second streets, North river, has been re-erected and restored by the New York Central and Hudson River Railroad Company. Finished February 13, 1891.

Pier at West Sixty-third Street.

STONE FOUNDATIONS.

Secretary's Order No. 9021.—The stone foundations of pier foot of West Sixty-third street, North river, were rebuilt, also a new timber pier was erected upon same in substantial accordance with plans submitted by the New York Central and Hudson River Railroad Co. Begun May 17, 1890 and finished January 5, 1891.

SHED ON PIER.

Secretary's Order No. 9623.—Shed is being built over the entire area of pier at the foot of West Sixty-third street, North river, by the New York Central and Hudson River Railroad Company. Begun March 9; in progress.

Pier "E," at West Sixty-fourth Street, N. R.

Secretary's Order No. 10300.—Armature plates and oak fender-piles were renewed and refastened at the outer end of pier, where necessary, by George W. Rodgers, contractor, for the New York Central and Hudson River Railroad Company, by order of the Board. Begun March 2 and finished April 6, 1891.

SHED ON PIER.

Secretary's Order No. 9692.—Earth filling is being placed in rear of bulkhead-wall, between West Thirty-seventh and West Thirty-eighth streets, N. R., in accordance with resolution of built in shed. Begun June 7, 1890, and finished October 17, 1890.

Work Supervised.

Piers "F" and "G," Sixty-fifth and Sixty-sixth Streets, N. R.

Secretary's Order No. 10309.—Armature plates and oak fender-piles were renewed and refastened at outer end of piers, where necessary, by George W. Rodgers, contractor, for the New York Central and Hudson River Railroad Company, by order of the Board. Begun March 2 and finished April 6, 1891.

From Seventy-second to Seventy-ninth Streets, N. R.

Secretary's Order no. 9867.—Placing of material for building a road between the above-named streets, by George W. Plunkitt & Co., contractors, for the New York Central and Hudson River Railroad Company, under permit of the Board. Begun February 4, 1891; in progress.

Buildings on Land Under Water between Seventy-third and Seventy-fifth Streets, N.R. Secretary's Order No. 10031.—Said buildings were removed therefrom by the owners of same by order of the Board. Begun May 26 and finished September 10, 1890.

Bulkhead at Seventy-seventh Street, N. R.

Secretary's Order No. 10255—A sewer pipe was run from the premises on the southwest corner of Seventy-seventh street and Twelfth avenue, through the bulkhead into the river, by John Carlin, under permit of the Board. Begun July 8 and finished July 15, 1890.

Seventy-seventh Street West of Twelfth Avenue, N. R.

Secretary's Order No. 10092.—A building was constructed without trespass to the City's property thereat, by John Carlin, contractor, under permit of the Board. Began May 21 and finished June 9, 1890.

Seventy-seventh Street and Twelfth Avenue, N. R.

Secretary's Order No. 10441.—A one-story building on the northwest corner thereat was removed by Patrick Mallon, by order of the Board. Begun and finished November 14, 1890.

Crib-bulkhead from Eightieth to Eighty-first Streets, N. R.

Secretary's Order No. 9971.—Building of bulkhead by F. C. Dinninny, Jr., under permit of the Board. Begun May 25, 1890; in progress.

Secretary's Order No. 10580.—The following work at said bulkhead, viz.: drawing piles in front of and close to the face of bulkhead and bolting them above low water to the face-timbers, also to place rip-rap stone in front to within 20 feet of low water, also to place corner fender-piles at upper and lower corners, by F. C. Dinninny, Jr., under permit of the Board. Begun December 4. 1800: in progress. 4, 1890; in progress.

From Eightieth to Eighty-third Street, N. R.

Secretary's Order No. 9052.—Filling of the right of way, 17½ feet, by Charles B. Page, under permit of the Board. Work to be done in accordance with resolution of the Board of Docks, May 16, 1890. Begun January 16, 1891; in progress.

Foot of Eighty-first Street, N. R.

Secretary's Order No. 10805.—Removal of bath therefrom by John Dorschel, owner, by order of the Board. Begun April 17, 1891; in progress.

Between Eighty-first and Eighty-second Streets, N.R.
Secretary's Order, No. to646.—Removal of floating bath, with its appurtenances, and the bath floats, etc., therefrom, by owners or occupants, by order of the Board. Begun April 17, 1891; in progress.

West Ninety-second Street, N.R. Secretary's Order No. 10513.—The Hudson Boat Club located a boat-house thereat, and drove a cluster of piles around same, under permit of the Board. Begun November 6 and finished November 10, 1890.

Bulkhead at North Side of Ninety-fifth Street, N. R. Secretary's Order No. 10298.—An ice bridge was placed thereon by J. O. Blake, under permit of the Board. Begun August 1 and finished August 4, 1890.

Bulkhead at Ninety-sixth Street, N.R.

Secretary's Order No. 10060.—The sewer thereat was repaired by William J. Murray, contractor, for the Department of Public Works, by request of the Board. Begun June 7 and finished

November 3, 1890.

Secretary's Order No. 10511.—The canal boat "Leviathan," that was sunk thereat, was removed by owners, by order of the Board. Begun October 31 and finished November 3, 1890.

Bulkhead North of Ninety-seventh Street, N. R.

Secretary's Order No. 10051.—The building of this bulkhead was done by Cofrode & Taylor, contractors, for the Knickerbocker Ice Company, under permit of the Board. The filling in is in South of Ninety-eighth Street, N.R.

Secretary's Order No. 10532.—Placed about 600 yards of rip-rap within the established line of Twelfth avenue, by Brown & Fleming, contractors, for the National Transit Company, under permit of the Board. Begun December 4, 1890, and finished February 2, 1891.

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

Secretary's Order No. 10339.—The deck was renewed, where necessary, with new 5-inch yellow pine, by Homer Ramsdell, lessee, as per Secretary's Order No. 10315, by order of the Board. Begun August 29 and finished September 4, 1890.

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

Secretary's Order No. 9608.—Erection of a mast or a crane thereon; permit granted to the Riverside and Fort Lee Ferry Company. Order returned as the said ferry company does not intend or desire to avail itself of the privileges granted under said permit.

Bulkhead Platform North of One Hundred and Thirtieth Street, N.R.

Secretary's Order No. 9949.—A ferry-house was erected thereon substantially in accordance with plans submitted by the Riverside and Fort Lee Ferry Company, under permit of the Board. Begun April 15 and finished July 23, 1890.

One Hundred and Thirty-second Street, N.R.

' Secretary's Order No. 10736.—Boat-house was removed therefrom by John A. Tiemann, by order of the Board. Begun March 6 and finished March 16, 1891.

Bulkhead between One Hundred and Thirty-third and One Hundred and Thirty-fourth Streets, N. R.

Secretary's Order No. 10358.—A wooden cement shed covered with corrugated iron was built thereon by Luther A. Chase, under permit of the Board. Begun August 28 and finished September Foot of One Hundred and Forty-fifth Street, N. R.

Secretary's Order No. 10240.—Removal of a few loads of sand from the property formerly apied by the Manhattan Iron Works thereat. Permit granted to Louis Hilderstein to remove same. Order returned, as said Hilderstein does not intend or desire to avail himself of the privilege granted under said permit.

New-made Land North of One Hundred and Forty-fifth Street, N.R.

Secretary's Order No. 9948.—This order to direct and superintend removal of railroad tracks therefrom has been superseded by Secretary's Order No. 10542, dated November 14, 1890.

EAST RIVER.

Secretary's Order No. 10079.—A scow to be used as a float was placed on the westerly side of the Barge Office by the American Statue of Liberty Committee, under permit of the Board. Begun May 19 and finished May 22, 1890.

Secretary's Order No. 10764.—Several fender-piles were refastened and 5 new white oak fender-piles were driven and fastened at boat landing at south end of Battery by Henry Du Bois' Sons, contractors, for the American Committee of the Statue of Liberty, under permit of the Board. Begun March 27 and finished April 1, 1891.

Hamilton Ferry, E. R.

Secretary's Order No. 10493. - General repairs were made to ferry-racks for three months ending January 24, 1891. Ferry Premises, South street, E. R.

Secretary's Order 10493.—Ferry-racks were repaired. Begun November 12, 1890, and finished February 26, 1891. Also general repairs were made to the ferry for the three months ending January 24, 1891.

Pier 3, E.R.

Secretary's Order No. 10125.—Repairs to fender-piles on westerly side; New York and South Brooklyn Ferry and Steam Transportation Company ordered to repair same; order returned, superseded by and work done under Secretary's Order No. 10133.

Secretary's Order No. 10133.—Three oak fender-piles were driven and fastened at the westerly side of pier and several loose fender-piles thereat were refastened by the Quartermaster's Department, U. S. A., occupant, under permit of the Board. Begun and finished June 5, 1890.

Secretary's Order No. 10567—The vertical sheathing and fender-piles at the outer end of the westerly half of pier were repaired by Fearon & Jenks, contractors, for the United States Quartermaster's Department, occupant, by order of the Board. Begun December 4 and finished December 12, 1890. ber 12, 1890.

Pier 4, E.R.

Secretary's Order, No. 10422.—The sheathing on deck of east side of pier was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun September 27 and finished October 10, 1890.

Secretary's Order No. 10457.—The sheathing on deck of west side of pier was repaired by Fearon & Jenks, contractors, for James Cruikshank, by order of the Board. Begun October 9 and finished October 10, 1890.

Secretary's Order No. 1060. The hullback is foot of the contractors of the secretary of

finished October 10, 1890.

Secretary's Order No. 10690.—The bulkhead in front of pier and the gutter on the easterly side of the pier were repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun February 28 and finished March 7, 1891.

Secretary's Order No. 10874.—The backing-log was repaired and fenders and fender-piles were renewed and fastened on the east half of said pier by the New York Central and Hudson River Railroad Company, by order of the Board. Begun April 24 and finished April 25, 1891.

Piers 4 and 5, E.R.

Secretary's Order No. 10594.—4 piles were driven at each of the above piers by the West Shore. Railroad Company, under permit of the Board. Begun March 27 and finished March 28,

Bulkhead between Piers 5 and 6, E.R.

Secretary's Order No. 10720.—The pavement at the bulkhead was repaired by the New York Central and Hudson River Railroad Company, by order of the Board. Begun and finished March 7, 1891. Piers, old 5 and 6, E. R.

Secretary's Order No. 10875.—The fenders and fender-piles on said piers were refastened by the New York Central and Hudson River Railroad Company, lessees, by order of the Board. Begun April 23 and finished April 24, 1891.

Bulkhead between Piers 8 and 9, E. R.

Secretary's Order No. 10184.—The pavement thereon was repaired by H. E. Nesmith, Jr., alleged owner, by order of the Board. Begun and finished August 1, 1890.

Secretary's Order No. 10222.—Fenders along the north side of bulkhead were repaired and refastened by Fearon & Jenks, contractors, for H. E. Nesmith, Jr., and on the south side by the New York, Lake Erie and Western Railroad Company, by order of the Board. Begun August 1 and finished August 2, 1890.

Bulkhead between Piers II and 12, E. R.

Secretary's Order No. 10386.—This order, to direct and superintend repairs to sewer emptying into slip in front of said bulkhead has been superseded by Secretary's Order No. 10585, dated December 5, 1890, under which order the work will be done.

Pier 12, E. R.

Secretary's Order No. 10384.—The sheathing on east half of pier was renewed with new 4-inch spruce, by A. D. Whipple, agent, by order of the Board. Begun September 25 and finished September 29, 1890.

Bulkhead between Piers 12 and 13, E. R.

Secretary's Order No. 9942.—The bulkhead was taken down and rebuilt, from low water up, by the alleged owners, by order of the Board. Begun May 3 and finished May 31, 1890.

Bulkhead at Pier 13, E. R.

Secretary's Order No. 10061.—A water-meter was placed therea by Benjamin J. Hall, under permit of the Board. Begun and finished May 28, 1890.

Bulkhead between Piers 14 and 15, E. R.

Secretary's Order No. 10223.—Fenders were repaired and refastened by Fearon & Jenks, contractors, for William P. Clyde & Company, by order of the Board. Begun August 1 and

finished August 2, 1890.

Secretary's Order No. 10555.—The easterly half of bulkhead was rebuilt and repaired, from low-water mark up, by T. & A. Walsh, contractors, for John F. Doyle, agent of said premises, by order of the Board. Begun November 20 and finished December 11, 1890.

Pier 15, E. R.

Secretary's Order No. 10497.—5 oak fender-piles were driven at outer westerly corner by T. & A. Walsh, contractors, for J. F. Doyle, agent, under permit of the Board. Begun October 26 and finished November 3, 1890.

Ferry Premises at Wall street, E. R.

Secretary's Order No. 10062. - The entrance to pier at Wall street was sheathed. Begun May

31 and finished June 10, 1890.

Secretary's Order No. 10493.—Ferry-racks were repaired. Begun October 21, 1890, and finished February 26, 1891. Also general repairs were made to the ferry for three months ending January 24, 1891.

Enter house of Well Street F. P.

Ferry-house at Wall Street, E. R.

Secretary's Order No. 10492.—The painting thereof was done by the Union Ferry Company, under permit of the Board. Begun September 29 and finished November 3, 1890.

Pier 16, E. R.

Secretary's Order No. 10257.—The backing-log was repaired, where necessary; 9 oak fender piles were driven and fastened, and old stumps of piles were pulled by J. E. Ward & Company, under permit of the Board. Begun July 7 and finished July 14, 1890.

Between Piers 16 and 17, E. R.

Secretary's Order No. 10889.—Building a pile platform thereat, by Fearon & Jenks, contractors, for James E. Ward & Company, under permit of the Board. Begun April 27, 1891; in Pier 17, E. R.

Secretary's No. 10257.—Necessary repairs were made to the backing-log, old stumps of piles were pulled and 9 oak fender-piles were driven and fastened by J. E. Ward & Company, under permit of the Board. Begun July 7 and finished July 14, 1890.

Secretary's Order No. 10740.—3 oak piles and 2 new bearing-piles were driven on upper side of pier, in place of a like number worn out, 10 half-round oak fenders were placed and fastened, and for the piles were pulled and resched. and four fender-piles were pulled and reset, by Fearon & Jenks, contractors, for George Clark, superintendent of the pier, under permit of the Board. Begun and finished March 9, 1891.

Pier 18, E. R. Secretary's Order No. 10023.—The entrance to pier was repaired with 3-inch spruce, by Charles L. Morgan, by order of the Board. Begun and finished May 3, 1890.

Pier 19, E. R.

Secretary's Order No. 10113.—A hole in the deck and sheathing on deck of the westerly side of pier was patched by owner of the easterly side of pier. Begun and finished May 24, 1890.

Secretary's Order No. 10289.—The east half of deck was resheathed with new 4-inch spruce, as per Secretary's Order No. 10234, by Fearon & Jenks, contractors, for owners, by order of the Board. Begun and finished August 7, 1890.

Secretary's Order No. 10427.—Scupper holes were bored on east half of pier by Fearon & Jenks, contractors, for owners, by order of the Board. Begun November 20 and finished November 22, 1800.

Secretary's Order No. 10533.—Two oak fender-piles were replaced on outer end of pier by Fearon & Jenks, contractors, for Robert M. Ferris, under permit of the Board. Begun December 12 and finished December 13, 1890.

Piers 20 and 21, E. R.

Secretary's Order No. 10616.—7 oak fender piles were driven and fastened at outer end of pier 20, and also 3 oak fender piles at outer end of Pier 21, by Fearon & Jenks, contractors, for C. H. Mallory & Company, under permit of the Board. Begun January 7 and finished January 8, 1891.

Ferry Premises at Fulton Street, E. R.

Secretary's Order No. 9147.—The bulkhead in front of ferry and the platform used as a centre pier to the two slips thereat were repaired by the Union Ferry Company, by order of the Board. Begun August 2 and finished September 9, 1890.

Secretary's Order No. 10062.—The sheathing on the approach to ferry was patched and the pavement thereat repaired. Begun August 23 and finished September 1, 1890.

Secretary's Order No. 10491.—Two entrances or exits to the ferry-house were made by the Union Ferry Company, under permit of the Board. Begun October 15 and finished November 1, 1800.

1890.
Secretary's Order No. 10493.—Ferry-racks were repaired. Begun October 22, 1890, and finished February 10, 1891; also general repairs were made to the ferry for the three months ending January 24, 1891.

Pier 23, E. R.

Secretary's Order No. 10134.—6 oak fender-piles were driven and fastened in lieu of like number broken, by the Fulton Market Fishmongers' Association, under permit of the Board. Begun June 4 and finished June 5, 1890. Pier 27, E. R.

Secretary's Order No. 10108 —Two mooring-posts in front of pier were cut down to grade of the street, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun and finished May 26, 1890.

Secretary's Order No. 10440.—The backing-log at outer end of pier and the three lower gangways on the south side of same were cut with floor of deck, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun October 2 and finished October 6, 1890.

Bulkhead between Piers 28 and 29, E. R.

Secretary's Order No. 10442.—The pavement thereon was repaired by owners, by order of the Board. Begun November 7 and finished November 11, 1890.

Secretary's Order No. 10534.—The pavement thereat was taken up an relaid, also 24 half round fenders were replaced and properly chocked on the east side of Pier 28, by Fearon & Jenks, contractors, for Robert M. Ferris, under permit of the Board. Begun November 18 and finished December 3, 1890.

Ferry Premises at foot of Roosevelt Street, E. R.

Secretary's Order No. 10075.—The pavement at entrance to Roosevelt Street Ferry was repaired. Begun July 28 and finished August 12, 1890. The above work, under this order, was done by the Brooklyn and New York Ferry Company, under permit of the Board.

Secretary's Order No. 10822.—Repairing above ferry for ensuing 3 months, from April 6, 1891, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun April 6, 1801; in progress

6, 1891; in progress.

Pier, old 32, E.R.

Secretary's Order No. 10551.—The pavement at entrance to pier was repaired by the Long Island Railroad Company, by order of the Board. Begun February 25 and finished February 26,

Pier 33, E. R.

Secretary's Order No. 10035.—Loose fender-piles were refastened, and several fender-piles were driven and fastened on the easterly half by B. F. Clyde, lessee, by order of the Board. Begun May 19 and finished May 23, 1890.

Secretary's Order No. 10389.—The old crib block at outer end of pier was blocked up and repaired and 11 spring piles were driven and fastened thereat, by H. Du Bois' Sons, contractors, for B. F. Clyde, by order of the Board. Begun November 11 and finished November 20, 1890.

Pier 34, E. R.

Secretary's Order No. 10035.—Several fender-piles were driven and fastened and loose ones were refastened on the westerly half, by B. F. Clyde, lessee, by order of the Board. Begun May 19 and finished May 23, 1890.

Secretary's Order No. 10296.—Fender piles instead of like number carried away by tug-boat were driven and fastened by Henry Du Bois' Sons, contractors, for William P. Clyde & Company, under permit of the Board. Begun and finished August 4, 1890.

Bulkhead between Piers 34 and 35, E. R.

Secretary's Order No. 9141.—The bulkhead platform was repaired by being blocked up by Union Ferry Company, by order of the Board. Beş un September 9, 1889, and finished August

Ferry at Catharine Street, E. R.

Secretary's Order No. 10062.—The ferry-bridge was repaired. Begun August 26 and finished August 27, 1890; also general repairs were made to the ferry for three months ending January 24,

Pier 36, E. R.

Secretary's Order No. 10321.—The bulkhead thereat was taken down to about mean low water by John Monks & Son, contractors, for Lawrence, Son & Gerrish, by permit of the Board. Begun August 14 and finished September 4, 1890.

Bulkhead at Pier, new 29, E. R.

Secretary's Order No. 10144.—The bulkhead was pierced for a sewer outlet and a brick sewer with a box was erected under said pier, by James Pilkington, contractor, under permit of the Board, granted to the Department of Public Works. Begun August 1 and finished October 22,

Pier, new 29, E. R.

Secretary's Order No. 10562.—The contractors failed to remove paving-blocks and brick therefrom, as notified.

Pier 38, E. R.

Pier 38, E. R.

Secretary's Order No. 10129.—2 sluice-ways were cut on the easterly side of pier, by the Maine Steamship Company, under permit of the Board. Begun June 9 and finished June 25, 1890.

Secretary's Order No. 10216.—2 fender-piles were driven, fastened and chocked, on the easterly side of pier, by the Maine Steamship Company, under permit of the Board. Begun and finished July 5, 1890.

Secretary's Order No. 10828.—3 oak fender-piles were driven and fastened at outer end of pier, by H. Du Bois' Sons, contractors, for the Maine Steamship Company, under permit of the Board. Begun April 20 and finished April 22, 1891.

Secretary's Order No. 10208.—The erection of a shed on platform on westerly side of pier as owned by Ross & Sanford, contractors, for the Maine Steamship Company, under permit, as per resolution of the Board, passed June 20, 1890.

Begun October 8 and finished November 8, 1890.

Pier 40, E. R.

Secretary's Order No. 10029.—Two new fender-piles were driven and fastened and loose ones were refastened by Frank Phelps, lessee, by order of the Board. Begun July 31 and finished August 4, 1890.

Pier, new 32, E. R.

Secretary's Order No. 10345.—Wooden upright for canvas covering was erected on south side of pier by the North and East River Steamboat Company, under permit of the Board. Begun September 18 and finished September 24, 1890.

Secretary's Order No. 10768.—A two-inch pipe was laid under pier by Fred. W. Wright, under permit of the Board. Begun April 15 and finished April 17, 1861.

Pier 43, E. R.

Secretary's Order No. 10662.—The ice-bridge platform, weigh office, scales and water-pipe, were removed by the Ridgewood Ice Company and F. W. Wright, by resolution of the Board,

dated January 29, 1891.

Secretary's Order No. 10716.—Order to drive 5 piles in a cluster in slip below the above pier, by the New York Floating Dry Dock Company, under permit of the Board; said company do not care to avail themselves of said permit. This order is therefore returned.

Pier 44, E. R.

Secretary's Order No. 10199.—The damage done to the backing-log and vertical sheathing on the outer westerly corner of pier by the ferry boat "Montana," was repaired by the Brooklyn and New York Ferry Company, by order of the Board. Begun June 27 and finished June 28, 1890.

Pier, old 45, E. R.

SHED ON PIER.

Secretary's Order No. 9305.—Additional piles were driven in pier and an iron shed was erected over the entire area of Pier, old 45, East river, except the outer end, by the New England Terminal Company. May 1, 1890, to April 30, 1891.

Bulkhead between Piers, old 45 and new 36, E. R.

PILE PLATFORM.

Secretary's Order No. 8155.—A platform about 6,411 square feet in area, was built on piles between Piers, old 45, East river, and new 36, East river, by J. A. Bostwick, under permit of the Board. Finished June 1, 1890.

Work Supervised.

Secretary's Order No. 10207.—A shed was erected on the bulkhead platform by the New England Terminal Company, under permit of the Board. Begun July 10 and finished September

Pier, new 36, E. R.

SHED ON PIER.

Secretary's Order No. 9306.—Additional piles were driven in Pier, new 36, East river, and a new iron shed was erected over the entire area of Pier, new 36, East river, except the outer end, by the New England Terminal Company.

The plans called for a railing around the roof and stairs leading to roof which have not been done; in progress.

Bulkhead between Piers 47 and 48, E. R.

Secretary's Order No. 9839.—Repairing of the pavement by alleged owners, by order of the Board. Begun April 15 and to be finished in Spring of 1891; in progress.

Bulkhead between Piers 48 and 49, E. R.

Secretary's Order No. 9981.—Sunken pavement was taken up, the holes were filled in with stone and earth and the pavement was relaid properly by the New York Floating Dry Dock Company, by order of the Board. Begun June 23 and finished July 3, 1890.

Secretary's Order No. 10307.—Repairing of the bulkhead by the New England Terminal Company, by order of the Board. Begun March 19, 1891; work suspended.

Bulkhead South of Pier 49, E. R.

Secretary's Order No. 10776.—Repairing of 114 feet of same by George V. Baldwin, attorney, for owner of 88 feet, and Herbert B. Turner, attorney, for owners of 26 feet, by order of the Board; John Gillies, contractor. Begun Turner's part March 19, 1891, by driving 3 piles, and suspended.

Pier 49, E. R.

Secretary's Order No. 10668.—6 oak spring-piles were driven at outer end of pier by Warren Roosevelt, contractor, for the New York, Maine and New Brunswick Steamship Company, under permit of the Board. Begun February 13 and finished February 14, 1891.

Bulkhead South of Pier 50, E. R.

Secretary's Order No. 10545.—Platform and hood were erected on north side of freight shed, on the platform in front of said bulkhead, by the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun February 2 and finished February 26, 1881.

Piers 50 and 51, E. R.

Secretary's Order No. 10601.—3 oak fender-piles were driven at outer end of each pier, and necessary repairs made to horizontal sheathing thereat, by Warren Roosevelt, contractor, for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun December 23, 1890, and finished February 2, 1891.

Piers 511/2 and 52, E. R.

Secretary's Order No. 10218.—The sheathing on deck was patched with new 3-inch spruce, and the pavement on approach to said piers was repaired by the New York, New Haven and Hartford Railroad Company, by order of the Board. Begun September 1 and finished October 4,

Bulkhead between Piers 51 and 52, E. R.

Secretary's Order No. 10383.—A platform was built between said piers by Warren Roosevelt, contractor, for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun October 25 and finished December 13, 1890.

Pier 52, E.R.

Secretary's Order No. 10584.—The deck of pier was renewed by Warren Roosevelt, contractor, for the New York, New Haven and Hartford Railroad Company and Joseph V. Brown, by order of the Board. Begun February 3 and finished February 27, 1891.

Pier 53, E.R.

Secretary's Order No. 10729.—An ice platform was erected on westerly side of pier by Walls & Van Riper, contractors, for Horatio D. Mould, under permit of the Board. Begun March 26 and finished April 4, 1891.

Pier 54, E.R.

Secretary's Order No. 9840.—The bulkhead north of pier was repaired by renewing the 5 top courses of square timber in front of same by J. W. Flaherty, contractor, for C. S. Brown, alleged owner, by order of the Board. Begun January 15 and finished April 1, 1891. Bulkhead between Cherry and Water Streets, E.R.

Secretary's Order No. 10214.—The necessary repairs to bulkhead were done by Fearon & Jenks, contractors, for Henry Keteltas, by order of the Board. Begun August I and finished

August 2, 1890. Bulkhead at Water Street, E.R. Secretary's Order No. 9557.—The bulkhead was rebuilt from low water up by John Monks & Son, contractors, for Henry E. Coe, executor of estate of Charles A. Coe, deceased, by order of the Board. Begun October 4. 1889, and finished August 16, 1890.

Pier 55, E.R. Secretary's Order No. 10149.—5 white oak spring-piles were driven, fastened and chocked at outer corner of pier by the Brooklyn and New York Ferry Company, under permit of the Board. Begun June 3 and finished July 2, 1890.

Ferry Premises at Grand Street, E.R.

Secretary's Order No. 9863.—The ferry bridge and north ferry rack were repaired where required by the Brooklyn and New York Ferry Company, under permit of the Board. Begun February to and finished May 3, 1890.

Secretary's Order No. 9757.—Necessary repairs were made to centre and outer ends of platform and the rear piles in the south ferry rack were renewed by the Brooklyn and New York Ferry Company, by order of the Board. Begun January 6 and finished July 1, 1890.

Secretary's Order No. 10075.—Necessary repairs to the ferry premises were made by the Brooklyn and New York Ferry Company, under permit of the Board. Begun May 22 and finished July 21, 1800.

July 31, 1890.

Secretary's Order No. 10628.—The bridge of the middle slip and the sheathing to entrance to ferry were repaired. Begun March 20 and finished April 6, 1891.

Secretary's Order No. 10822.—The ferry premises are to be kept in repair for three months.

Began April 6, 1891; in progress.

Pier 55, E. R.

Secretary's Order No. 9897.—The picket fence on the north side of the pier was erected by the Brooklyn and New York Ferry Company, by order of the Board. Begun April 2 and finished August 23, 1890. Pier 56, E. R.

Secretary's Order No. 10147.—Holes in the sheathing on deck of southerly side of pier were patched by the Brooklyn and New York Ferry Company, as requested. Begun and finished

June 13, 1890.

Secretary's Order No. 10246.—Additional rangers were placed along the side rangers, the backing-log was repaired and raised to the proper grade, fenders were repaired where required and the surface of the northerly side of pier was resheathed with 4-inch spruce, by the Brooklyn and New York Ferry Company, by order of the Board. Begun July 10 and finished July 26, 1890.

Bulkhead at East Street, West, to and South of Rivington Street, E.R.

Secretary's Order No. 9600—A platform was erected for the discharge of ice, by J. L. Powley, contractor, for the Knickerbocker Ice Company, under permit of the Board. Begun October 17, 1890, and finished April 20, 1891.

Bulkhead at Rivington Street, E.R.

Secretary's Order No. 10725.—Piercing said bulkhead for sewer outlet and the constructing of sewer outlet under pier thereat, by Patrick Casey, contractor, for the Department of Public Works, under permit of the Board. Begun March 30, 1891; in progress.

Pier 61, E. R.

Secretary's Order No. 10724.—A temporary ice platform was erected on the north side of pier, weigh office was erected on bulkhead near the inner end of pier and scales were placed, by John Mulford, under permit of the Board. Begun April 20 and finished April 25, 1891.

Pier 62. E. R.

Secretary's Order No. 10017.—Repairs thereto, C. E. Murtagh, lessee of north half and alleged owners of south half ordered to repair; order returned, superseded by Secretary's Orders Nos. 10228 and 10229.

Work Supervised.

Ferry Premises at Houston Street, E.R.

Secretary's Order No. 10004.—About 20 old and worn out piles were pulled, and a like number of new ones were driven in their place and stead, and repairs were made to the ferry bridge at the South Slip, and to the ferry racks where necessary, by the Nassau Ferry Company, under permit of the Board. Begun April 21 and finished May 20, 1890.

Pier at Houston Street, E.R.

Secretary's Order No. 10683.—Order to drive 6 piles by the Nassau Ferry Company, under permit of the Board. The Board at a meeting held February 26, 1891, revoked said permit, the said company having notified the Board that it is not their intention to avail themselves of said privilege. This order is therefore returned.

Pier at Eleventh Street, E.R.

Secretary's Order No. 9564.—The work of extending the sewer to the outer end of pier by the Department of Public Works, by request of the Board was done. Begun June 30, 1890, and

finished January 15, 1891.

Secretary's Order No. 10269.—6 fender-piles were driven and fastened at the outer southerly corner of pier by the Brooklyn and New York Ferry Company, under permit of the Board. Begun July 17 and finished July 18, 1890.

Pier at Twelfth Street, E.R.

Secretary's Order No. 10696.—28 spring and bearing piles at end and north side of pier were driven by R. Cronin, contractor, for the New York Mutual Gas-light Company, under permit of the Board. Begun February 17 and finished February 19, 1891.

Bulkhead between Fifteenth and Sixteenth Streets, E. R.

Sccretary's Order No. 10078.—The backing-log commencing about 50 feet north of the northerly side of Fifteenth street and running north about 135 feet was renewed, and a new mooring post was placed about 60 feet south of Sixteenth street, by the Consolidated Gas Company, under permit of the Board. Begun May 16 and finished May 20, 1891.

Secretary's Order No. 10097.—An extension of about 50 feet was added to the existing ice platform thereon by A. Scott & Sons, under permit of the Board. Begun May 27 and finished May 31, 1890.

Pier at Twenty-first Street, E. R.

Secretary's Order No. 10481.—7 bearing-piles and seven spring-piles were driven and fastened, by Walls & Van Riper, contractors, for Brown Brothers, lessees, under permit of the Board. Begun November 7 and finished December 12, 1890.

Twenty-third Street Ferry, E. R.

Secretary's Order No. 10628. - The north rack was strengthened. Begun January 4 and finished February 10, 1891.

Ferry Premises at Twenty-third Street, E. R.

Secretary's Order No. 9863.—The north rack was repaired and strengthened by driving close piles and additional bearing-piles on the north side of pier, by the Brooklyn and New York Ferry Company, under permit of the Board. Begun March 31 and finished May 5, 1890.

Secretary's Order No. 10075.—The sheathing on the approach to the ferry was repaired by the Brooklyn and New York Ferry Company, under permit of the Board. Begun August 11 and finished August 21 1800.

finished August 22, 1890.

Secretary's Order No. 10187.—20 oak piles were driven in the ferry racks in place of like number worn out and broken, by the Tenth and Twenty-third Street Ferry Company, under permit of the Board. Begun July 7 and finished July 14, 1890.

Secretary's Order No. 10822.—The ferry premises are to be kept in repair for three months, Begun April 6, 1891; in progress.

Between East Twenty-sixth and Twenty-eighth Streets.

Secretary's Order No. 10303.—The marginal drain along the bulkhead, for the purpose of intercepting drainage from the Bellevue Hospital buildings, was built by the Department of Public Works, at the request of the Board. Begun October 4, 1890, and finished December 13, 1890.

Bulkhead between Thirtieth and Thirty-first Streets, E. R.

Secretary's Order No. 10862.—2 fender-piles were driven and fastened, by H. D. Brookman, under permit of the Board. Begun and finished April 27, 1891.

Pier at Thirty-second Street, E. R.

Secretary's Order No. 10196.—A temporary awning frame with canvas, covering about 40 by 90 feet, was erected and placed at the end of pier, by John H. Starin, under permit of the Board. Begun June 17 and finished July 3, 1890.

Pier at Thirty-seventh Street, E. R.

Secretary's Order No. 10107.—A sign-board lettered as follows: Baltimore and Ohio Railroad, Freight Station, was placed over the tally-house on pier, by the Baltimore and Ohio Railroad Company, under permit of the Board. Begun and finished May 22, 1890.

Bulkhead between Thirty-eighth and Thirty-ninth Streets, E. R.

Secretary's Order No. 10002.—38 bearing piles were driven, 23 rangers were renewed, a new deck was laid with 4-inch yellow pine, 14 spruce fender-piles were driven and fastened, and 2 mooring posts were driven and secured by J. W. Flaherty, contractor, for F. M. Orton & Company, under permit of the Board. Begun May 5 and finished June 4, 1890.

Bulkhead between Forty-third and Forty-fourth Streets, E. R.

Secretary's Order No. 10568.—Repairing platform and shed thereat, and also extending of shed to Forty-third street, by Lehigh Valley Railroad Company, under permit of the Board. Begun November 20, 1890; in progress.

Secretary's Order No. 10687.—Several spruce fender-piles were replaced with new white oak ones by Lehigh Valley Railroad Company, under permit of the Board. Begun February 13 and finished February 23, 1891.

Piar at Forty security Street, F. P.

Pier at Forty-seventh Street, E. R.

Secretary's Order No. 10320.—The deck was repaired with second-hand 4-inch yellow pine planks, by Owens & Company, lessees, by order of the Board. Begun and finished August 22, 1890.

Secretary's Order No. 9735.—The deck of pier was repaired with 4 and 5 inch yellow pine; some stone was also placed in bulkhead on the south side of approach to said pier, by Owens & Company, lessees, by order of the Board. Begun January 8 and finished September 1, 1890.

Premises between Fifty-first and Fifty-second Streets, E. R.

Secretary's Order No. 10137.—An 8-inch iron suction pipe was laid from the river across the roadway, to said premises substantially in accordance with plans submitted and approved by the De La Vergne Refrigerating Machine Company, under permit of the Board. Begun July 7 and finished July 15, 1890.

Bulkhead Platform between Sixty-first and Sixty-second Streets, E. R.

Secretary's Order No. was raised by the Baxter 10076. Sunken canal boat W. H. Potter Wrecking Company, for William Higgins, owner, by order of the Board, and was towed to a Dry Dock at Hoboken, N. J., for repairs. Begun May 6 and finished May 10, 1890.

Secretary's Order No. 10049.—Ice bridge was removed, by the Knickerbocker Ice Company, by order of the Board. Begun and finished August 9, 1890.

Bulkhead at Sixty-second Street, E. R.

Secretary's Order No. 9892.—The bulkhead was pierced and an outlet made for sewer thereat by the Department of Public Works, under permit of the Board. Begun April 16 and finished May 27, 1890. Pier at Sixty-second Street, E. R.

Secretary's Order No. 9555.—The sewer was extended to within about 10 feet of the outer end of pier, by the Department of Public Works, at request of the Board. Begun April 16 and finished May 27, 1890.

Bulkhead Platform North of Sixty-second Street, E. R.

Secretary's Order No. 10026.—The deck was resheathed with 3-inch spruce by the Farmers' Feed Company, under permit of the Board. Begun May 1 and finished May 3, 1890.

Secretary's Order No. 10083.—The bulkhead was extended about 10 feet out from the existing structure, from the north end, by the Farmers' Feed Company, under permit of the Board. Begun

October 1 and finished October 15, 1890.

East Seventy-ninth Street.

Secretary's Order No. 9801.—Platform and supply-pipe were extended north of East Seventy-ninth street, by the Manhattan Electric Light Company, under permit of the Board. Begun April 21 and finished May 12, 1890.

Pier North of Ninety-first Street, E. R.

Secretary's Order No. 10245.—Several bearing-piles were driven and recapped, and the necessary rangers, deck, backing-log and mooring posts were renewed, by J. L. Powley, contractor, for Knickerbocker Ice Company, under permit of the Board. Begun June 30 and finished October

Bulkhead between Ninety-third and Ninety-fourth Streets, E. R.

Secretary's Order No. 10653.—The bulkhead was rebuilt, from about low water up, by T. & A. Walsh, contractors, for E. A. Cruikshank & Company, agents for owners, under permit of the Board. Begun April 2 and finished April 13, 1891.

Between East Ninety-fourth and Ninety-fifth Streets.

Secretary's Order No. 10490.—A trestle, 13 feet wide, between the above streets and upon the south side of new pier at East Ninety-fifth street, was put up, under resolution of the Board, October 23, 1890; and the platform at the foot of East Ninety-fourth street, was removed to a line 80 feet west of and parallel with the established bulkhead-line, by Hencken & Company. Begun November 7, 1890, and finished January 30, 1891.

Bulkhead at East Ninety-fourth Street Section.

Secretary's Order No. 10382.—Filling in behind the bulkhead at the East Ninety-fourth Street Section was done by the Department of Street Cleaning, under permit of the Board, with such filling as may be approved of by the Health Department. Begun September II and finished November 29, 1890.

Ferry Premises at Ninety-ninth Street, E. R.

Secretary's Order No. 10099.—The platform was extended by T. & A. Walsh, contractors, for New York and College Point Ferry Company, under permit of the Board. Begun May 20 and finished September 13, 1890.

Secretary's Order No. 10286.—Ferry-house was erected by the New York and College Point Ferry Company, in accordance with the plan approved by and on file in the Building Department of this City. Begun July 17 and finished September 13, 1890.

Secretary's Order No. 10714.—Pile platform was extended between the waiting platform and the ferry bridge of ferry premises, about 7 feet north of its present line, by T. & A. Walsh, contractors, for the New York and College Point Ferry Company, under permit of the Board. Begun March 16 and finished April 20, 1891. March 16 and finished April 20, 1891.

Foot of One Hundredth Street, E.R.

Secretary's Order No. 10759.—Float runway, etc., were removed from toot of One Hundredth street, East river, to the southerly half of One Hundredth street, East river, by Walter O'Brien and others, by order of the Board. Begun and finished March 21, 1891.

HARLEM RIVER.

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

Secretary's Order No. 10116.—Cleaning of same, Nathaniel Wise, lessee, notified so to do; order returned, superseded by Secretary's Order No. 10136, under which the same was ordered to be done by Department force.

Foot of East One Hundred and Tenth Street.

Secretary's Order No. 10829.—A boat landing was placed at the foot of East One Hundred and Tenth street, on the southerly side of the new pier, by Christian Velje, under Engineer's order. Begun and finished April 18, 1891.

Bulkhead between One Hundred and Fourteenth and One Hundred and Fifteenth Streets, H.R.

Secretary's Order No. 5549.—The work of filling in the rear of crib, which was begun about February 19, 1887, and continued from time to time, was finished June 7, 1890.

Secretary's Order No. 10048.—A machine for the purpose of handling coal was placed thereat, by Standard Gas-light Company, under permit of the Board. Begun May 27 and finished August

Secretary's Order No. 10456. —The upright portion of coal elevator on north half thereof was sheathed with boards, by the Standard Gas-light Company, under permit of the Board. Begun October 13 and finished November 1, 1890.

Bulkhead between One Hundred and F.fteenth and One Hundred and Sixteenth Streets, H. R. Secretary's Order No. 5587.—A new crib-bulkhead was erected thereat and the work was done substantially in accordance with the terms of resolution of the Board of Docks adopted July 22, 1886, by W. P. Kelly, contractor, for the New York Steam Company, under permit of the Board. Begun September 3, 1886, and finished April 21, 1891.

Foot of One Hundred and Sixteenth Street, H. R.

Secretary's Order No. 10501.—A private drain was constructed thereat by the New York Steam Company, under permit of the Board. Begun October 27 and finished November 6, 1890.

Bulkhead between One Hundred and Sixteenth and One Hundred and Seventeenth Streets, H. R.

Secretary's Order No. 10103.—4 piles were driven and 4 others were pulled and reset within existing lines, for the purpose of attaching the life lines and floats of the Harlem Beach Bathing Company, by C. M. Vandervoort, under permit of the Board. Begun and finished May 23, 1890. Bulkhead Northerly of East One Hundred and Twentieth Street, H. R.

Secretary's Order No. 10669.—The making of necessary repairs to same by J. W. Flaherty, contractor, for Silas Downing and Grace Collins, by order of the Board, in accordance with provisions of the grant made by the City to Jacob Weidenfeld. Begun April 16, 1891; in progress. East One Hundred and Twenty-fifth Street, H.R.

Secretary's Order No. 10012 — A frame stable was put up on the northerly side of East One Hundred and Twenty-fifth street by Rapp & Johnson, under permit of the Board. Begun April 24 and finished May 7, 1890.

Secretary's Order No. 10183.—A urinal, about 3 by 4 by 7 feet, on the line of fence on the northerly side of the premises at East One Hundred and Twenty-fifth street, Harlem river, about 15 feet east of a point on said fence, defined by the intersection of the east line of the stable thereat, was erected by Rapp & Johnson, under permit of the Board. Begun June 18, 1890, and finished June 20, 1800.

was erected by Rapp & Johnson, under permit of the Board. Begun June 18, 1890, and finished June 20, 1890.

Secretary's Order No. 10283.—Brick and stone of an old building were placed in rear of stable north of East One Hundred and Twenty-fifth street by Rapp & Johnson, under permit of the Board. Begun August 4, 1890, and finished September 4, 1890.

Secretary's Order No. 10609.—The removal of a boat-house from the foot of East One Hundred and Twenty-fifth street to between One Hundred and Twenty-fifth and One Hundred and Twenty-sixth streets, Harlem river, was done by Edward McGrath, under permit of the Board. Begun January 10, 1891, and finished March 7, 1891.

Between East One Hundred and Twenty-fifth and One Hundred and Twenty-sixth Streets, H. R. Secretary's Order No. 10465.—A fence was erected back of stable, between East One Hundred and Twenty-fifth and One Hundred and Twenty-sixth streets, between high and low water mark, and some filling put in behind it. Begun October 16, 1890, and finished October 22, 1890.

Alexander and Willis Avenues, H. R.

Secretary's Order No. 10546.—The bulkhead between the coal sheds and transfers bridge was rebuilt by New York, New Haven & Hartford Railroad Company, under permit of the Board. Begun December 14 and finished December 20, 1890.

Secretary's Order No. 10801.—15 fender-piles were driven by Warren Roosevelt, contractors, for the New York, New Haven and Hartford Railroad Company, under permit of the Board. Begun April 13 and finished April 17, 1891.

Bulkhead at Second Avenue and Bulkhead at Lincoln Avenue, H. R.

Secretary's Order No. 10398.—One 20-inch pipe is being laid across the Harlem river, and both of the above-named bulkheads are to be pierced, by Standard Gas-light Company under permit of the Board. Begun April 17, 1891. Temporarily suspended.

South side of Third Avenue Bridge, North side of Harlem River.

Secretary's Order No. 10713.—Extending of pile platform thereat by Walls & Van Riper, contractors, for M. G. & G. A. Wright, under permit of the Board. Begun March 7, 1891; in

Pier One Hundred and Thirtieth Street, H. R.

Secretary's Order No. 10220.—2 oak fender-piles were driven and fastened, and the backing-log repaired, by the Harlem and Morrisania Consolidated Transportation Line, under permit of the Board. Begun June 28 and finished July 1, 1890.

Secretary's Order No. 10557.—An open shed was erected on the dock at above premises, by Harlem and Morrisania Transportation Company, under permit of the Board. Begun January 8.

and finished January 11, 1891.

Premises at One Hundred and Thirty-second Street and Fourth Avenue, H. R.

Secretary's Order No. 10205. -- 6 piles were pulled and 8 piles driven thereat, for the use of the Crescent Rowing Club, by F. Kearney, under permit of the Board. Begun and finished July

Bulkhead at One Hundred and Thirty-third Street, H. R.

Secretary's Order No. 10044.—25 piles were driven around the bulkhead adjoining the foundries thereat, by the J. L. Mott Iron Works, under permit of the Board. Begun May 1 and finished

Pile Platform at One Hundred and Thirty-third Street, H. R.

Secretary's Order No. 10632.—Repairing same by Walls & Van Riper, contractors, for North and East River Steamboat Company, under permit of the Board. Begun January 15, 1891; in

Platform North of Fourth Avenue, on East Side of Harlem River.

Secretary's Order No. 10244.—The driving of necessary piles to make the platform, and also the necessary capping and redecking of same, and the driving of several fender-piles, were done by Walls & Van Riper, under permit of the Board, to Church E. Gates and Company. Begun July 18 and finished September 10, 1890.

Drawbridge at Fourth Avenue, H. R.

Secretary's Order No. 9866.—The piles and timber protections of the centre pier of said bridge were reconstructed substantially in accordance with plans and specifications submitted by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun March 21 and finished May 30, 1890.

One Hundred and Forty-fifth Street, H. R.

Secretary's Order No. 10698.—A boat-house was located thereat by Union Boat Club, under permit of the Board. Begun and finished April 8, 1891.

One Hundred and Fiftieth Street (East Side), H. R.

Secretary's Order No. 10620.—A crib-bulkhead is being erected at above premises and adjoining the Astor bulkhead, by Henry Lewis Morris, under permit of the Board. Begun January 15, 1891; in progress.

One Hundred and Fiftieth Street, H. R.

Secretary's Order No. 9317.—A crib-bulkhead is being erected at above premises, and the necessary filling in therefor placed behind same, by William Astor, under permit of the Board. Begun September 30, 1889, and in progress.

One Hundred and Fiftieth Street, Cromwell's Creek, H. R.

Secretary's Order No. 9318.—A crib-bulkhead is being erected at above premises, and the necessary filling-in therefor placed behind same, by W. W. Astor, under permit of the Board. Begun September 30, 1889; in progress.

Cromwell's Creek, H. R.

Secretary's Order No. 9865.—The draw-bridge across Cromwell's Creek was reconstructed by the New York Central and Hudson River Railroad Company, under permit of the Board. Begun May 9 and finished December 1, 1890.

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

Secretary's Order No. 10512. - A boat-house was located thereat by Xavier Boat Club, under permit of the Board. Begun and finished April 18, 1891.

McComb's Dam, H. R.

Secretary's Order No. 10734.—Temporary piles were driven thereat to be used for a temporary approach by Department of Public Works, under permit of the Board. Begun March 16 and finished March 28, 1891.

Bulkhead Platform at One Hundred and Fifty-fifth Street, H. R.

Secretary's Order No. 10300.—The erection of a hoisting mast and the driving of three fender-piles on same were done by Warren Roosevelt, under permit of the Board. Begun and finished August 7, 1890.

Bridge of the New York and Northern Railroad Company on Harlem River.

Secretary's Order No. 10041.-4 fender-piles were driven thereat by the New York and Northern Railroad Company, under permit of the Board. Begun May 5 and finished May 7,

Yard of the New York and Northern Railroad Company at High Bridge, H. R.

Secretary's Order No. 10041.—6 bearing-piles were driven and old stumps of piles pulled by the New York and Northern Railroad Company, under permit of the Board. Begun May 5 and finished May 7, 1890.

Washington Bridge, H. R.

Secretary's Order No. 10781.—The tug-boat "II. G. Notter" was sunk at above premises and its removal was ordered by the Board. The tug-boat was removed April 18, 1891.

Morris Dock, H. R.

Secretary's Order No. 10547.—A shed was erected on the platform on the south side of Powell place, by Gas Engine & Power Company, under permit of the Board. Begun October 19 and finished November 25, 1890.

Secretary's Order No. 10587.—A boat-house was located at above premises, by Berkley Athletic Club, under permit of the Board. Begun December 9 and finished December 15, 1890.

Two Hundred and Seventh Street, H.R.

Secretary's Order No. 10059.—Repairs were made to the draw of the foot-bridge at the above premises by Thomas Potter and others, by order of the Board. Begun April 29 and finished May 5, 1890.

Fordham Heights Foot Bridge, H. R.

Secretary's Order No. 10041.—4 bearing-piles were driven by the New York and Northern Railroad Company, under permit of the Board. Begun May 5 and finished May 7, 1890.

LONG ISLAND SOUND.

Bulkhead Platform between One Hundred and Thirty-eighth and One Hundred and Thirty-ninth Streets, Port Morris.

Secretary's Order No. 10100.—25 fender-piles were driven and fastened in front of platform in addition to those heretofore driven thereat, by the Central Gas Light Company, under permit of the Board. Begun May 22 and finished May 23, 1890.

Bulkhead between One Hundred and Thirty-ninth and One Hundred and Fortieth Streets, Port Morris.

Secretary's Order No. 9988.—About 250 piles were driven and 6 mooring posts were renewed, also about 30 feet in length of the bulkhead was taken down to low water and rebuilt, by Birchall Brothers, under permit of the Board. Begun April 24 and finished May 22, 1890.

Bronx Kills, H.R.

Secretary's Order No. 10709. —The line of solid filling on the east side of Brook avenue, and running along Bronx Kills, was extended by New York, New Haven & Hartford Railroad Company, under permit of the Board. Begun March 28, 1891; in progress.

REMOVAL OF OBSTRUCTIONS.

Secretary's Order No. 7394.—Removal of obstructions consisting of broken brick, stone, sand, etc., from the piers, wharves and bulkheads on the water front of the city, in accordance with the resolution of the Board of Docks, January 5, 1888; in progress.

Wharfage Room.

New Wharfage Room, in linear feet, made during the Year by Private Parties, under Permit of the Board of Docks.

	LINEAR FEET.				
LOCATION,	Bulkhead Line.	Pier Line,	Total.		
North River					
Pier, new 45 (extension), sides		197.00	*******		
New bulkhead-wall between West Thirty-seventh and West Thirty-eighth	197.50	*******			
Pier at West Sixty-third street (extension), sides		147.00	*******		
Total on the North river			541.50		
Hariem River,					
Crib-bulkhead between East One Hundred and Fifteenth and East One Hundred and Sixteenth streets	494.00				
Crib-bulkhead north of One Hundred and Fiftieth street	2,281.00		*******		
Crib-bulkhead on south side of Cromwell's Creek	323.00				
Total on the Harlem River			3,098.00		
Total new wharfage room completed during the year			3,630.50		

New Wharfage Room, in linear feet, to be made by Work earried on during the year by Private Owners, under Permit of the Board of Docks, but not yet finished.

40000	LINEAR FEET.			
LOCATION.	Bulkhead Line,	Pier Line,	Total.	
North River.				
Crib-bulkhead between West Eightieth and West Eighty-first streets	238.00			
Crib-bulkhead north of West Ninety-seventh street	129.00	*******		
Total on the North river			367.00	
Harlem River.				
Crib-bulkheads north of One Hundred and Fiftieth street	3,291.00	*******		
Total on the Harlem river		******	3,291.00	
Total new wharfage room in progress	*******		3,658.00	

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION.

MEETINGS, APRIL 11 TO APRIL 16, 1892.

Communications Received.

From Penitentiary-List of prisoners received during week ending April 9, 1892: Males, 46; Females, 8. On file.

List of 36 prisoners to be discharged from April 17 to April 24, 1892. Transmitted to Prison Association.

From City Prison-Amount of fines received during week ending April 10, 1892, \$90.

From Heads of Institutions—Reporting meats, milk, fish, etc., received during week ending April 9, 1892, of good quality and up to the standard. On file.

From the Comptroller—Statement of unexpended balances to April 9, 1892. To Book-

keeper.
From N. Y. City Asylum for Insane, Blackwell's Island—History of 15 patients admitted, 6
On file.

From N. Y. City Asylum for Insane, Blackwell's Island—Frisory of 15 patients admitted, 0 discharged and 1 that died during week ending April 9, 1892. On file.

From N. Y. City Asylum for Insane, Ward's Island—History of 10 patients admitted, 7 discharged and 2 that have died during week ending April 9, 1892. On file.

From City Cemetery—List of burials during week ending April 9, 1892. On file.

From District Prisons—Amount of fines received during week ending April 9, 1892, \$186.

From the United States Trust Company—Notifying the Board that the company has been appointed Committee of the Estate of Ann Flynn, a lunatic, and asking that her property in possession of this Department be delivered to the company. Referred to Secretary.

Contract Awarded.

George Coors--For removal of Morgue, according to plans and specifications, for \$2,064.

Appointed.

Apr. 7. Kate Quigley, Domestic, Gouverneur Hospital. Salary, \$180 per annum.
7. Kate Shine, Elizabeth F. Dobbertin, Attendants, N. Y. City Asylum for Insane, Blackwell's Island. Salary, \$216 per annum each.
8. Mary Gaynor, Domestic, N. Y. City Asylum for Insane, Ward's Island. Salary, \$168 per

annum. Patrick McGrath, Attendant, N. Y. City Asylum for Iusane, Ward's Island. Salary, \$300

9. Fatrick McGrath, Attendant, N. 1. City Asynthetor Insane, ward's Island. Salary, \$300 per annum.

11. William A. Burt, Orderly, Fordham Hospital. Salary, \$240 per annum.

11. John Reilly, Driver, Fordham Hospital. Salary, \$500 per annum.

11. Henry Hackett, Assistant Driver, Fordham Hospital. Salary, \$300 per annum.

11. George Wall, Stableman, Fordham Hospital. Salary, \$300 per annum.

12. Kate Sullivan, Bridget Maher, Ellen Doran, Attendants, N. Y. City Asylum for Insane, Blackwell's Island. Salary, \$216 per annum each.

12. Mary Banville, Domestic, N. Y. City Asylum for Insane, Ward's Island. Salary, \$144 per annum.

per annum.

12. Fanny Barrett, Cook, Harlem Hospital. Salary, \$300 per annum.

12. Annie E. Looney, Matron, District Prisons. Salary, \$450 per annum.

12. Owen Morgan, Attendant, N. Y. City Asylum for Insane, Hart's Island. Salary, \$300 per

" 13. William Stederoth, David Howell, Charles Smith, Laborers, Randall's Island Hospital.

Salary, \$120 per annum each.

13. John F. Carney, Orderly, Bellevue Hospital. Salary, \$240 per annum.

13. Peter J. Finnerty, Attendant, N. V. City Asylum for Insane, Ward's Island. Salary, \$300

per annum.

14. Helen A. Taber, Mary Park, Nurses, City Hospital. Salary, \$120 per annum each.

Reappointed.

Apr. 12. Thomas Cannon, Attendant, N. Y. City Asylum for Insane, Ward's Island. Salary, \$300

per annum.
"16. J. Amanda Silver, Supervising Nurse, Randall's Island Hospital. Salary, \$600 per

annum.

16. T. G. Higgins, Apothecary, Fordham Hospital. Salary, \$300 per annum.

Resigned. Apr. 9. Charles G. Lindar, Orderly, Bellevne Hospital.		St	arveying, Laying-out, and Twenty-fourth	etc., Map Wards	os, Plans, etc.—Twenty-third	\$337 27	19 50
 9. Michael D. Haugh, Attendant, N. Y. City Asylum for Insane, Hart 9. Ann Quigley, Domestic, N. Y. City Asylum for Insane, Ward's Isl 10. Richard O'Connor, Fireman, N. Y. City Asylum for Insane, Ward 	land.	The D	Department of Public C	harities and	d Correction—		\$12,899 54
" II. Ann Lynch, Hallkeeper, Workhouse. " II. Elizabeth Byrnes, Matron, District Prisons.	s Island.	The H	lealth Department-				
" 11. Mary E. Flaherty, Assistant Nurse, Randall's Island Hospital. " 11. Marion Dooner, Attendant, N. V. City Asylum for Insane, Blackwe	ell's Island.	H	ealth Fund-For Cont	tingent Expe	d Soldiers, Sailors or Marines	\$35 290 690	06
 11. Daniel Culhane, Attendant, N. Y. City Asylum for Insane, Ward's 12. Adele Lamarty, Domestic, N. Y. City Asylum for Insane, Ward's I 12. John Tobin, Attendant, N. Y. City Asylum for Insane, Ward's Isla 	Island.	ii	ospital Fund-Hospit	tal Supplie	s, Improvements, Care and Hospitals on North Brother	090	39
" 13. Charles W. Gregg, Fireman, N. Y. City Asylum for Insane, Ward's I. W. J. Wallace, Attendant, N. Y. City Asylum for Insane, Ward's I.	s Island.	The D	Island			405	45 1,421 10
 14. Joseph Lumley, Nurse, Bellevue Hospital. 14. Richard Wallace, Nurse, Belleuve Hospital. 15. James Keegan, Assistant Cook, N. Y. City Asylum for Insane, B 	Slackwell's Island.	Cl	epartment of Street Cleaning Streets—Department	rtment of S	Street Cleaning		36,634 03
 16. Ellen Jones, Attendant, N. Y. City Asylum for Insane, Blackwell 16. Henry G. Firneisen, Gatekeeper, District Prisons. 	's Island.	The F	ire Department— ire Department Fund.				12,507 94
Dismissed.		The D	Department of Taxes and ontingencies—Department	nd Assessment of Taxo	ents— es and Assessments		25 00
Apr. 7. J. W. Hutchinson, Attendant, N. Y. City Asylum for Insane, W. 11. William Caulfield, Laborer, Randall's Island Hospital.		The D	Department of Docks—ock Fund				19,527 79
 11. Elizabeth Doonan, Attendant, N. Y. City Asylum for Insane, Bla 12. Patrick O'Mealia, Attendant, N. Y. City Asylum for Insane, Hart's 13. Mary A. Smith, Attendant, N. Y. City Asylum for Insane, Blackw 	s Island.	The Bo	oard of Education-				
Transferred.							
Apr. 12. Matthew Courtney, Attendant to Fireman, N.Y. City Asylum for I Salary increased from \$300 to \$360 per annum.		d. Th	ne Normal College oard of Excise—			11	65 - 20,442 27
" 15. George W. Southwell, Attendant to Assistant Cook, N. Y. City Asy well's Island. Salary increased from \$300 to \$500 per annum.	lum for Insane, Black	Co	ommissioners of Excise g, Stationery and Blar				44 43
Promoted. Apr. 1. Peter Penfield, Orderly to Captain of Night Watch, Bellevue Hosp	nital Salary increase	Pr	inting, Stationery and	Blank Bool	ks,		757 25
from \$240 to \$480 per annum.	TTON, Secretary.	Ci	pal Service Examining vil Service of the City ommissioners of Accou	of New Yo	ork, Expenses of		25 48
	tion, believily.		laries—Commissioners		ts		25 00
FINANCE DEPARTMENT.		Fu	arniture, Keep of Horse cidental Expenses of th	he Sheriff's	to Vans, etc	\$54 62	
Abstract of transactions of the Finance Department for	the week endin	ng Su	pport of Indigent Pris	oners in Co	ounty Jail	107	
April 23, 1892: Deposited in the Treasury. To the Credit of the Sinking Fund.	\$41,174 :	I Sa	diciary— llaries—City Courts laries—Indiciary			\$150	
To the Credit of the Sinking Fund	-	- Charita	able Institutions—		-		351 83
Total Bonds and Stock Issued.	\$1,004,047 3	= Fi	ve Points House of Ind	dustry	and Young Girls	\$547 3 752	15
Three per cent, Bonds	\$820,000 c	Ne Ne	ew York Infant Asylun	m		21,055 7,884 1,212	08
Total	\$820,250 0	Ne Ne	ew York Institution for ew York Society for the	Instruction e Relief of t	of the Deaf and Dumb	3,915 6,420	86 08
The Mayoralty— Warrants Registered for Payment.		Ro	oman Catholic House o	of the Good	Shepherdat Auburn	7,764 5,312	46
Salaries and Contingencies—Mayor's Office	\$25 1	Ti Ti	e Babies' Hospital			782 745	
Cleaning Markets	898 35 199 95	Ar	aneous Purposes—			\$4,749	45
Salaries – Finance Department	51 00 1,149 3	30 00	intingencies—District A	Attornev's (Office	39 9 59 0 1,324 0	50
For the State— State Taxes and Common Schools for the State		Do Fo	og License Fund or Construction of Brids	ge over Hai	rlem River	356 c	00 06
Aqueduct Commissioners— Additional Water Fund.		Int	terest on Assessments			34,736	25
The Law Department—		Jui	rors' Fees, including E	Expenses of	Jurors in Civil and Criminal	4,467	
Contingencies—Law Department The Department of Public Works—	349 I	Pu	ew York and Brooklyn ablic Building, Twelfth	Bridge Fun Ward, Con	nd nstruction of	70,000 0	00
Boring Examinations for Grading and Sewer Contracts	444 15 69 00 470 28	I Re	funding Assessments F	Paid in Erro	or	536 5 128	15
Bronx River Works-Maintenance and Repairs	470 28 392 00 222 00	Str	eet Improvement Function	d, June 15, Wages	1886	72 3 24 5	31
Croton Water Fund	877 43				_		119,041 28
Property	14 00 078 62		Total				\$655,573 12
Bridge	108 75 361 65	-	SUIT	S, ORDERS	S OF COURT, JUDGMENTS, ET	rc.	
Laying Croton Pipes	310 12 801 94	Court	. NAME OF PLAINTIFF.	AMOUNT.	NATURE OF ACTION.		ATTORNEY.
Repairing and Renewal of Pipes, Stop-cocks, etc	081 00 488 94 813 80	Supreme	e Hamilton J. Cross	\$10,000 00	Summons and complaint. For da		
Repaving—Chapter 346, Laws of 1889	340 co 60 oo	Superior	Collector of Asses-		personal injuries		Jos. C. Rosenbaum.
Restoring and Repaving—Special Fund—Department of Public Works	498 00		ments, etc		Writ of mandamus for payment of 1852, 1853 and 1854, on Lot No.	o. 2, Block	Jno. Townshend.
Sprinkling	219 00 546 00		Josiah Lockwood vs. Collector of Assess- ments, etc				
Salaries of Engineers, Inspectors, etc., on Repaving under Chapter 346, Laws of 1889	345 50	"	James C. Ryan	3,900 00	Writ of mandamus for payment of 1856, 1857 and 1858, on Lot No. 417, Twelfth Ward	lary as an	
Sewers—Repairing and Cleaning 2, Street Improvement Fund, June 15, 1886 11, Street Improvements—For Surveying, Monumenting and Num-	366 51 742 96		En Milandi		duct, from April 1, 1887, to De	cember 18	
bering Streets	45 00 925 02		Ellen Malone, adm'x.	288 00	Christopher P Malone as an I	salary of nspector of duct, from	
The Department of Public Parks—	40,621 6	57 "	John W. Berrian	3,260 00	Masonry on the New Aquet December 31, 1887, to Decembe Summons and complaint. For sa Inspector of Masonry on the N duct, between September 13, December 18, 1889	dary as an New Aque-	Browne & S.
Entrance to Central Park at West One Hundred and Sixth Street	\$12 26 43 60	Supreme	e Maria D. Behrman				E. Browne.
Maintenance and Construction of New Parks north of Harlem	008 97 104 22		and another	400 00	Court of award to unknown of Parcels 112 and 113 in report of	owners for f Commis-	
Maintenance and Government of Parks and Places	878 04 198 77	Superior	Joanna Lalor, adm'x.	131 82	sioners of Van Courtlandt Park		E. M. Wight, A. B. Johnson.
Morningside Park, Improvement and Maintenance of	123 07 261 00						
Riverside Park and Avenue, Improvement and Maintenance of Surveys, Maps and Plans	611 11 62 70 ————————————————————————————————————				CLAIMS FILED.	1	
The Department of Street Improvements — Twenty-third and Twenty-Wards—	-fourth 16,303 7	DATE.	NAME OF CLAIMANT.	AMOUNT.	NATURE OF CLAIM.		ATTORNEY.
Cromwell's Creek Bridges	200 81	Apr. 18	Curtis P. Turner	\$1,250 00	Notice of withdrawal of claim filed		or sections
	746 35	" 20	Patrick Leavy		1891, for the return of a security For damages for personal injuries.	200	N. J. & N. J. Water- bury, Jr. Charles Steckler.
Maintenance—Twenty-third and Twenty-fourth Wards 3,7							
Restoring and Repaying—Special Fund—Twenty-third and Twenty-fourth Wards	75 69 279 69	" 21			For return of amounts paid for a for Boulevard sewers	ssessments	A. B. Johnson.

CONTRACTS REGISTERED FOR THE WEEK ENDING APRIL 23, 1892

No.	DATE OF CONTRACT.	DEPARTMENT.	Names of Contractors.	NAMES OF SURETIES.	AMOUNT OF BOND.	DESCRIPTION OF WORK.	Cost.
1917	April 8, 1892	Public Works (Bond)	John Slattery	Matthew Baird	\$100 CO	Constructing a receiving-basin on the southeast corner of One Hundred and Fifty-third street and Eighth avenue	
1918	" 12, "	Fire	Rumsey & Co., of Seneca Falls, N. Y	John W. Buckley	1,700 00 {	Furnishing and delivering two (2) rolled channel steel frame hook and ladder trucks	\$3,200 0
1919	" 14, "	Public Charities and Correction	George Coors	Christian Vorndran	1,000 00	Removel of the Morgue at Bellevue Hospital	2,064
1920	" 19, "	Board of Education	James Curran	Thomas Watson	3,000 00 {	Heating apparatus for New Grammar School Building No. 94, on the northwest corner of Sixty-eighth street and Amsterdam avenue Total	9,100
921	" 8, "	Public Works (Bond)	John Slattery	Matthew Baird	100 30	Constructing a receiving-basin on the northwest corner of One Hundred and Forty-first street and Edgecombe avenue	
922	" 8, "	"	"	"	100 00	Constructing a receiving-bas n on the west side of Edgecombe avenue, opposite One Hundred and Forty-second street	
1923	и 11, и	Public Works	William P. Baird	Matthew Baird	1,500 00 {	Regulating and paving with granite-block pavement One Hundred and Eighteenth street, from Madison to Park avenue Estimate	3,409
924	" 14, "	"	Thomas Murray {	John Ryan	6,000 00 {	Sewer in One Hundred and Eighty-first street, between Amsterdam and Eleventh avenues, with curves in Audubon and Eleventh avenues. Estimate	10,382

Certificates of the Commissioners of Taxes and Assessments, Remitting Taxes of 1891 on Personal Estate, Received as follows, viz.:

DATE.	Name.	Address.	Assessed Valuation.	TAX REMITTED.
Apr. 19	Jacob L. Lissner	278 First avenue	\$1,300 00	\$24 70
" 19	Louis Franke	17 Whitehall street	4,000 00	76 00
" 22	Samuel V. Wien	50 Bond street	5,000 00	95 00

Opening of Proposals.

The Comptroller (by representative) attended the opening of proposals at the following Departments, viz.:

April 20. The Department of Public Parks—For the completion of the regulating and grading and improving the entrance at One Hundred and Sixth street and Central Park, West, and driveway connecting same with the West Drive in the Central Park, for conand driveway connecting same with the West Drive in the Central Park, for construction of mason and granite work for four parks in Park avenue, between Fifty-sixth and Sixtieth streets, for the erection and completion of an iron railing around two parks in Park avenue, between Fifty-sixth and Sixtieth streets, for furnishing and delivering screened gravel of the quality known as Roa Hook gravel where required on the Central Park and Riverside Park and avenue; also for repairing and repaving with rock asphalte the walks within the City parks other than Central Park.

Approval of Sureties.

The Comptroller approved of the adequacy and sufficiency of the sureties on the following proposals, viz. :

April 18. For furnishing materials and performing work in the repairs of the porch on the Centre

R. Gill & Sons, No. 217 Keap street, Brooklyn, Principal.
William J. Light, No. 218 East One Hundred and Fourth John Sutherland, No. 124 East Eighty-third street,

April 18. For alteration and improvement to sewers in Jane and West Twelfth streets, between Thirteenth avenue and Washington street, and in Bethune street between Thirteenth avenue and West street, and new sewer in Thirteenth avenue, between Bethune and Horatio streets, with outlet through pier at West Twelfth street,

Philip Kearns, No. 668 East One Hundred and Forty-third street, Principal. Patrick Sheehy, No. 338 East Eighty-fourth street, Ellen Kearns, No. 668 East One Hundred and Forty-third Sureties.

April 18. For regulating and paving with granite-block pavement, with concrete foundation, Eighth avenue, from Hudson to Thirteenth street, and Third street, from Broadway to Sixth avenue

James Pollock, No. 239 East One Hundred and Twenty-eighth street,
Principal.

John Peirce, No. 32 East Thirty-ninth street,
John Booth, No. 60 Bank street,

Sureties.

April 19. For sewer in West Eleventh street, between North river and West street, with outlet through pier at West Eleventh street, North river, and sewer in Thirteenth avenue, between West Eleventh and Bethune streets, and connection with sewer in Bank street.

William F. Cunningham, No. 1356 Lexington avenue, Principal. Patrick Sheehy, No. 338 East Eighty-fourth street, Sureties. Patrick Curley, No. 340 East Eighty-fourth street,

April 19. For re-regulating and regrading One Hundred and Forty-eighth street, from Amsterdam avenue to St. Nicholas avenue, and resetting curbstones and reflagging sidewalks therein.

William G. Leeson, No. 502 West One Hundred and Forty-fifth street, Principal. Wright Gillies, Tenth avenue and One Hundred and Sixtieth

Sureties. Homer R. Gillies, Tenth avenue and One Hundred and Sixtieth

ulating and paving with granite-block pavement Ninely-first street, from First to Second avenue; One Hundred and Thirty-first street, from Twelfth avenue to Boulevard, and One Hundred and Thirty-third street, from Broadway to

Amsterdam avenue.

Dennis O'Connell, No. 1609 First avenue, Principal.
John Fleming, No. 1225 Lexington avenue, Edmond Dwyer, No. 207 East Seventy-fourth street, Sureties.

April 21. For alteration and improvement to sewers at Little West Twelfth street and Thirteenth avenue, and in Bloomfield street, between Thirteenth avenue and West street; new sewer in Thirteenth avenue, between Little West Twelfth and Bloomfield streets, and outlet through pier at foot of Little West Twelfth street, North river; in Gansevoort and Horatio streets, between Thirteenth avenue and West streets, in Gansevoort and Horatio streets, between Thirteenth avenue and West street, and in Thirteenth avenue, between Gansevoort and Bloomfield streets; new sewer in Thirteenth avenue, between Gansevoort and Horatio streets, with outlet through pier at Gansevoort street, North river.

Joseph Moore, No. 170 East Eighty-ninth street, Principal.

George M. Smith, No. 70 West One Hundred and Thirty-second street,

John McQuade, No. 1328 Lexington avenue,

April 22. For regulating and paving with granite-block pavement, with concrete foundation,
Lispenard street, from Broadway to West Broadway, and Park place, from
Broadway to Greenwich street; also Ninth street, from Avenue D to the East
river (so far as the same is within the limits of grants of land under water).

John G. Smith, No. 329 West Forty-eighth street, Principal.
William Kelly, No. 317 West Fifty-first street,
James Fitzpatrick, No. 437 West Forty-third street,

Sureties.

Return of Proposals.

al of T. Gearty, for paving Houston street, returned to the Department of Public Works for action on the proposed substitution of William Lyman, as surety thereon, in place of P. H. McCullagh, one of the original sureties. April 18. Proposal

April 18. Proposals of D. O'Connell, for paving One Hundred and Thirty-first, Ninety-first and One Hundred and Thirty-third streets, returned to the Department of Public Works for action on the proposed substitution of John Fleming, as surety thereon, in place of P. McMorrow, one of the original sureties.

April 18. Proposals of Joseph Moore, for sewers in Gansevoort street and Little West Twelfth street, returned to the Department of Public Works for action on the proposed substitution of George M. Smith, as surety thereon, in place of P. McGinness, one of the original sureties. THEO. W. MYERS, Comptroller.

FIRE DEPARTMENT.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 9, 1892.

Present-President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff.

Trials.

Fireman 2d grade James Clarke, Engine 32, "neglect of duty" (two specifications). Repri-

Fireman 1st grade William J. Mulhare, Hook and Ladder 8, "absence without leave."

Fined five days' pay.

Engineer of Steamer Peter E. Sheedee, Engine 13, "under the influence of liquor."

Fined ten days' pay.

Fireman 1st grade Edward J. Lacey, Engine 20, "absence without leave." Fined ten days'

Fireman 1st grade John J. Abberton, Hook and Ladder 7, "neglect of duty." Fined five days' pay.

Fireman 1st grade John W. Fitzmaurice, Engine 34, "under the influence of liquor." Fined

eight days' pay. Fireman 1st grade Mathew O'Brien, Engine 2, "neglect of duty." Reprimanded. Clerk Jacob Cole, Bureau of Combustibles, "absence without leave." Sentence derestoration to duty ordered.

Sentence deferred and

Requisitions, etc.—Expenditures Authorized.

Repairs to wagon	\$46 00
" steam fire-engine	305 00
Carpentry at quarters of Engine 4	80 00
. 25	150 00
4	289 00
" " 22	607 00
Masonry and iron-work of Engine 25	217 00
Plumbing at quarters "21	17 00
" 52	52 00
Fuel wagon	300 00
Harness and implements	517 50
Furniture, etc.	605 25
Guard rails for various quarters	616 00
Rubber cushions, rubber stamps, etc	650 00
Wagon hardware, steam-fittings, etc	250 CO
Repairs to wagon	109 75

Referred.

Foreman in charge of Hospital and Training Stables-For one horse for Engine 25, and two

horses for Engine 8, estimated cost \$900. Back, with directions to select.

Yellow Pine Company—Notice of claims against Arthur Arctander, contractor. To Attorney to Department.

Filed.

Foreman in charge of Hospital and Training Stables—Recommending sale of horses unfitted for further service in the Department. To advertise.

Finance Department—Approval of the sureties of La France Fire Engine Company, on proposal for repairing and rebuilding two hook and ladder trucks. Contract awarded.

Same—Weekly statement of condition of the appropriation.

Same—Receipt for security deposits accompanying proposals opened on the 2d instant.

Deputy City Chamberlain—Receipt for penalties and costs collected during the month of February for violations of the building laws. Deputy City Chamberlain—Receipt for penalties and costs conected during the February for violations of the building laws.

Bureau of Press Clippings—Relative to proposition for furnishing press clippings.

Bills and Pay-rolls Audited. Schedule No. 136 of 1891, on this date.

Degan & Fallon, apparatus, supplies, etc..... Schedule No. 19 of 1892, on this date. American Fire Engine Company, apparatus, supplies, etc.

Barron, James S. & Co.,
Bassett, John W., repairs and alterations to buildings.

Baxton, John F., apparatus, supplies, etc.

Bennett, Warren C.,

Boston Woven Hose and Rubber Company, apparatus, supplies, etc.

Central Gas-light Company,

31 21 5 60 48 00 60 48 16 00 Boston Woven Hose and Rudo Central Gas-light Company, Cole, W. L., & Co., Collins & Nuttall, Conver, W. A., Consolidated Gas Company, " 4 50 40 00 1,188 00 Dahlman, I. H.,
Dietz, R. E., Company,
Dobbs, Edwin,
Dobbs, William H., repairs and alterations to buildings. 48 00 40 CO Donohus, M., apparatus, supplies, etc.

Duryee, Joseph W., repairs and alterations to buildings.

Equitable Gas-light Company, apparatus, supplies, etc.

Fryer, William J., Fryer, William J., Gilroy, T. J., & Co., Grand Central Palace Stables,

APRIL 29, 1892.	THE	CITY	RECORI	0.71	1413
Gutta Percha and Rubber Manufacturing Company, apparatus, supp	lies, etc	\$141 99 . 64 80	1	Requisitions Filed.	
Hawkins, H. J., Hayman, George,		. 64 80	Finance Departmen	nt-Returning proposal of Samuel G. French for Action of President awarding contract thereo	furnishing cannel coal, with
Ingersoll, Horace, Jussen, Carl, Secretary,	******	. 149 73	Same—Returning p	proposal of Samuel G. French, for furnishing	g anthracite coal. Contract
Kitterer, Charles P., Koehler, Otto,	******	. 6 10	Acting Supply Clerk	k—Reporting necessity of advertising for forag	e. Action of the President
La France Fire Engine Company, Le Brun, N.,		. 40 00	Sacrang time proposition	Bills Audited.	
Merrill, E. R., Metropolitan Telephone and Telegraph Company,	******	. 82 90	***	Schedule No. 21 of 1892, on this date.	
Mitchell, James,	******	. 44 67	Boylen, Dennis, appara Carlin, William,	atus, supplies, etc	
Murray, John W., Northern Gas-light Company, "	*******	40 64	Casey, Patrick, Chary & Donnelly,	*	24 00
O'Brien, L. G. & Co., repairs and alterations to buildings O'Reilly, Cornelius, apparatus, supplies, etc	222 22222	40 00	Crozier, Arthur W., Dean, Jeremiah,	"	12 00
Patterson, Gottfried & Hunter, Limited, apparatus, supplies, etc Porter's Sons, Wm., Priest, Calvin M.		. 5 95	Donohue, M., Dowd, James,	"	18 00
Rawlings & Guy,		. 116 50	Duane, J., Dunn, John F.,	"	3 00
Ryan & Seabold, repairs and alterations to buildings Seery, Peter, apparatus, supplies, etc		62 44	Fallon, Owen & Sons, Fitzgerald, Ed.,		87 00
8mith, Elliot C., "			Fitzpatrick, John, Fox, C.,		36 00
Smith, Lawrence F., " Though Bros., "		. 47 90	Gallon, Thomas J., Glendon & Casey,	66	30 00
Tiemann, George & Co., "Vandewater, W. C., "		. 30 00	Graham, John, Graley, Benjamin F.,	*	36 00
Walsh, John F., Jr., repairs and alterations to buildings Westervelt, A. B. & W. F.,		0	Hassler, John A., Hayes, Dennis,	"	21 00
1		\$7,556 26	Hayes, John, Howe, Bros.,		3 00
Schedule No. 20 of 1892, on this date			Kenny, Bernard, Lally, John,		54 00
Extra Telegraph Force Pay-roll, apparatus, supplies, etc	ors underground	. \$563 20 . 183 15	Lattimore, John Leighton, J. O.,		33 00
Headquarters Pay-roll, salaries. Engine Company 43 Pay-roll, salaries.		. 63 00	McCann, Henry, McCann, Patrick,	"	72 00
" 5I "		. 42 00	McFaul, Charles, McKenna, Patrick,		
Repair Shops, Hospital Stables, """""""""""""""""""""""""""""""""""		. 1,174 37	McKenna, William, McNally, John,		51 00
Hospital Stables,	,	\$2,225 22	Malloy, Mrs. Joseph, Malone, P.,		9 00
Communications, etc., Referred.	13	=======================================	Moffit, Edward, Nimphius, Adams,		
Inspector of Combustibles-Recommending discontinuance of 1	egal proceeding	s. Approved.	Quilty, Patrick, Roche, James,	"	48 00
To Attorney to Department for proper action. Attorney to Department—Recommending that the complain	ts in the follow	wing cases be	Woods, Thomas F.,	*	
dismissed: Two fire-escape cases of 1890.					\$1,187 62
Four fire-escape cases of 1891. One violation case of 1891.			Adjourned.	CAR	L JUSSEN, Secretary.
One violation case of 1892. Recommendation approved. To Superintendent of Buildings.			4		
Filed.				HEADQUARTERS FIRE NEW YO	E DEPARTMENT, (
Fireman 1st grade Fred. Damm, Hook and Ladder 9, tender President accepting same approved.			Present-President H	Henry D. Purroy, in the chair, and Commissione	a resident and the second and the se
Foreman of Engine 27—Reporting the death of Engineer of relieved from active service, on the 5th instant.			0 1 1 N	Trials.	donomical boson 11 Dec
Superintendent of Telegraph—Reporting the temporary disuse caused by the cutting of one of the wires of the fire-alarm system, w	ith recommendat	alarm stations tion. Recom-	missed the service.	furphy, Fire-alarm Telegraph, "intoxicated du	
mendation approved. To communicate to the Board of Electrical C Chief of Department—Calling attention to the unofficerlike and	demoralizing con	nduct of Fore-	tions). Adjourned.	r Dennis M. Maguire, Engine 10, "absent with	
man Hugh D. McCabe of Engine 16, and recommending that he be Foreman to Fireman 1st grade.		the grade of	Fined five days' pay.	Chomas F. Cavanagh, Engine 18, "neglect of	
On motion, the following preamble and resolution was adopted: Whereas, Foreman Hugh D. McCabe, now of Engine Co. 16, h	as on frequent	occasions been	days' pay and reprimand	John A. Marx, Engine 26, "disrespect to sup led. Charles J. McGrath, Engine 26, "disobedience o	
shown to be unfitted for the position of Foreman, in that he has failed among the men under his command, and in that the Chief of the De	partment has als	so reported his	pav.	r Daniel J. Fagan, Engine 40, "absence withou	
unfitness to have command, guide, or keep his company under proper Commissioners deeming that the best interests of the service require the	discipline, the nat the said Fore	Board of Fire man Hugh D.	pay and warned.	Requisitions, etc.—Expenditures Authorized	
McCabe be reduced in grade; therefore, Resolved, That Foreman Hugh D. McCabe be reduced from the	grade of Forema	in to the grade	Calking, at quarters of E	Engine 6	\$125 00
of Fireman of the 1st grade, to take effect on this the ninth day of that he be directed to report to the Chief of the Department at that t	March, at 4 o cl	ent to duty.	Carpentry, "Carpentry, "	Hook and Ladder 21	
Advancement in Grade, to take effect from the	ist instant.		Plumbing, "	Engine 46	8 71
From 3d to 2d Grade: John J. Hannen, Engine 4. George M. Rivers	Engine 33.		Plumbing, " Skylights, "	Engine 39 Engine 36	23 50
John F.McAree, 18. Joseph L. Newrott James E. Davis, 20. Charles Sheridan,	h, Hook and Lac	dder 4. 6.	Desk and chair Articles for issue, Depart	ment Headquarters	
John F. Link, "27. John J. Dougherty Frank E. Corson, "32. George H. Grabe,	, "	9. 15.	Bolts, Repair Shops	artment	775 00
From 2d to 1st Grade:			Furniture	· ······	988 25
Peter J. Starrs, Engine 32. Adjourned.	D.F. ***********		Chief of Departmen	Filed. at—Recommending the purchase of 10,000 feet	fire hose. Approved. To
——————————————————————————————————————	RL JUSSEN, S	secretary.	prepare contracts and adv	vertise for proposals. —Weekly statement of condition of the approp	
HEADQUARTERS F	RE DEPARTMEN	NT,		Bills and Pay rolls Audited.	
Present—President Henry D. Purroy, in the chair, and Comm The President submitted the following resolutions, which, on mo	issioner Anthony	Eickhoff.		Schedule No. 122 of 1890, on this date.	
Resolved, That, for the purpose of investigating the cause and of Fire Marshal, the city be divided into two districts, as follows:	origin of fires by	the Bureau of	Le Brun, N. & Sons, new	v houses for Engine and Hook and Ladder Con	npanies \$283 38
District A to comprise all that part of the city lying south of the District B to comprise all that part of the city lying north of the	centre of Fifty-	ninth street.	Ash & Buckhee rengire	Schedule No. 22 of 1892, on this date. and alterations to buildings	\$194 77
District A to be subdivided into two sections by a line starting of Whitehall street, and running thence northerly through the centre	at the Battery	. in the centre	Barron, James S. & Co.,	, apparatus, supplies, etc	150 00
section with Broadway; thence through the centre of Broadway to its and thence through the centre of Fifth avenue to Fifty-ninth street.	intersection with	Fifth avenue,	Baxter, John F., Burke, J. C., Chesebro, Whitman & Co		7 00
line to be designated Section 1, and the section lying east of said line Resolved, That the following changes in the personnel of the	to be designated	Section 2.	Carey, Charles & Son,		209 00
made to take effect on the 15th instant:	Dureau Of Ph	ie maisnai be		airs and alterations to buildings	80 00
Appointments.			Donohue, M., Duffy, P. H. & Sons,	"	112 00
Augustine J. Wilson, as Assistant Fire Marshal, at \$1,500 per annuinstant.	ım, to take effec	t from the 15th	Everson & Reed, Gleason & Bailey Man	ufacturing Company, Limited repairs and	alterations to
Details.	21			ratus, supplies, etc	49 75
Assistant-Foreman Thomas F. Freel, to the Bureau of Fire Marsi Fireman 1st grade Charles C. Dietsch (now detailed to Bure	nal. au of Fire Ma	rshal), to the	Hayman, George,	Company, apparatus, supplies, etc	958 25
Bureau Inspection of Buildings, to serve as messenger.			Larkins, Michael, repairs	s and alterations to buildings	
Transfer. Clerk Henry W. Seabold, from the Bureau of Fire Marsha	l to the Bureau	Inspection of	McDermott, M. J., McFadden, The S. Comp New York Steam Compa	pany, apparatus, supplies, etc	110 00
Buildings. Resolved, That the Fire Marshal be and is hereby instructed to a			Nichols, David M., Pepper, C. H.,	auy,	15 00
under his direction, so as to best subserve the public interest and to pr the business of his bureau, and that he report the assignments made h	mote the prope	er conduct of	Childs Take D	ipany "	110 44
established for the government of the employees of his bureau, at Wednesday next.	the meeting of	the Board on	Teasdale, George, repair	s and alterations to buildings	55 25
The President reported the receipt of a letter from the Mayor, r and his action therein, directing the Chief of Department and the				ny, apparatus, supplies, etc	
jointly, to make an inspection without delay and report. Action a laid over.	pproved and c	ommunication			\$4,617 02
				1 1 1 1 1 1 1 1	

1414	THE CITY
Headquarters Pay-roll, salaries. Engine Co. No. 43 Pay-roll, salaries.	s, etc
Repair Shops, " Hospital Stables, "	38 00 1,205 70 115 50 \$2,266 25
Inspector of Combustibles—Reporting violation lection of the penalties. Same—Recommending prosecutions for violation Attorney to Department, with instructions to carry of Same—Recommending remission of penaltic instructions to carry out.	as of law. Back, with direction to enforce col- ons of law. Recommendation approved. To out. s. Recommendation approved. Back with
tion. Approved. Back with instructions to carry of Attorney to Department—Returning one violation with recommendation to dismiss the complaints. A Superintendent of Telegraph—Recommending establishment of additional boxes. Approved. Back	have fine remitted with favorable recommenda- but. ion case of 1890, and one violation case of 1892, pproved. To Superintendent of Buildings. changes in the location of street boxes and the ck with instructions to carry out.
Fire Marshal—Submitting copy of rules, etc., for Fire Marshal. Approved, with directions to promu	r the guidance of the employees in the Bureau of lgate.
Meritorious . Chief of Department—Recommending that the Merit for meritorious conduct at the fire at No. 42 Ea Fireman 1st grade Patrick J. Dunn, Hook and "James Pearl,"	st following named be entered on the Roll of ast Twenty-third street on the 5th instant:
" Martin M. Coleman, "Thomas P. Gibney, "George W. Murray, "Fireman 2d grade Andrew J. Coffey, "George W. Winter, "	3. 3. 3. 3. 3.
Advancement in Grade, to take	effect from the 15th instant.
From 3d to 2d grade: William H. Behler, Engine 1. Peter Donnelly, Engine 5. William H. Stephenson, Engine 25. George J. Lynch, Engine 29. Hugh J. McCauley, Hook and Ladder 15.	John F. Walsh, Engine 5. Henry E. Sullivan, Engine 6. Patrick Hardy, Engine 12. Walter Gorgin, Hook and Ladder 3. James J. Henry, "20.
Adjourned.	CARL JUSSEN, Secretary.
	HEADQUARTERS FIRE DEPARTMENT, (
Present—President Henry D. Purroy, in the cha	NEW YORK, March 17, 1892. stir, and Commissioner Anthony Eickhoff.
Requisitions, etc.—Exper	\$100 OC
Wood	
Clerk Jacob Cole, Bureau of Combustibles—A Ordered that sentence be suspended until his next of The salary of Inspector of Buildings, Corneli to take effect from the 18th instant. Adjourned.	ffense.
	CARL JUSSEN, Secretary.
Present—President Henry D. Purroy, in the cha	EADQUARTERS FIRE DEPARTMENT, NEW YORK, March 23, 1892. ir, and Commissioner Anthony Eickhoff.
Affidavit of publication of advertisements in the of contract submitted. For furnishing forage: No. 1. Horace Ingersoll. No. 2. John Moonan.	CITY RECORD read and filed. Approved forms
No. 2 filed and No. 1 referred to Comptroller for deposits directed to be forwarded to him. Recess taken to 11 o'clock A. M.	
The Board reconvened at II o'clock A. M. Present—President Henry D. Purroy, in the chain The President submitted the written request make aring in the matter of the application of the Standaraphtha at One Hundred and Fifteenth street and Placens et down for to-day.	ade on behalf of Mr. Richard Lathers for a ard Gas-light Company for a permit to store
The following gentlemen appeared and were he Hon. Richard O'Gorman and Mr. J. Walmsley for Secretary McKeige for the Standard Gas-light Comp On motion, the matter was referred to the Inspe and with instructions to report in full at the meeting 6th next. Trials	or Mr. Richard Lathers, and President Dana and cany. ector of Combustibles for further investigation, of the Board to be held on Wednesday, April
Stoker John Kennedy, Engine 57, "absence wit Engineer of Steamer Dennis M. Maguire, Engin pending report from Medical Officer. Fireman 2d grade George Gausmann, Hook and two days' pay. Fireman 1st grade Luke McSherry, Hook and	ne 10, "absence without leave." Adjourned I Ladder 3, "absence without leave." Fined
to good order." Charge 2, "Disrespect to superior Fireman 1st grade James S. Roan, Hook and La Fined two days' pay.	officer." Fined ten days' pay and warned. adder 14, "conduct prejudicial to good order."
Requisitions, etc.—Expen Repairs to fire-boat "Zophar Mills" " "The New Yorker" Carpentry at quarters of Engine 33 storehouse, Department Headquarters	\$60 00 410 00 98 00
Glazing at various quarters. Iron work at quarters of Engine 54. Iron stall fixtures, 33. Plumbing at quarters of 54. Hook and Ladder 9.	
" and gas fitting at quarters of Engine 55 Lift for new quarters Engine 18 Sliding poles Goo feet cotton test hose	75 60 148 00 200 00

Filed.

Finance Department, returning proposal of the Standard Underground Cable Company for placing fire-alarm electrical conductors underground, for action on proposed substitution of surety. Substitution approved. Return ordered. Same, weekly statement of condition of the appropriation.

Bills and Pay-rolls Audited.

Schedule Wo. 137 of 1891, on this date.	
ohn H., apparatus, supplies, etc	\$30 00
H. & Sons. " "	14 00
an Telegraph and Telephone Company, apparatus, supplies, etc	10 00

Cheever, John H., apparatus, su	pplies, etc			\$30	00
Duffy, P. H. & Sons, "				14	00
Duffy, P. H. & Sons, "Metropolitan Telegraph and Tel	lephone Company,	apparatus, su	pplies, etc	10	00
- 4			_	\$54	00
Sch	redule No. 24 of I	892, on this	date.		
American Fire Engine Company	, apparatus, supplie	es. etc		\$305	00
Arctander, Arthur, repairs and a	lterations to buildin	gs		681	
Ash & Buckbee,	"		• • • • • • • • • • • • • • • • • • • •	198	
Barrett, Thomas,	66				00
Barron, James S. & Co.,	66				00
Breen, M.,	**			886	
Brown, C. E. & J. W., apparat	us, supplies, etc.				50
French, Samuel G.,	", " ,			414	
Garton, Weston & Ladd,				0.000	
Gilroy, T. J. & Co.,					07
Gleason & Bailey Mannfacturing					15
Gutta Percha and Rubber Manu					00
Herold's H. Sons,	nacturing company	* **	*************	470	
Ingersoll, Horace,			************	224	
Lithefung Manufacturing Comm			***********	1,589	
Lithofuge Manufacturing Comp	any,	**			00
Metropolitan Telegraph and Tel	ephone Company,	66	***********	590	
Morgan's Sons Co., Enoch,			***********		00
Office Specialty Manufacturing	Company,		***********	64	40
Patterson Brothers,		"	************	33	90
Patterson, Gottfried & Hunter,			***********	40	94
Pearce, Frederick, placing fire-a	larm conductors und	derground	*******	365	35
Peyser, John & Sons, apparatus	, supplies, etc			58	11
Publer, George, repairs and alte	rations to buildings			168	00
Phesants, Charles H., apparat	us, supplies, etc			14	62
Ryan & Seabold, repairs and al	terations to building	gs		448	00
Schuabeland, John, apparatus, Smith, Worthington & Co.,	inpolies, etc			72	00
Smith, Worthington & Co., '				1.79	00
Melton, B., repairs and alterati	ons to buildings			229	00
			-	\$6,956	88
			=	" .,,,,	=
Sc	hedule No. 25 of	1892, on thi.	s date.		
Extra Telegraph Force Pay-roll	, apparatus, supplie	es, etc		\$618	35
	placing fire-alarm	conductors	underground	140	
Headquarters Pay-roll, salaries	1		3		co
Engine Company No. 42 Pay a	all salaries				00

Referred.

Attorney to Department—Returning one fire-escape case of 1889, with recommendation that complaint be dismissed. Approved. To Superintendent of Buildings.

Communications, etc.

Filed.

Executive Department—Request for report upon proposition for a new city department, to be known as the Building Department. Action of the President communicating report, approved.

Chief of Department—Recommending that additional fire-hydrants be located in places named. To communicate to Commissioner of Public Works.

Laid Over.

Engineer of Steamer Owen McNinney, Engine 34, applying to be relieved from service at

Advancement in Grade-To Take Effect from the 1st proximo.

From 3d to 2d grade: Daniel L. Simmonson, Engine 3.

Engine Company No. 43 Pay-roll, salaries...
No. 51
No. 57
"
No. 57
"

Appointment.

Christopher Schmidt, as Wheelwright in the Repair Shops, at \$3 per day, to take effect from

Adjourned.

Repair Shops, Hospital Stables,

CARL JUSSEN, Secretary.

115 50 \$2,233 81

METEOROLOGICAL OBSERVATORY

OF THE

DEPARTMENT OF PUBLIC PARKS CENTRAL PARK, NEW YORK.

Latitude 40° 45′ 58″ N. Longitude 73° 57′ 58″ W. Height of Instruments above the Ground, 53 feet; above the Sea, 97 feet.

ABSTRACT OF REGISTERS FROM SELF-RECORDING INSTRUMENTS

For the Week Ending April 23, 1892.

Barometer.

DATE. APRIL.		7 A.M.	2 P.M.	9 P.M.	MEAN FOR THE DAY.	Max	IMUM.	MINIMUM.			
		Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Time.	Reduced to Freezing.	Time,		
Sunday,	17	29.904	29.806	29.798	29.836	29.904	7 A.M.	29.790	12 P.M.		
Monday,	18	29.798	29.730	29.836	29.788	29.874	12 P.M.	29.730	2 P.M.		
Tuesday,	19	30.070	30.136	30.270	30.159	30.306	12 P.M.	29.874	0 A.M.		
Wednesday,	20	30.384	30.332	30.340	30.352	30.392	8 а.м.	30.300	5 P.M.		
Thursday,	21	30.280	30.118	29.958	30.119	30.306	o A.M.	29.920	12 P.M.		
Friday,	22	29.900	29.852	29.722	29.825	29.920	0 A.M.	29.658	10 P.M.		
Saturday,	23	29.764	29.840	29.918	29.841	29.938	12 P.M.	29.646	2 A.M.		

 Mean for the week
 29.988 inches.

 Maximum
 at 8 A. M., April 20th
 30.392

 Minimum
 at 2 A. M., April 23d
 29.646

 Range
 .746

									T	her	mom	ete	rs.												
DATE. APRIL.		7 A.M.		7 A.M.		7 A.M.		7 A. M		2 F	.м.	9 6	.м.	Мв	AN.		Max	IMU	м,		Min	IMU	м.	MA	KIMUM.
		Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Time.	Wet Bulb.	Time.	Dry Bulb.	Time.	Wet Bulb.	Time.		In Sun.						
Sunday,	17	37	32	45	39	45	42	42.3	37.6	49	12 M.	43	10 P.M.	36	6 л.м.	32	6 A.M.	111.	II A.M.						
Monday,	18	43	39	50	43	43	41	45.3	41.0	52	4 P.M.	47	4 P.M.	40	5 A.M.	38	5 A.M.	110.	I P.M.						
Tuesday,	19	40	36	50	42	49	43	46.3	40.3	52	4 P.M.	43	4 P.M.	38	5 A.M.	34	5 A.M.	117.	I P.M.						
Wednesday	20	48	43	57	47	50	43	51.6	44.3	60	4 P.M.	51	4 P.M.	40	5 A.M.	37	5 A.M.	122.	2 P.M.						
Thursday,	21	45	42	47	44	46	44	46.0	43.3	49	5 P.M.	47	5 P.M.	44	6 A.M.	41	6 а.м.	56.	9 A.M						
Friday,	22	48	46	53	51	54	51	51.6	49.3	56	4 P.M.	53	4 P.M.	46	o A.M.	44	o A.M.	72.	3 P.M.						
Saturday,	23	50	45	56	48	55	49	53.6	47 - 3	61	5 P.M.	51	5 P.M.	50	7 A.M.	45	7 A.M.	114.	II A.M.						

Later and Constitution		et Bulb.
Maximum for the week, a Minimum " a	48.1 degrees. t 5 P. M., 23d. 6. 4 at 4 P.M., 22d. t 6 A. M., 17th. 36. 4 at 6 A.M., 17th. 25.	53. "

Wind.

n i mn	1	DIRECTION	N.	V	ELOCIT	ry in M	liles.	Force in Pounds per Square Foot.				
DATE, APRIL.	7 A.M.	2 P.M.	9 P.M.	to	to	2 P. M. to 9 P. M.			2 P. M.	9 Р. м.	Max.	Time.
Sunday, 17	w	wsw	sw	40	83	51	174	1/4	11/2	0	31/2	12 M.
Monday, 18	NNE	E	NNW	45	67	34	146	3/4	0	0	11/2	10.40 A.M.
Tuesday, 19	NE	N	w	43	66	44	153	0	1/2	0	31/2	8.30 A.M.
Wednesday, 20	NNE	NW	sw	30	31	58	119	0	0	1/4	11/4	7.40 P.M.
Thursday, 21	E	E	N	48	58	48	154	0	3/4	0	11/2	11.30 A.M.
Friday, 22	wsw	sw	S	38	42	18	98	1/4	0	0	1	11.15 A.M.
Saturday, 23	NW	WNW	sw	55	78	58	191	3/4	1/4	0	23/4	1.10 P.M.

Distance traveled during the week. 1,035 miles.

Maximum force 3½ pounds.

		Hygrometer. Clouds.										Rain a	and Sn	ow	. 0	zon	e.
DATE.			CEOF		RELA- TIVE HUMID- ITY.					EAR, ERCAST, I	0.	DEPTH OF RAINAND SNOW IN INCHES.					
April.	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Mean.	7 A.M.	2 P.M.	9 P.M.	Time of Beginning.	Time of Ending	F Duration.	Amount of Water,	E Depth of Snow.	.o.ro.
Sunday, 17	.116	.160	.228	.168	52	53	76	60	0	10	10						0
Monday, 18	.186	.186	.231	.201	67	51	83	67	3 Cir.	9 Cu.	3 Cu.						3
Tuesday, 19	.160	.162	.199	.174	64	45	57	55	2 Cir.	r Cu.	0						0
Wedn'day, 20	.212	.191	.186	.196	63	41	51	52	0	0	10						0
Thursday, 21	.228	.249	.262	.246	76	77	84	79	10	10	10	9.30 A.M.	9 P.M.	11.30	.76		0
Friday, 22	.284	.348	.335	322	85	86	80	84	10	10	10	12 M.	12 P.M.	12.00	.17		1
Saturday, 23	.232	.230	.269	.244	64	51	62	59	2 Cir.	6 Cir.Cu	0	0. A.M.	I A.M.	1.00	.01		0

DAT	E.		7 A. M.	2
Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday,	Apr	17 18 19 20 21 22 23	Cool, pleasant. Mild, pleasant. Cool, pleasant Mild, pleasant Cool, overcast. Mild, overcast. Mild, overcast. Mild, pleasant	Mild, cloudy. Mild, pleasant. Warm, pleasant. Cool, raining. Mild, raining.

DANIEL DRAPER, Ph. D., Director.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the heads of Departments and Courts:

EXECUTIVE DEPARTMENT.

Mayor's Office. No. 6 City Hall, 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M. HUGH J. GRANT, Mayor. WILLIS HOLLY, Sec-

Mayor's Marshal's Office. No. 1 City Hall, 9 A. M. to 4 P. M. DANIEL ENGELHARD, First Marshal. FRANK FOX. Second Marshal.

COMMISSIONERS OF ACCOUNTS. Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P.M. MICHAEL T. DALY, CHARLES G. F. WAHLE.

AQUEDUCT COMMISSIONERS Room 209, Stewart Building, 5th floor, 9 M. to 4 P.M. JAMES C. DUANE, President; J. C. LULLEY, Secretary; A. FTELEY, Chief Engineer; E. A. WOLFF, Auditor

BOARD OF ARMORY COMMISSIONERS. THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT F TAXES AND ASSESSMENTS, Secretary.
Address Edward P. Barker, Staats Zeitung Building, ryon Row. Office hours, 9 a. m. to 4 P. m.; Saturdays, Q A. M. to 12 M.

COMMON COUNCIL Office of Clerk of Common Council. No. 8 City Hall, 9 A. M. to 4 P. M.
JOHN H. V. ARNOLD, President Board of Aldermen.
MICHAEL F. BLAKE, Clerk Common Council. DEPARTMENT OF PUBLIC WORKS. Commissioner's Office.

No. 31 Chambers street, 9 A. M to 4 P. M.
THOMAS F. GILROY, Commissioner; MAURICE F.
HOLAHAN, Deputy Commissioner.

Bureau of Chief Engineer. No. 31 Chambers street, 9 A. M. to 4 P M. George W. Birdsall, Chief Engineer.

Bureau of Water Register. No. 31 Chambers street, 9 A. M. to 4 P. M.

JOSEPH RILEY, Register. Rurel u of Street Improvements.

No. 31 Chambers street, 9 A. M. to 4 P. M. WM. M. DEAN, Superintendent. Office of Engineer in Charge of Sewers.

No. 31 Chambers street, 9 A. M. to 4 P. M. HORACE LOOMIS, Engineer-in-Charge. Bureau of Repairs and Supplies.

No. 31 Chambers street, 9 A. M. to 4 P M WILLIAM G. BERGEN, Superintendent.

No. 31 Chambers street, 9 A. M. to 4 P. M. WM. H. BURKE, Water Purveyor.

Bureau of Lamps and Gas. No. 31 Chambers street, 9 A. M. to 4 P. M. STEPHEN McCormick, Superintendent.

Bureau of Streets and Roads. No. 31 Chambers street, 9 A. M. to 4 P. M. IOHN J. Ryan, Superintendent.

No. 31 Chambers street, 9 A. M. to 4 P. M. MICHAEL T. CUMMINGS, Superintenden:

Keeper of City Hall MARTIN J. KEESE, City Hall.

DEPARTMENT OF STREET IMPROVEMENTS

TWENTY-THIRD AND TWENTY-FOURTH WARDS. No. 2622 Third avenue, northeast corner of One Hundred and Forty-first street. Office hours, 9 A.M to 4 P.M.; Saturdays, 12 M.
Louis J. Heinstz, Commissioner; John H. J. Ronner Deputy Commissioner; WM. H. TEN EYCK, Secretary

FINANCE DEPARTMENT. Comptroller's Office.

No. 15 Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
THEODORE W. MYERS, Comptroller; RICHARD A STORRS, Deputy Comptroller; D. Lowber Smith, Assistant Deputy Comptroller.

Auditing Bureau.

Nos. 19, 21, 23 Stewart Building, Chambers street and Broadway, 9, A. M. to 4 P. M. WILLIAM J. LVON, First Auditor. DAVID E. AUSTEN, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A M. to 4 P. M.
OSBORNE MACDANIEL, Collector of Assessments and Clerk of Arrears.
No money received after 2 P. M.

Bureau for the Collection of City Revenue and of Markets.

Nos. 1 and 3 Stewart Building, Chambers stree and Broadway, 9 A. M. to 4 P. M.

— , Collector of the City Revenue and Superintendent of Markets.

No money received after 2 P. M.

Bureau for the Collection of Taxes. No. 57 Chambers street and No. 35 Reade stree Stewart Building, 9 A. M. to 4 P. M. GEORGE W. MCLEAN, Receiver of Taxes; Alfred VREDENBURGH, Deputy Receiver of Taxes. No money received after 2 P. M.

Bureau of the City Chamberlain. Nos. 25, 27 Stewart Building, Chambers street and roadway, 9 A. M. to 4 P. M. THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster. No. 33 Reade street, Stewart Building, 9 A. M. to 4 P.M. John H. TIMMERMAN, City Paymaster

LAW DEPARTMENT.

Office of the Counsel to the Corporation Staats Zeitung Building, third and tourth floors, 9
A. M. to 5 P. M. Saturdays, 9 A. M. to 12 M.
WILLIAM H. CLARK, Counsel to the Corporation.
Andrew T. Campbell. Chief Clerk.

Office of the Public Administrator. No. 49 Beekman street, 9 A. M. to 4 P. M. CHARLES E. LYDECKER, Public Administrator.

Office of Attorney for Collection of Arrears of Persona Taxes. Stewart Building, Broadway and Chambers street. 9 A

M. to 4 P. M.

John G. H. Meyers, Attorney.

Michael J. Dougherty, Clerk. Office of the Corporation Attorney No. 49 Beekman street, 9 A. M. to 4 · M. Louis Hanneman, Corporation Attorney.

POLICE DEPARTMENT.

Central Office.

No. 300 Mulberry street, 9 A. M. to 4 P. M.

JAMES J. MARTIN, President; WILLIAM H. KIPP,
Chief Clerk; T. F. RODENBOUGH, Chief of Bureau of
Elections.

DEPARTMENT OF CHARITIES AND CORREC-TION.

Central Office.

No. 66 Third avenue, corner Eleventh street, 9 A. M. to

4 P. M. HENRY H. PORTER, President; GEORGE F. BRITTON Secretary.
Purchasing Agent, Frederick A. Cushman. Office

Purchasing Agent, Frederick A. Cushman. Office hours, 9 a.m. to 4 p.m. Saturdays, 12 m.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a.m. to 4 p.m. Saturdays, 12 m. Charles Benn, General Bookkeeper, Out-Door Poor Department. Office hours, 8.30 a.m. to 4.30 p.m. WILLIAM BLAKE, Superintendent. Entrance on Eleveuth street.

FIRE DEPARTMENT.

Nos. 157 and 159 East Sixty-seventh street. HENRY D. PURROY, President; CARL JUSSEN, Sec

Bureau of Chief of Department. HUGH BONNER, Chief of Department.

Bureau of Inspector of Combustibles. PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal.

JAMES MITCHEL, Fire Marshal,

Attorney to Department. WM. L. FINDLEY.

Fire Alarm Telegraph. J. Elliot Smith, Superintendent. Central Office open at all hours.

DEPARTMENT OF BUILDINGS THOMAS J. BRADY, Superintendent.

HARLEM RIVER BRIDGE COMMISSION Washington Building, No. 1 Broadway.

Office hours for all, except where otherwise noted from 9 A. M. to 4 P. M. Saturdays, to 12 M.

HEALTH DEPARTMENT No. 301 Mott street, 9 A. M. to 4 P. M. CHARLES G. WILSON, President; EMMONS CLARK Secretary.

DEPARTMENT OF PUBLIC PARKS. Emigrant Industrial Savings Bank Building, Nos 49 and 51 Chambers street, 9 A.M. to 4 P.M. Saturdays, 12 M. PAUL DANA, President; CHARLES DE F. BURNS. Secretary.

DEPARTMENT OF DOCKS. Battery, Pier A, North river.
J. SERGEANT CRAM, President; Augustus T. Doch ARTY, Secretary.
Office hours, from 9 A. M. to 4 P. M.

DEPARTMENT OF TAXES AND ASSESSMENTS

Staats Zeitung Building, Tryon Row, 9 A. M. to 4 P. M Saturdays, 12 M.

EDWARD P. BARKER, President; FLOYD T. SMITH
Secretary.

DEPARTMENT OF STREET CLEANING. Stewart Building. Office hours, 9 A.M. to 4 P.M.
THOMAS S. BRENNAN, Commissioner; WILLIAM DAL
TON, Deputy Commissioner; J. Joseph Scully, Chie
Clerk.

CIVIL SERVICE SUPERVISORY AND EXAMINING BOARDS.

Cooper Union, 9 A. M. to 4 P. M.

JAMES THOMSON, Chairman of the Supervisory Board
LEE PHILLIPS, Secretary and Executive Officer.

BOARD OF ESTIMATE AND APPORTIONMENT The Mayor, Chairman; E. P. Barker, Secretary Charles V. Adee, Clerk

Office of Clerk, Staats Zeitung Building, Room 5.

BOARD OF ASSESSORS.

Office, 27 Chambers street, 9 A. M. to 4 P. M. EDWARD GILON. Chairman; WM. H. JASPER Secretary

BOARD OF EXCISE.

No. 54 Bond street, 9 A.M. to 4 P.M. ALEXANDER MEAKIM, President; JAMES F BISHOP Secretary vd Chief Clerk.

SHERIFF'S OFFICE.

Nos. 6 and 7 New County Court-house, 9 A.M. to 4 P.M. John J. Gorman, Sheriff; John B. Sexton, Under Sheriff.

REGISTER'S OFFICE.

East side City Hall Park, 9 A. M. to 4 P. M. FRANK T. FITZGERALD, Register; JAMES A. HANLEY Deputy Register.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.
BERNARD F. MARTIN, Commissioner; JAMES E CONNER, Deputy Commissioner.

COUNTY CLERK'S OFFICE.

Nos. 7 and 8 New County Court-house, 9 A.M. to 4 P.M. WILLIAM J. McKenna, County Clerk; P. J. Scully, Deputy County Clerk.

DISTRICT ATTORNEY'S OFFICE.

Second floor, Brown-stone Building, City Hal Park 9 A.M. to 4 P.M. DE LANGEY NICOLL, District Attorney; EDWARD T. FLYNN, Chief Clerk

BOARD OF STREET OPENING AND IMPROVEMENT.

NOTICE IS HEREBY GIVEN THAT THERE NOTICE IS HEREBY GIVEN THAT THERE
will be a special meeting of the Board of Street
Opening and Improvement of the City of New York
held in the Mayor's office, on Friday, April 29, 1892,
at 11 o'clock A. M., at which meeting it is proposed to
consider unfinished business and such other matters as
may be brought before the Board.
Dated New York, April 28, 1892.
V. B. LIVINGSTON,
Secretary.

BOARD OF EDUCATION.

OFFICE OF THE BOARD OF EDUCATION, No. 146 GRAND STREET, NEW YORK CITY.

OFFICE OF THE BOARD OF EDUCATION,
No. 146 GRAND STREET, NEW YORK CITY.

SEALED PROPOSALS WILL BE RECEIVED at the office of the Board of Education, corner of Grand and Elm streets, until Monday, May 9, 1802, at 4 p. m., for supplying the Wood required for the Public Schools in the city for the ensuing year, say one hundred (100) cords of oak and one thousand (1,000) cords of pine wood, more or less.

The oak wood must be of the best quality; the pine wood must be of the best quality Virginia, first growth and sound. The proposals must state the price per cord of one hundred and twenty-eight (128) cubic feet solid measure for both oak and pine wood. The wood, both oak and pine, must be delivered sawed and split, and must be piled in the yards, cellars, vaults, or bins of the school buildings as may be designated by the proper authorities, and measures for payment are to be made by the Inspector of Fuel of the Board of Education of the said wood so piled in the school buildings.

Proposals must state the price per cord for—Oak wood, 16-inch lengths,
Oak wood, 17-inch lengths, split to stove size.
Oak wood, 17-inch lengths, split for kindling.
Pine wood, 17-inch lengths, split for kindling.
Pine wood, 13-inch lengths, split for kindling.
Pine wood, o-inch lengths, split for kin

ings.

Proposals must be directed to the Committee on Supplies of the Board of Education, and should be indorsed "Proposals for Wood."

The Committee reserves to itself the right to impose the conditions and penalties in the contract as it may be conditions and penalties in the contract as it may

such conditions and penalties in the contract as it may deem proper, and to reject any or all proposals received when deemed best for the public interest.

Any further information can be obtained from the Clerk of the Board of Education.

THADDEUS MORIARTY,
WILLIAM H. GRAY,
ISAAC A. HOPPER,
R. DUNCAN HARRIS,
JAMES W. McBARRON,
Committee on Supplies.

New York, April 22, 1892.

FINANCE DEPARTMENT.

SALE OF FERRY LEASE.

THE LEASE OF THE FRANCHISE OF THE Ferry on the East river, from the foot of Ninetyninth street to College Point, Queens County, Long Island, will be sold by the Comptroller, by order of the Commissioners of the Sinking Fund, under a resolution adopted March 31, 1892, along with the wharf property belonging to the Corporation of the City of New York, used for ferry purposes, at public auction, to the highest bidder, at the Comptroller's Office, No. 280 Broadway, at 12 o'clock noon on Friday, the 22th day of April, 1892, under a lease for a term of five years, commencing May 1, 1892.

The resolution of the Commissioners of the Sinking Fund, authorizing the sale of this ferry, is as follows:

Resolved, That the Comptroller be and is hereby puthorized to take measures to advertise and sell at aublic auction, to the highest bidder, as provided by law, the lease of the franchise of the ferry from the foot of Ninety-ninth street, East river, to College Point, Queens County, Long Island, the term of which will expire May 1, 1802, for a new term of five years from that date, together with the wharf property belonging to the Corporation of the City of New York which is used and required for ferry purposes at the said ferry, and the minimum yearly rental or upset price of such ferry is hereby appraised and fixed at not less than the sum of four thousand five hundred dollars (\$4,500), upon the ollowing terms and conditions of sale:

Terms and Conditions of Sale.

Terms and conditions of sale:

The highest bidder for the ferry franchise, together with the wharf property and the water-front belonging to the City, used and required for ferry purposes, will be required to pay the auctioneer's fee and to deposit with the Comptroller, at the time of sale, a sum equal to twenty-five per cent. of the amount of the yearly rental bid, which shall be credited on the rent of the first quarter, or be forfeited to the City if the lease shall not be executed by the purchaser when notified and required by the Comptroller, and shall execute an obligation with sufficient sureties to that effect, at the time of sale.

The lessee of the ferry will also be required to give a

obligation with sufficient sureties to that effect, at the time of sale.

The lessee of the ferry will also be required to give a bond in double the amount of the yearly rental, with two sufficient sureties, approved by the Comptroller, and conditions of the lease, which will be such as are required by law and the ordinances of the Common Council relating to ferries, and are usually contained in ferry leases, which shall be approved by the Counsel to the Corporation, including a covenant to vacate the landing in New York on four months' notice by the Department of Docks.

If the present lessee shall not become the purchaser of the franchise for another term, the highest bidder will be also required to purchase and pay for, at a fair appraised valuation, the ferryboats and the structures at the landing in the City of New York, used and necessary for the operation of said ferry, upon the termination of the existing lease, and the surrender and yielding up of the premises by the present lessee.

The rates for ferriage shall not exceed those heretofore and now charged at said ferry.

The form of lease which the purchaser will be required to execute can be seen at the office of the Comptroller.

The right to reject any bid is reserved if deemed by the Comptroller to be for the interest of the City.

Comptroller. City of New York, And.

Comptroller. Comptroller.

CITY OF New YORK—FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, April 18, 1892.

INTEREST ON CITY BONDS AND STOCKS.

THE INTEREST DUF MAY 1, 1892, ON THE Registered Ponds and Stocks of the City and County of New York will be paid on that day by the Comptroiler at the office of the City Chamberlain, Room 27, Stewart Building, corner of Broadway and Chambers street.

The Transfer Books will be closed from March 31 to May 1, 1802.

The Transfer Books will be closed.

May 1, 1892.

The interest due May 1, 1892, on the Coupon Bonds and Stocks of the City of New York will be paid on that day by the State Trust Company, No. 50 Wall street.

THEO. W. MYERS,

Comptroller.

CITY OF NEW YORK—FINANCE DEPARTMENT, {

COMPTROLLER'S OFFICE, March 18, 1892.

CORPORATION NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 3845, No. 1. Sewer and appurtenances in One Hundred and Fifty-fourth street, between Morris avenue and a point 445 feet west of Courlandt avenue. List 3853, No. 2. Flagging and reflagging, curbing and recurbing northeast corner of Fifth avenue and Eighty-fifth street, extending a distance about 175 feet on Fighty-fifth street.

and recurbing northeast corner of Fitth avenue and Eighty-fifth street, extending a distance about 175 feet on Eighty-fifth street, and Seventy-second streets.

List 3858, No. 3. Sewer in Lexington avenue, between Seventy-first and Seventy-second streets.

List 3864, No. 4. Sewer and appurtenances in Rose street, from Bergen avenue to Third avenue.

List 3865, No. 5. Sewer and appurtenances in One Hundred and Fifty-third street, between Morris avenu and Railroad avenue, East.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces or parcels of land situated on—

No. 1. Both sides of One Hundred and Fifty-fourth street, extending easterly from Morris avenue 450 feet.

No. 2. North side of Eighty-fifth street, extending easterly from Fifth avenue about 175 feet.

No. 3. Both sides of Lexington avenue, from Seventy-first to Seventy-second street, on Block 362, Ward Nos. 54½, and 54½, and Block 362, Ward No. 58½.

No. 4. Both sides of Rose street, from Bergen to Third avenue.

No. 4. Both sides of Rose street, from Dergel. of avenue.
No. 5. Both sides of One Hundred and Fifty-third street, from Railroad avenue, East, to Morris avenue.
All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.
The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 28th day of May, 1802.

EDWARD GILON, Chairman,
PATRICK M. HAVERTY,
CHAS. E. WENDT,
EDWARD CAHILL,
Board of Assessors

OFFICE OF THE BOARD OF ASSESSORS, No. 27 CHAMBERS STREET, New York, April 27, 1892. PUBLIC NOTICE IS HEREBY GIVEN TO THE

PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.: List 3742, No. 1. Sewer in West street, between Carlisle and Dey streets, with outlet through Pier 13, North river, and alteration and improvement to existing sewer in Albany, Cedar, Liberty and Cortlandt streets.

List 3818, No. 2. Regulating, grading, curbing and flagging One Hundred and Forty-second street, from Seventh avenue to the Harlem river.

List 3829, No. 3. Alteration and improvement to sewer in Avenue St. Nicholas (west side), between One Hundred and Forty-eighth and One Hundred and Forty-ninth street, between Avenue St. Nicholas and Amsterdam avenue, and in Amsterdam avenue (east side), between One Hundred and Forty-ninth and One Hundred and Fiftieth streets.

List 3843, No. 4. Regulating, grading, curbing and flagging One Hundred and Forty-seventh street, from Brook to St. Ann's avenue.

List 3854, No. 5. Sewer in One Hundred and Twenty-fifth street, between present sever and bulkhead-wall, at One Hundred and Twenty-fifth street, between present sever and bulkhead-wall, at One Hundred and Twenty-fifth street, between present sever and bulkhead-wall, at One Hundred and Twenty-fifth street, between present sever and bulkhead-wall, at One Hundred and Twenty-fifth street and Harlem river.

No. 1. Blocks bounded by Carlisle and Dey streets, Greenwich and West streets, and blocks bounded by Thames and Dey streets, Greenwich street and Broadway; also east side of Broadway, from Pine to Cedar street, and west side of Broadway, from Pine to Cedar street; also both sides of Cedar street, from Broadway to Nassau street; also cast side of Street, from Broadway to Nassau street; also cast side of Grafisle street, from West to Washington street.

No. 2. Both sides of One Hundred and Forty-second street, from Fifth to Seventh avenue, and to the extent of half the bl-ck at the interse; ting avenues.

No. 3. West side of Avenue St. Nicholas and Kingsbridge road, from One Hundred and Forty-eighth to One Hundred and Fifty-first to One Hundred and Sixty-second street; east side of Amsterdam avenue, from One Hundred and Fifty-first to One Hundred and Fifty-second street; both sides of One Hundred and Fifty-second street; both sides of One Hundred and Fifty-fourth street, from Amsterdam avenue to Avenue St. Nicholas; both sides of One Hundred and Fifty-fifth streets, from Amsterdam avenue to Avenue St. Nicholas; both sides of One Hundred and Fifty-fourth street, extending about 165 feet westerly from Avenue St. Nicholas; both sides of One Hundred and Fifty-fourth street, extending about 256 feet westerly from Avenue St. Nicholas; both sides of One Hundred and Sixty-second street; from Kingsbridge road to Edgecombe avenue;

No. 4. Both sides of One Hundred and Forty-seventh street, from Brook to Edgecombe avenue.

No. 4. Both sides of One Hundred and Forty-seventh street, from Brook to St. Ann's avenue.

No. 4. Both sides of One Hundred and Twentieth and One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from One Hundred and Twenty-fifth streets, from First avenue; from One Hundred and Twenty-sixth street; both sides

EDWARD GILON, Chairman, PATRICK M. HAVERLY, CHARLES E. WENDT, EDWARD CAHILL, Board of Assessors.

OFFICE OF THE BOARD OF ASSESSORS, 1 No. 27 Chambers Street, New York, April 26, 1892.

PUBLIC NOTICE IS HEREBY GIVEN TO THE PUBLIC NOTICE IS HEREBY GIVEN TO THE owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

List 3791, No. 1. Extension of sewer in Sixty-eighth street, between Fifth and Madison avenues.

List 3825, No. 2. Paving One Hundred and Third street, from the Boulevard to Riverside Drive, with granite blocks and laying crosswalks.

List 3836, No. 3. Paving Twentieth street, from Avenue A to East river, with granite blocks (so far as the same is within the limits of grants of land under water).

the same is within the limits of grants of land under water).

List 3837, No. 4. Paving Nineteenth street, from Avenue A to First avenue, with granite blocks and laying crosswalks (so far as the same is within the limits of grants of land under water).

List 3838, No. 5. Paving One Hundred and Third street, from Central Park, West, to Columbus avenue, with granite blocks and laying crosswalks.

The limits embraced by such assessments include all the several houses and lots of grounds, vacant lots, pieces or parcels of land situated on—

No. 7. South sides of Sixty-eighth street, west of Madison avenue, on Block 452, Ward Nos. 57 and 58.

No. 7. Both sides of One Hundred and Third street, from Boulevard to Riverside Drive, and to the extent of half the block at the intersecting avenues.

No. 3. Both sides of Twentieth street, from Avenue A to the East river, and to the extent of half the block at the interesting avenues.

to the East river, and to the extent of half the block at the interesting avenues.

No. a. Both sides of Nineteenth street, from Avenue A to First avenue, and to the extent of half the block at the intersecting avenues.

No. s. Both sides of One Hundred and Third street, from Central Park, West, to Columbus avenue, and to the extent of half the block at the intersecting avenues.

All persons whose interests are affected by the abovenamed assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessments for confirmation on the 26th day of May, 1892.

EDWARD GILON, Chairman,

EDWARD GILON, Chairman, PATRICK M. HAVERTY, CHARLES E. WENDT, EDWARD CAHILL, Board of Assessors

Office of the Board of Assessors, No. 27 Chambers Street, New York, April 25, 1892.

DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
No. 31 CHAMBERS STREET,
New York, April 26, 1892.

NOTICE OF SALE AT PUBLIC AUCTION.

ON MONDAY, MAY 9, 1892, AT 10.30 A. M., the Department of Public Works will sell at public auction, by Messrs. Van Tassell & Kearney, auctioneers, at the Corporation Yards, One Hundred and Nineteenth street and St. Nicholas avenue, and foot of Rivington street, East river—sale to commence at One Hundred and Nineteenth Street Yard—the following, viz.

TRUCKS, WAGONS, CARTS, STANDS, BOOTHS, BOOTBLACK-STANDS, QUANTITY OF OLD IRON, TELEGRAPH POLES, ELECTRIC IRON, TEI WIRE, ETC.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the immediate removal of the articles purchased, otherwise the purchaser will forfeit the same, together with all moneys paid therefor, and the articles will be resold.

THOS. F. GILROY,

Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS, COMMISSIONER'S OFFICE, ROOM 6, No. 31 CHAMBERS STREET, NEW YORK, April 20, 1892.

TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at this office until 12 o'clock M. on Tuesday, May 3, 1892, at which place and hour they will be publicly opened by the head of the Department.

No. 1. FOR FURNISHING THE DEPARTMENT
OF PUBLIC WORKS WITH 20,000
CUBIC YARDS OF CLEAN SHARP
SAND.

No. 2. FOR FURNISHING AND DELIVERING
TO THE DEPARTMENT OF PUBLIC
WORKS ABOUT 700 CUBIC YARDS OF
BROKEN, STONE OF TRAP-ROCK;
ALSO ABOUT 300 CUBIC YARDS OF
SCREENINGS OF TRAP-ROCK.

No. 3. FOR FURNISHING AND DELIVERING
TO THE DEPARTMENT OF PUBLIC
WORKS ABOUT 1,500 CUBIC YARDS
OF GRAVEL; ALSO, ABOUT 7,000
CUBIC YARDS OF GRAVEL SCREENINGS, SUITABLE FOR ROAD SURFACING.

No. 4 FOR SEWER IN SIXTY-EIGHTH STREET, between Avenue A and East river.

No. 5. FOR SEWER IN NINETY-FIRST STREET, between Harlem river and Avenue A.

No. 6. FOR SEWER IN NINETY-EIGHTH STREET, between Third and Park avenues. No. 8. FOR REGULATING AND GRADING
MANHATTAN STREET, from Twelfth
avenue to the bulkhead line of the Hudson river, AND SETTING CURBSTONES AND FLAGGING SIDEWALKS
THEREIN.

No. 9. FOR REGULATING AND GRADING CONVENT AVENUE, from One Hundred and Twenty-seventh to One Hundred and Thirty-fifth street, AND SETTING CURBSFONES AND FLAGGING SIDEWALKS THEREIN.

No. 10. FOR SETTING CURB-STONES AND FLAGGING THE SIDEWALKS ON EAST SIDE OF PARK AVENUE, from Ninety-sixth to One Hundred and Second street.

No. 11. FOR FLAGGING EIGHT FEET WIDE
AND REFLAGGING, CURBING AND
RECURBING, THE SIDEWALKS ON
BOTH SIDES OF THIRTY-FIRST
STREET, THIRTY-SECOND STREET
AND THIRTY-THIRD STREET, from
First avenue to East river.

No. 12. FOR FLAGGING AND REFLAGGING THE SIDEWALKS ON THE WEST SIDE OF BROADWAY, from Thirty-first to Thirty-second street.

No. 13. FOR FLAGGING AND REFLAGGING, CURBING AND RECURBING, THE SIDEWALKS ON SEVENTH AVENUE, from Thirty-sixth to Thirty-seventh street.

FOR FLAGGING FULL WIDTH, CURBING AND RECURBING, THE SIDE-WALKS ON NORTHEAST CORNER SEVENTY-FIFTH STREET AND AMSTERDAM AVENUE.

STERDAM AVENUE.

No. 15. FOR FLAGGING EIGHT FEET WIDE AND REFLAGGING, CURBING AND RECURBING, THE SIDEWALKS ON EIGHTY-EIGHTH STREET, from Central Park, West, to Riverside Drive, AND ON EIGHTY-NINTH STREET, from West End avenue to Riverside Drive.

No. 16. FOR FLAGGING EIGHT FEET WIDE AND REFLAGGING, CUR'ING AND RECURBING, THE SIDEWALKS ON THE NORTHWEST CORNER OF ONE HUNDRID AND FIFTH STREET AND FIRST AVENUE.

No. 18. FOR FLAGGING AND REFLAGGING.

FOR FLAGGING AND REFLAGGING, CURBING AND RECURBING, THE SIDEWALKS ON SOUTHWEST CORNER OF ONE HUNDRED AND SEVENTEENTH STREET AND SECOND AVENUE, AND ON WEST SIDE SECOND AVENUE, from One Hundred and Seventeenth to One Hundred and Eighteenth street.

Eighteenth street.

No.19. FOR FLAGGING EIGHT FEET WIDE AND REFLAGGING, CURBING AND RECURBING, THE SIDEWALKS ON WEST SIDE OF ST. NICHOLAS AVENUE, from One Hundred and Seventeenth to One Hundred and Nineteenth street, and on ONE HUNDRED AND SEVENTEENTH STREET, from Eighth to St. Nicholas avenue. St. Nicholas avenue.

SEVENTEENTH STREET, from Eighth to St. Nicholas avenue.

Each estimate must contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested it shall distinctly state that fact. That it is made without any connection with any other person making an estimate for the same work, and is in all respects fair and without collusion or fraud. That no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested in the estimate or in the work to which it relates or in the profits thereof.

Each estimate must be verified by the oath, in writing, of the party making the same, that the several matters therein stated are true, and must be accompanied by the consent, in writing, of two householders or free-holders in the City of New York, to the effect that if the contract is awarded to the person making the estimate, they will, upon its being so awarded, become bound as his sureties for its faithful performance; and that if he shall refuse or neglect to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled upon its completion and that which the Corporation may be obliged to pay to the person to whom the contract shall beawarded at any subsequent letting; the amount to be calculated upon the estimated amount of the work by which the bids are tested.

The consent last above mentioned muss be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above his liabilities as bail, surety, or otherwise, and that he has offered himself as surety in good faith, with the intention to execute the bond required by law.

No estimate will be considered unless accompanied by ei

good data, with the quired by law.

No estimate will be considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of the security required for the faithful performance of the contract. Such check or money must NOT be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box, and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to

execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of the deposit will be returned to him.

THE COMMISSIONER OF PUBLIC WORKS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED FOR ANY PARTICULAR WORK IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY.

Blank forms of bid or estimate, the proper envelopes in which to inclose the same, the specifications and agreements, and any further information desired, can be obtained at Rooms 1, 5, 0 and 12, No. 31 Chambers street.

THOS. F. GILROY,

Commissioner of Public Works.

DEPARTMENT OF PUBLIC WORKS,
COMMISSIONER'S OFFICE,
NO. 21 CHAMBERS STREET,
NEW YORK, August 14, 1889.

OWNERS OF LANDS ORIGINALLY ACQUIRED BY WATER GRANTS.

ACQUIRED BY WATER GRANTS.

ATTENTION IS CALLED TO THE RECENT act of the Legislature (chapter 449, Laws of 1883), which parovides that whenever any streets or avenues in the city, described in any grant of land under water, from the Mayor, Aldermen and Commonalty containing covenants requiring the grantees and their successors to pave, repave, keep in repair or maintain such streets, shall be in need of repairs, pavement or repavement, the Common Council may, by ordinance, require the same to be paved, repaved or repaired, and the expense thereof to be assessed on the property benefited; and whenever the owner of a lot so assessed shall have paid the assessment levied for such paving, repaving or repairing, such payment shall release and discharge such owner from any and every covenant and obligation as to paving, repaving, and repairing, contained in the water grant under which the premises are held, and no further assessment shall be imposed on such lot for paving, repaving or repairing such street or avenue, unless it shall be petitioned for by a majority of the owners of the property who shall also be the owners of a majority of the property in frontage) on the line of the proposed improvement.

The act further provides that the owner of any such lot may notify the Commissioner of Public Works, in writing, specifying the ward number and street number of the lot that he desires, for himself, his heirs and assigns, to be released from the obligation of such covenants, and elects and agrees that said lot shall be thereafter liable to be assessed as above provided, and thereupon the owner of such lot, his heirs and assigns shall thenceforth be relieved from any obligation to pave, repair, uphold or maintain said street, and the lot in respect of which such notice was given shall be liable to assessment accordingly.

The Commissioner of Public Works desires to give the following explanation of the operation of this act:

When notice, as above described, is given to the Commissioner of Public Works, who has no aut

DEPARTMENT OF DOCKS.

NOTICE.

DEPARTMENT OF DOCKS,
PIER "A," BATTERY PLACE, NORTH RIVER,
NEW YORK, APRIL 21, 1892.

VAN TASSELL & KEARNEY, AUCTIONEERS,
will sell at public auction, at Pier "A," Battery
place, in the City of New York, on

MONDAY, MAY 9, 1892:

MONDAY, MAY 9, 1892:

at 12 o'clock noon, the right to collect and retain all wharfage which may accrue for the use and occupation by vessels of more than five tons burden, of the following-named piers and bulkheads, together with the privilege of erecting and maintaining a shed on such piers or bulkheads, where mentioned below, and occupying any shed existing on any of such piers at the commencement of the term; the said shed and each of them to revert to and become the property of the Mayor, Aldermen and Commonalty of the City of New York at the expiration or sooner termination of the lease, to wit:

On the North River.

On the North River.

For the term of ten years from June 1, 1892.

Lot 1. Pier foot of West Thirty-fifth street, except reservation for bath on the southerly side during summer season.

For the term of five years from June 1, 1892.

Lot 2, Pier foot of West Fifty-second street.

Lot 3, Northerly side and end of the pierfoot of West One Hundred and Thirty-first street.

Lot 4, Pier foot of West One Hundred and Thirty-fourth street, except reservation for public bath during summer season.

On the East River.

For the term of ten years from June 1, 1802.

On the East River.

For the term of ten years from June 1, 1892.
Lot 5. Bulkhead between East Sixty-third and East Sixty-tourth streets.

For the term of five years from June 1, 1892.
Lot 6, Pier, old 38, and half bulkhead westerly.
Lot 7. Northerly half of Pier, old 56, bulkhead between Pier, old 56, and Pier, old 57, ninety feet, and southerly half of Pier, old 57.
Lot 8. Northerly half of Pier, old 58, and bulkhead about one hundred and thirteen feet northerly.
Lot 9. Bulkhead at foot of East Fifty-third street.
Lot 11. Unimproved water-front, between East Fifty-fourth and East Fifty-fifth streets.
Lot 12. Bulkhead platform between East Seventy-eighth and East Seventy-ninth streets.
Lot 13. Bulkhead platform at foot of East Seventy-ninth street, southerly of pier.

On the Harlem River.

On the Harlem River.

For the term of five years from June 1, 1892.

Lot 14. Pier at foot of East One Hundred and Nineteenth street.

TERMS AND CONDITIONS OF SALE.

The premises must be taken in the condition in which they may be at the commencement of the term of the lease, and no claim or demand that the premises or property are not in suitable and tenantable condition at the commencement of the term will be allowed by this

Department.

All repairs, maintaining or rebuilding required or necessary to be done to or upon the premises, or any part thereof, during the continuance of the term of the lease, shall be done by and at the cost and expense of the lessee or purchaser.

No claim or demand will be considered or allowed by the Department for any loss or deprivation of wharfage or otherwise, resulting from or occasioned by any delay on account or by reason of the premises or any part thereof being occupied for or on account of any repairs, rebuilding or dredging.

The upset price of the parcels or premises exposed or offered for sale will be announced by the auctioneer at

the time of sale.

The Department will do all dredging whenever it shall deem it necessary or advisable so to do.

The term for which leases are sold will commence at the date mentioned in the advertisement, and the rents accruing therefor will be payable from that date in each case.

the date mentioned in the advertisement, and the rents accruing therefor will be payable from that date in each case.

Each purchaser of a lease will be required, at the time of the sale, to pay, in addition to the auctioneer's fees, to the Department of Docks, twenty-five per cent. (25%) of the amount of annual rent bid, as security for the execution of the lease, which twenty-five per cent. (25%) will be applied to the payment of the rent first accruing under the lease when executed, or will be forfeited to the Department if the purchaser neglects or refuses to execute the lease, with good and sufficient surety or sureties, to be approved by the Department, within ten days after being notified that the lease is prepared and ready for execution at the office of the Department of Docks, Pier "A," North river, Battery place.

The Department expressly reserves the right to resell the lease or premises bid off, by those failing, refusing or neglecting to comply with these terms and conditions, the party so failing, refusing or neglecting, to be liable to the Corporation of the City of New York for any deficiency resulting from or occasioned by such resale.

Lessees will be required to pay their rent quarterly in advance, in compliance with the terms and conditions of the lease prepared and adopted by the Department.

In all cases where it is mentioned in the advertisement of sale, the purchaser shall be entitled to the privilege of occupying any shed upon the pier or bulkhead at the commencement of the term or that may thereafter be permitted or licensed by the Department, and to the rights attached to such permission or license, but subject to the conditions thereof, such purchaser being engaged in the business of steam transportation and using and employing the same for the purpose of regularly receiving and discharging cargo thereat.

Not less than two sureties, each to be a householder or freeholder in the State of New York, to be approved by the Board of Docks, will be required under each lease to enter into

Each purchaser will be required to agree that he will Each purchaser will be required to agree that he will, upon ten days' notice so to do, execute a lease with sufficient surety as aforesaid, the printed form of which may be seen and examined upon application to the Secretary, at the office of the Department, Pier "A," Battery place.

No person will be received as a lessee or surety who is delinquent on any former lease from this Department or the Corporation.

No bid will be accepted from any person who is in arrears to this Department or the Corporation, upon debt or contract, or who is a defaulter as surety or otherwise, upon any obligation to this Department or to the Corporation of the City of New York.

The auctioneer's fees (\$25) on each lot or parcel must be paid by the purchasers thereof respectively at the time of sale.

Dated New York, April 21, 1892.

J. SERGEANT CRAM, EDWIN A. POST, JAMES J. PHELAN,
Commissioners of the Department of Docks.

DEPARTMENT OF DOCKS, PIER "A," NORTH RIVER.

TO CONTRACTORS.

(No. 417.)

PROFOSALS FOR ESTIMATES FOR DREDGING AT PIER, NEW 45, AT BULKHEAD BEIWEEN PIERS, OLD 58 AND OLD 59, AT PIER, OLD 59, AT WEST THIRTEENTH SIREET PIER, AT WEST NINETEENTH STREET PIER, AND AT WEST TWENTIETH STREET PIER, AND AT WEST TWENTIETH STREET PIER, ON THE NORTH RIVER; ALSO AT PIER FOOT OF EAST THIRD STREET, ON THE EAST RIVER.

ESTIMATES FOR DREDGING AT THE above-named places, on the North and East rivers, will be received by the Board of Commissioners at the head of the Department of Docks, at the office of said Department, on Pier "A," foot of Battery place, North river, in the City of New York, until ro'clock

North river, in the City of New York, until 1 o'clock P. M. of

THURSDAY, MAY 5, 1892,
at which time and place the estimates will be publicly opened by the head of said Department. The award of the contract, if awarded, will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the work shall furnish the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation and a statement of the work to which it relates.

The bidder to whom the award is made shall give security for the faithful performance of the contract, in the manner prescribed and required by ordinance, in the sum of Five Thousand Six Hundred Dollars.

The Engineer's estimate of the quantities of material necessary to be dredged in order to secure at the premises mentioned the depth of water set opposite thereto in the specifications is as follows:

On the North River.

Cabic

ON THE NORTH RIVER.	Cubic Yards.
Pier, new 45 north side)	13,500
Bulkhead between Piers, old 58 and old 59	200
Pier, old 59	5,000
Pier foot of West Thirteenth street (north side)	1,500
Pier foot of West Fifteenth street	5,000
Pier foot of West Nineteenth street (north side)	10,000
Pier foot of West Twentieth street	24,000
On the East River.	
Pier foot of East Third street	10,000

Total...... 69,200

N. B.—Bidders are required to submit their estimates upon the following express conditions, which shall apply to and become a part of every estimate received:

(1.) Bidders must satisfy themselves, by personal examination of the locations of the proposed dredging, and by such other means as they may prefer, as to the accuracy of the foregoing Engineer's estimate, and shall not, at any time after the submission of an estimate, dispute or complain of the above statement of quantities, nor assert that there was any misunderstanding in regard to the nature or amount of the work to be done.

(2.) Bidders will be required to complete the entirework to the satisfaction of the Department of Docks, and in substantial accordance with the specifications of the contract. No extra compensation, beyond the amount payable for the work before mentioned, which shall be actually performed, at the price therefor, per cubic yard, to be specified by the lowest bidder, shall be due or payable for the entire work.

The work to be done under this contract is to be commenced within five days after the date of the contract, and the entire work is to be fully completed on or before the 1st day of August, 1892, and the damages to be paid by the contractor for each day that the contract may be unfulfilled after the time fixed for the fulfillment thereof has expired, are, by a clause in the contract, fixed and liquidated at Fifty Dollars per day.

Bidders will state in their estimates a price, per cubic yard, for doing such dredging, in conformity with the approved form of agreement and the specifications therein set forth, by which price the bids will be tested. This price is to cover all expenses of every kind involved in or incidental to the fulfillment of the

contract, including any claim that may arise through delay, from any cause, in the performing of the work thereunder. Bidders will distinctly write out, both in words and in figures, the amount of their estimates for doing this

figures, the amount of their estimates for doing this work.

The person or persons to whom the contract may be awarded will be required to attend at this office with the sureties offered by him or them, and execute the contract within five days from the date of the service of a notice to that effect; and in case of failure or neglect so to do, he or they will be considered as having abandoned it, and as in default to the Corporation; and the contract will be readvertised and relet, and so on until it be accepted and executed.

Bidders are required to state in their estimates their names and places of residence; the names of all persons interested with them therein; and if no other person be so interested, the estimate is made without any connection with any other person making an estimate for the same work, and that it is in all respects fair, and without collusion or fraud; and also, that no member of the Common Council, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof; which estimate must be verified by the oath, in writing, of the party making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed to by all the parties interested.

Each estimate shall be accompanied by the con-

verification be made and subscribed to by all the parties interested.

Each estimate shall be accompanied by the consent, in writing, of two householders or freeholders 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 or persons making the estimate, they will, upon its being so awarded, become bound as his or their sureties for its faithful performance; and that if said person or persons shall omit or refuse to execute the contract, they will pay to the Corporation of the City of New York any difference between the sum to which said person or persons would be entitled upon its completion and that which said Corporation may be obliged to pay to the person to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work to be done, by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same, that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of the contract, over and above all his debts of every nature, and over and above his liabilities as bail, surely and otherwise; and that he has offered bimself as a surety in good faith and with the intention to execute the bond required by law. The adequacy and sufficiency of the security offered will be subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless

subject to approval by the Comptroller of the City of New York after the award is made and prior to the signing of the contract.

No estimate will be received or considered unless accompanied by either a certified check upon one of the State or National banks of the City of New York, drawn to the order of the Comptroller, or money, to the amount of five per centum of the amount of security required for the faithful performance of the contract. Such check or money must not be inclosed in the sealed envelope containing the estimate, but must be handed to the officer or clerk of the Department who has charge of the estimate-box; and no estimate can be deposited in said box until such check or money has been examined by said officer or clerk and found to be correct. All such deposits, except that of the successful bidder, will be returned to the persons making the same within three days after the contract is awarded. If the successful bidder shall refuse or neglect, within five days after notice that the contract has been awarded to him, to execute the same, the amount of the deposit made by him shall be forfeited to and retained by the City of New York as liquidated damages for such neglect or refusal; but if he shall execute the contract within the time aforesaid, the amount of his deposit will be returned to him.

Bidders are informed that no deviation from the specifications will be allowed, unless under the written instructions of the Engineer-in-Chief.

No estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

surety or otherwise, upon any obligation to the Corporation.

THE RIGHT TO DECLINE ALL THE ESTIMATES IS RESERVED IF DEEMED FOR THE
INTEREST OF THE CORPORATION OF THE
CITY OF NEW YORK.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by
the Department, a copy of which, together with the
form of agreement, including specifications, and showing the manner of payment for the work, can be
obtained upon application therefor at the office of the
Department.

J. SERGEANT CRAM,
EDWIN A. POST,
JAMES J. PHELAN,
Commissioners of the Department of Docks.
Dated New York, May 21, 1892.

DEPARTMENT OF PUBLIC CHAR-ITIES AND CORRECTION.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, NEW YORK, April 2c, 1892.

TO CONTRACTORS.

MATERIALS AND WORK REQUIRED FOR LAUNDRY APPARATUS, INSANE ASYLUM, BLACKWELL'S ISLAND.

SEALED BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No. 66 Third avenue, in the City of New York, until Thursday, May 5, 1892, until to o'clock A. M. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Laundry Apparatus, Insane Asylum, Blackwell's Island," and with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

The Board of Public Charities and Correction Reserves the right to reflect all bids or estimates

THE BOARD OF PUBLIC CHARITIES AND CORRECTION RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882. No bid or estimate will be accepted from, or contract awarded to, any person who is imparrears to the Corporation upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the Corporation.

as surety or otherwise, upon any obligation to the Corporation.

The award of the contract will be made as soon as practicable after the opening of the bids.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract, by his or their bond, with two sufficient sureties, each in the penal amount of ONE THOUSAND (\$1,000) DOLLARS.

A bidder for a contract must be known to be en-

A bidder for a 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 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, in the penal amount of fifty [50] per cent. of the ESTIMATED amount of the contract, or such specific sum as may be mentioned in the proposal.

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 to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein are in all respects true. Where more than one person is interested, it is requisite that the verification be made and subscribed by all the parties interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance, and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at which the bids are tested. The consent above mentioned shall be accompanied by the onth or affirmation, in writing, of e

amount of his deposit will be returned to him.
Should the person or persons to whom the contract
may be awarded neglect or refuse to accept the contract
within five days after written notice that the same has
been awarded to his or their bid or proposal, or if he or
they accept but do not execute the contract and give the
proper security, he or they shall be considered as having
abandoned it, and as in default to the Corporation, and
the contract will be readvertised and relet, as provided
by law

by law.

Bidders will state the price for each article, by which the bids will be tested.

Bidders will write out the amount of their estimate in addition to inserting the same in figures.

Payment will be made by a requisition on the Comptroller, in accordance with the terms of the contract, or from time to time, as the Commissioners may determine.

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The forms of the contract, including specifications, and showing the manner of payment, can be obtained at the office of the Department; and bidders are cautioned to examine each and all of their provisions carefully, as the Board of Pablic Charities and Correction will insist upon their absolute enforcement in every particular.

HENRY H. PORTER, President, CHARLES E. SIMMONS, M. D., Commissioner, EDWARD C. SHEEHY, Commissioner, Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, No. 66 THIRD AVENUE, New York, April 20, 1892.

TO CONTRACTORS.

MATERIALS AND WORK REQUIRED FOR KITCHEN AND LAUNDRY APPARATUS, WARD'S ISLAND HOS-

APPARATUS, WARD'S ISLAND HOS-PITAL.

SEALED BIDS OR ESTIMATES FOR THE aforesaid work and materials, in accordance with the specifications and plans, will be received at the office of the Department of Public Charities and Correction, No 66 Third avenue, in the City of New York, until Thursday, May 5, 1892, until 10 o'clock A.M. The person or persons making any bid or estimate shall furnish the same in a sealed envelope, indorsed "Bid or Estimate for Kitchen and Laundry Apparatus, Ward's Island Hospital," and with his or their name or names, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department and read.

The Board of Public Charities and Correction Reselves the Right to Refect All BIDS or ESTIMATES IF DEEMED TO BE FOR THE PUBLIC INTEREST, AS PROVIDED IN SECTION 64, CHAPTER 410, LAWS OF 1882.

No bid or estimate will be accepted from, or contract awarded to, any person who is in arrears to the Corporation.

The award of the contract will be made as soon as practicable after the opening of the bids.

Any bidder for this contract must be known to be engaged in and well prepared for the business, and must have satisfactory testimonials to that effect; and the person or persons to whom the contract may be awarded will be required to give security for the performance of the contract by his or their bond, with two sufficient sureties, each in the penal amount of ONE THOUSAND (\$1,000) DOLLARS.

A bidder for a 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 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, in the penal amount of fifty (50) per cent. of the ESTIMATED amount of the contract, or such specific sum as may be menti

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 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.

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 one person is interested, it is requisite that the verification one person is interested.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, with their respective places of business or residence, to the effect that if the contract be awarded to the person making the estimate, they will, on its being so awarded, become bound as his sureties for its faithful performance; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the supplies 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 ball, surety, or otherwise; and that he has offered himself as a surety in good faith and with the intention to execute the bond required by section 12 of chapter 7 of the Revised Ordinances of the City of New York, if the contract shall be awarded to the person or persons for whom he consents to become surety. The adequacy and sufficiency of the security offered is to be approved by the Comptroller of the City of New York, if the contract shall be awarded 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

mine.

The forms of the contracts, including specifications, and showing the manner of payment, can be obtained at the office of the Department, and bidders are cautioned to examine each and all of their provisions carefully, as the Board of Public Charities and Correction will insist upon their absolute enforcement in every particular.

HENRY H. PORTER, President, CHARLES F. SIMMONS, M. D., Commissioner, EDWARD C. SHELHY, Commissioner, Public Charities and Correction.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION,
No. 66 THIRD AVENUE,
NEW YORK, April 18, 1892.

THE UNDERSIGNED WILL SELL AT PUBLIC
Auction, by order of the Commissioners of the
Department of Public Charities and Correction, on
Friday, April 29, 1892, at 11 o'clock A. M., at No. 66
Third avenue,

EIGHT OLD MARINE AND LOCOMOTIVE BOILERS,

BOILERS,

of which six (6) are at Ward's Island and two (2) at Hart's Island, where they can be seen by intending purchasers. The said boilers to be removed within ten (10) days of the date of sale, by and at the expense of the purchaser. Twenty-five per cent. of the purchase money to be paid at the time and place of sale, and the remainder on receiving the boilers.

F. A. CUSHMAN, Purchasing Agent, Department of Public Charities and Correction.

FIRE DEPARTMENT

HEADQUARTERS FIRE DEPARTMENT, 157 AND 159 EAST SIXTY-SEVENTH STREET, New York, April 27, 1892.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING AND laying Pipe, Service-boxes and Flush-boxes, required for placing Fire-alarm Electrical Conductors Underground, will be received by the Board of Commissioners at the head of the Fire Department, at the office of said Department, Nos. 157 and 159 East Sixty-seventh street, in the City of New York, until 100 o'clock A. M., Wednesday, May 11, 1892, at which time and place they will be publicly opened by the head of said Department and read.

No estimate will be received or considered after the hour named.

For information as to the amount and kind of work to be done, bidders are referred to the specifications, which form part of these proposals.

The form of the agreement (showing the manner of payment for the work, with specifications, may be seen, and forms of proposals may be obtained at the office of the Department.

Bidders will write out the amount of their estimate,

and forms of proposals may be obtained at the condition of the Department.

Bidders will write out the amount of their estimate, in addition to inserting the same in figures, for each of the five lots specified in the specifications, upon the form of proposal specially provided for that purpose. No estimate will be received unless made for each of the

of proposal specialty profitted for the purpose. We estimate awill be received unless made for each of the lots.

The work is to be completed and delivered as provided in the contract.

The damages to be paid by the contractor for each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired are fixed and liquidated at ten (10) dollars.

The award of the contract will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the 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 they relate, specifying the kind of cables it is proposed to furnish.

The Fire Department reserves the right to decline any and all bids or estimates, or any part thereof, 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.

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 varying, of two householders or trepholders of

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 the sum of our or the city of New York, with their respective places of the city of New York, with their respective places of the sum of surreits for its being so awarded, become bound as sureties for its faithful performance in the sum of six thousand (6,000) dollars; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount 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 critified check upen one of the banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of three hundred (300) dollars. 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

HENRY D. PURROY, S. HOWLAND ROBBINS, ANTHONY EICKHOFF, Commissioners.

HEADQUARTERS FIRE DEPARTMENT, 157 AND 159 EAST SIXTY-SEVENTH STREET, New York, April 21, 1892.

TO CONTRACTORS.

SEALED PROPOSALS FOR FURNISHING

ONE WATER TOWER

ONE WATER TOWER
to this Department, will be received by the Board of
Commissioners at the head of the Fire Department, at
the office of said Department, Nos. 157 and 159 East
Sixty-seventh street, in the City of New York, until 10
o'clock A. M., Wednesday, May 4, 1892, at which time
and place they will be publicly opened by the head of
said Department and read.

No estimate will be received or considered after the
hour named.

For information as to the description of the apparatuses to be furnished bidders are referred to the
specifications and drawings, which form part of these
proposals.

proposals.

The form of the agreement (with specifications), showing the manner of payment for the work, may be seen, and forms of proposals may be obtained at the office of the Department.

Bidders must write out the amount of their estimate in addition to inserting the same in figures.

The apparatuses are to be completed and delivered within ninety (90) days after the execution of the contract.

within ninety (90) days after the execution of the tract.

The damages to be paid by the contractor fo, each day that the contract may be unfulfilled after the time specified for the completion thereof shall have expired, are fixed and liquidated at twenty (20) dollars.

The award of the contract will be made as soon as practicable after the opening of the bids.

Any person making an estimate for the apparatuses shall present the same in a sealed envelope to said Board, at said office, on or before the day and hour above named, which envelope shall be indorsed with the name or names of the person or persons presenting the same, the date of its presentation, and a statement of the work to which it relates.

its presentation, and a distribute of the presentation 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.

as surety or otherwise, upon any obligation to the Corporation.

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.

ested.

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 sureties for its faithful performance in the sum of two thousand and five hundred (2,500) dollars; and that if he shall omit or refuse to execute the same, they will pay to the Corporation any difference between the sum to which he would be entitled on its completion and that which

the Corporation may be obliged to pay to the person or persons to whom the contract may be awarded at any subsequent letting; the amount in each case to be calculated upon the estimated amount of the work by which the bids are tested. The consent above mentioned shall be accompanied by the oath or affirmation, in writing, of each of the persons signing the same that he is a householder or freeholder in the City of New York, and is worth the amount of the security required for the completion of this contract, over and above all his debts of every nature, and over and above his liabilities as bail, surety or 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 banks of the City of New York, drawn to the order of the Comptroller, or money to the amount of one hundred and twenty-five (125) dollars. 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 refusel; but if he shall execute the contract within five days after written notice that the same has been awarded to him, to

HENRY D. PURROY, S. HOWLAND ROBBINS, ANTHONY EICKHOFF, Commissioners.

POLICE DEPARTMENT.

Police Department—City of New York, FICE OF THE PROPERTY CLERK (ROOM NO. 9), No. 300 Mulberry Street, New York, 1891.

New York, 1891. I

OWNERS WANTED BY THE PROPERTY
Cierk of the Police Department of the City of New
York, No. 300 Mulberry street, Room No. 9, for the
following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing,
boots, shoes, wine, blankets, diamonds, canned goods,
liquors, etc., also small amount money taken from
prisoners and found by patrolmen of this Department.

JOHN F. HARRIOT
Property Clerk

DEPARTMENT OF TAXES AND ASSESSMENTS.

DEPARTMENT OF TAXES AND ASSESSMENTS, STAATS ZEITUNG BUILDING, NEW YORK, January 11, 1892.

IN COMPLIANCE WITH SECTION 817 OF THE New York City Consolidation Act of 1882, it is hereby advertised that the books of "The Annual Record of the Assessed Valuations of Real and Personal Estate" of the City and County of New York, for the year 1892, are open and will remain open for examination and correction until the thirtieth day of April 1892.

All persons believing themselves aggrieved must make application to the Commissioners of Taxes and Assessments, at this office, during the period said books are open, in order to obtain the relief provided by law.

Applications for correction of assessed valuations on personal estate must be made by the person assessed to the said Commissioners, between the hours of 10 A.M. and 2 P.M., except on Saturdays, when between 10 A.M. and 12 M., at this office, during the same period.

EDWARD P. BARKER,

THOMAS L. FEITNER,

EDWARD L. PARRIS,

Commissioners of Taxes and Assessments.

THE COLLEGE OF THE CITY OF NEW YORK.

NEW YORK.

SEALED PROPOSALS WILL BE RECEIVED BY the Executive Committee of the College of the City of New York, at the Hall of the Board of Education, No. 146 Grand street, until 4 o'clock P. M. on Tuesday, May 3, 1892, for supplying the buildings of the College, Lexington avenue, Twenty-second and Twenty-third streets, with two hundred and fifty (250) tons, more or less, of Plymouth Red Ash Broken Coal, and twenty-five (25) tons, more or less, of Plymouth Red Ash Stove Coal, twenty-two hundred and forty pounds to the ton, to be stored in the bins by the contractor and delivered in such quantities as may be called for.

Proposals to be addressed to the Executive Committee of the College of the City of New York, and to be accompanied by the signatures of two responsible sureties.

The Committee reserve the right to reject any or all proposals submitted

CHARLES L. HOLT,

Chairman.

ARTHUR McMULLIN,

Secretary.
Dated New York, April 19, 1892.

CIVIL SERVICE SUPERVISORY

New York CITY CIVIL SERVICE BOARDS, COOPER UNION, NEW YORK, April 11, 1892.

PUBLIC NOTICE IS HEREBY GIVEN THAT open competitive examinations for the positions below mentioned will be held at this office upon the dates specified:

below and specified:
May 2. SUPERINTENDER 1
Dock Department.
May 2. MESSENGER.
May 3. MESSENGER.
May 3. MASTER MACHINIST, Park Department.
LEE PHILLIPS,
Secretary and Executive Officer.

SUPREME COURT.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Com-monalty of the City of New York, relative to the opening of ONE HUNDRED AND THIRTY-FIRST STREET, from Tenth avenue to Convent avenue, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the aboveentitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners,
occupant or occupants, of all houses and lots and
improved and unimproved lands affected thereby, and
to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 Chambers street (Room 4), in said city, on or before the seventh day of June, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said seventh day of June, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock p. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the eighth day of June, 1892.

Third. That the limits of a second

That the limits of our assessment for benefit Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.:

Northerly by the prolongation easterly of the centre line of One Hundred and Thirty-second street; easterly by the westerly line of Convent avenue; southerly by the centre line of the block between One Hundred and Thirtieth street; westerly by the easterly line of Amsterdam avenue, excepting from said area all the land included within the line of streets, avenues and roads, or portions thereof heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to

Such area is shown upon our benefit map upposited an aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the twentieth day of June, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, April 22, 1892.

OWEN W. FLANAGAN,

Chairman,

WILLIAM G. DAVIS,

JOS. O. WOLFF,

Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of ONE HUNDRED AND THIRTIETH STREET, between Tenth and Convent avenues, in the Twelfth Ward of the City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others when it may concern to wit:

unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 51 (Chambers street (Room 4), in said city, on or before the seventh day of June, 1892, and that we, the said Commissioners, will hear parties so objecting within ten week days next after the said seventh day of June, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock P. M.

ing within ten week days next after the said seventh day of June, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 3 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the eighth day of June, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the centre line of the block between One Hundred and Thirtieth street and One Hundred and Thirtieth street and One Hundred and Thirtieth street; westerly line of Convent avenue; southerly by the centre line of the block between One Hundred and Thansterdam avenue, excepting from said area all the land included within the line of streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the twentieth day of June, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be neard thereon, a motion will be made that the said report be confirmed.

Dated New York, April 22, 1892.

thereon, a motion will confirmed.

Dated New York, April 22, 1892.

FRANK J. DUPIGNAC, Chairman, WILLIAM G. DAVIS, THOMAS J. MILLER, Commissioners.

MATTHEW P. RYAN, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to BOSCOBEL AVENUE (although not yet named by proper authority), extending from the easterly approach to the bridge over the Harlem river at West One Hundred and Eighty-first street to Jerome avenue, in the Twenty-third and Twenty-fourth Wards of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding and to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Eroadway (fifth floor), in the said city, on or before the ninth day of May, 1892, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said ninth day of May, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 20 clock p. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 10th day of May, 1802.

Third—That the limits of our assessment for benefit include all these lets reione of the contractions of the day of include include in the said city.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land situate, lying and being in the City of New York, which, taken together, are bounded and described as follows, viz.: Northerly by a line drawn at right angles with the westerly line of Aqueduct avenue and extending westerly from a point thereon, distant 880 feet northerly from the northerly line of Boscobel avenue to the centre line of the block between Undercliff avenue

and Sedgwick avenue and the prolongation of the said line easterly to its intersection with the prolongation northerly of the easterly line of Aqueduct avenue, and also by a line parallel with and distant 1,000 feet northerly from the northerly line of Boscobel avenue, and beginning at the point of intersection of said line with the prolongation northerly of the easterly line of Aqueduct avenue and extending to Elliott street; easterly by a line beginning at a point in the northerly line of Elliott street, distant 100 feet easterly from the easterly, line of Jerome avenue; running thence southerly and parallel with the easterly line of Jerome avenue; running thence southerly and parallel with most avenue; thence southerly and parallel with Mott avenue; thence southerly and parallel with Mott avenue; thence southerly and along said last mentioned line to the northerly of a line parallel with, and distant 100 feet easterly from, the easterly line of Gerard avenue; thence southerly and along said last mentioned line to the northerly line of Endrow place; southerly by a curved line beginning at a point in the northerly line of Endrow place, distant 100 feet easterly from the easterly line of Gerard avenue; thence westerly curving to the right on the arc of a circle whose radius is 1,000 feet and whose centre is the point of intersection of the westerly line of Boscobel avenue with the westerly line of Jerome avenue to the point of tangency between said arc and a line parallel with, and distant 1,000 feet westerly from, the westerly line of Boscobel avenue and a line parallel with, and distant 1,000 feet westerly line of Boscobel avenue and a line parallel with and distant 1,000 feet westerly line of Boscobel avenue to the centre line of the block between Undercliff and Sedgwick avenues; and westerly by a broken line parallel with and distant 1,000 feet westerly line of Roscobel avenue and extending from said point of tangency to Aqueduct avenue, the easterly line of he blocks between Undercliff and Sedgwick avenues

CARROLL BERRY, Clerk.

In the matter of the application of the Board of Street Opening and Improvement of the City of New York for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to acquiring title (wherever the same has not been heretofore acquired) to GROVE STREET (although not yet named by proper authority), extending from Third avenue to Brook avenue, in the Twenty-third Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks.

VE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding and to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, and to-all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 200 Broadway (fifth floor), in the said city, on or before the 18th day of April, 1892, and that we, the said Commissioners, will hear parties so objecting within the ten week days next after the said 18th day of April, 1892, and for that purpose will be in attendance at our said office on each of said ten days at 2 o'clock P. M.

Second—That the abstract of our said estimate and assessment, together with our damage and benefit maps and also all the affidavits, estimates and other documents used by us in making our report, have been deposited with the Commissioner of Public Works of the City of New York, at his office, No. 31 Chambers street, in the said city, there to remain until the 19th day of April, 1892.

Third—That the limits of our assessment for benefit included all those lats, pieces or parcels of land situated.

street, in the said city, there to remain until the 19th day of April, 1892.

Third—That the limits of our assessment for benefit include all those lots, pieces or parcels of land, situate, lying and being in the City of New York, which taken together are bounded and described as follows, viz.: Northerly by the centre line of the block between Grove street and East One Hundred and Sixty-fifth street; easterly by the westerly line of Brook avenue; southerly by the centre line of the block between Grove street and Westchester avenue and the centre line of the block between Grove street and Westchester avenue and the centre line of the block between Grove street and Rose street, and westerly by the easterly line of Third avenue; excepting from said area all the streets, avenues and roads, or portions thereof, heretofore legally opened, and all the unimproved land included within the lines of streets avenues, roads, public squares and places shown and laid out upon any map or maps filed by the Commissioners of the Department of Public Parks, pursuant to the provisions of chapter 604 of the Laws of 1874, and the laws amendatory thereof, or of chapter 410 of the Laws of 1882, as such area is shown upon our benefit map deposited as aforesaid.

Fourth—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof, to be held at the Chambers thereof, in the County Court-house, in the City of New York, on the thirtieth day of April, 1892, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a

of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, March 7, 1892.

NELSON SMITH, Chairman, CHARLES BEARDSLEY, WILLIAM J. LACEY, WILLIAM J. LACEY, Commissioners.

CARROLL BERRY, Clerk.

CARROLL BERRY, Clerk.

DEPARTMENT OF STREET CLEANING.

NOTICE.

PERSONS HAVING BULKHEADS TO FILL, IN
the vicinity of New York Bay, can procure material
for that purpose—ashes, street sweepings, etc., such as
is collected by the Department of Street Cleaning—free
of charge, by applying to the Commissioner of Street
Cleaning, in the Stewart Building.
THOMAS S. BRENNAN,
Commissioner of Street Cleaning.

THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY,
Sundays and legal holidays other than the general
election day excepted, at No. 2 City Hall, New York
City. Price, single copy, 3 cents; annual subscription

W. J. K. KENNY,

Supervisor