

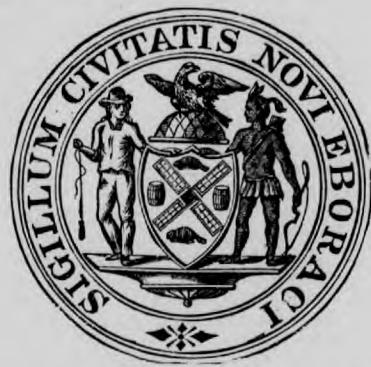
# THE CITY RECORD.

OFFICIAL JOURNAL.

VOL. XX

NEW YORK, FRIDAY, APRIL 29, 1892.

NUMBER 5,770.



## 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 30, 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 purpose."

Very respectfully,  
EDWIN A. POST,  
J. SERGEANT CRAM, } Commissioners.

[SEAL.]

AUGUSTUS T. DOCHARTY, Secretary.

### FIRST.

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

#### Commissioners' Office.

NAME.	OCCUPATION.	COMPENSATION.
Augustus T. Docharty	Secretary	\$3,000 00
Francis E. Moon	Chief Clerk	2,700 00
James Weir	Apportionment Clerk	2,400 00
John H. Matthews	Clerk to Treasurer	2,000 00
Charles Miller, Jr.	Recording Clerk	2,000 00
Louis S. Kellogg	Clerk	2,000 00
Charles J. Farley	Clerk to the Commissioners	1,500 00
Webster H. Gilon	Stenographer and Typewriter	1,500 00
Edwin A. Gregory, Jr.	Clerk	1,200 00
Max Drucker	Collector	1,800 00
Joseph B. Erwin	Dock Master	1,800 00
Patrick J. Brady	"	1,800 00
Edward Abeel	"	1,800 00
John J. Ryan	"	1,800 00
Charles Parks	"	1,800 00
John J. Martin	"	1,800 00
William T. Coggeshall	"	1,800 00
Charles S. Coxe	"	1,800 00
George A. Woods	"	1,800 00
Bartholomew F. Kenney	"	1,800 00
James W. Carson	"	1,800 00
Joseph F. Meehan	"	1,800 00
Henry A. Palmstine	"	1,800 00
Mary Dowling	Cleaner	Per day, 1 30
Catharine Lyons	"	" 1 30

#### Engineer-in-Chief's Office.

G. S. Greene, Jr.	Engineer-in-Chief	\$6,000 00
William W. Maclay	First Assistant Engineer	4,000 00
S. W. Hoag, Jr.	Assistant Engineer	2,000 00
Godfrey P. Farley	"	1,800 00
Henry C. Freeman	Clerk to Engineer-in-Chief	2,000 00
Edward Gottschall	Searcher of Water Grants	2,000 00
Lucius C. Higgins	Clerk	1,200 00
Joseph Thompson	"	1,200 00
Frederick Lange	Stationery Clerk and Messenger	1,500 00
Robert M. Kid	Draughtsman	1,500 00
John A. Duntze	"	1,500 00
William G. Johnson	"	1,200 00
Otto H. Klein	"	1,500 00
Alexander M. Goge	"	1,000 00
Nicholas J. Van der Weyde	"	1,000 00

#### Construction Force.

Winfield S. Lasher	Assistant Engineer	\$2,700 00
Andrew McC. Parker	"	3,000 00
F. J. Boller	"	1,800 00
John A. Bensel	"	1,800 00

NAME.	OCCUPATION.	COMPENSATION.
Mortimer W. Casper	Inspector of Pier Building	Per hour, \$0 50
John Hogan	"	" 50
John E. Land	"	" 50
Frank E. Doughty	"	" 50
Edward E. McCahey	"	" 50
Patrick White	Foreman of Piling and Woodwork	" 50
Daniel Darby	Foreman of Dock Builders	" 40
Martin Miller	"	" 40
William H. Ellis	"	" 40
Thomas Hanly	"	" 35
Patrick Geoghegan	"	" 40
Simeon S. Dunning	Foreman of Laborers	" 35
Edwin A. Gregory	"	" 35
John Jackson	"	" 35
Edward T. DuBois	"	" 35
John S. Markham	"	" 35
John McSorley	"	" 35
William Kealson	"	" 35
Adoniram Fairchild	Diver	{ Per day } 7 00
Frank Paul	Assistant Diver	{ of 4 hours, } 5 00
John Bundick	"	" 5 00
Robert S. Russell	"	" 5 00
Peter Gilligan	"	" 5 00
Edward Hickman	"	" 5 00
David Tulloch	"	" 5 00
Bernard Troy	"	" 5 00
E. T. Christiansen	"	" 5 00
Frank Newman	"	" 5 00
Patrick Griffen	Diver's Tender	Per hour, 35
John R. Leary	Diver's Tender and Boatman	" 35
Charles Miller	"	" 35
Effingham V. Smith	Timekeeper	1,000 00
William McDonald	Clerk	Per mo., 80 00

#### On Floating Property.

John H. Corley	Superintendent of Machinery	\$1,650 00
David H. Lane	Clerk	1,000 00
Thomas Stuyvesant	Captain, derrick "City of New York"	Per week, 25 50
Richard Munster	Rigger and Captain 10-Ton Derrick	" 18 00
John C. Wood	Engineer, tug "Manhattan"	1,200 00
Luther C. Sheldon	Deck-hand tug "Manhattan"	900 00
George H. Coffin	"	600 00
Henry Head	Fireman, tug "Manhattan"	720 00
William Love	Captain, Pile Driver	Per hour, 35
William H. Rose	Engineer, 10-Ton Derrick	Per week, 21 00
William H. Burnham	" Pile Driver	Per hour, 35
William J. Brennan	"	" 35
Dennis F. Eagan	"	" 35
Edward S. Gutierrez	"	" 35
Robert Kyles	"	" 35
George A. Shevlin	"	" 35
William P. Baker	"	" 35
John J. Givnan	"	" 35
Francis Macklin	"	" 35
Montraville M. Smith	Steam Engineer	" 30
Zephaniah C. Smith	"	" 35
Isaac B. Maslen	"	" 35
Tronson Kerr	"	" 35
James Vandegrift	Fireman	Per week, 15 00
Patrick H. McCullough	Roundsman	1,200 00

#### Surveying Force.

Frederick P. Thompson	Surveyor	\$3,000 00
C. W. Staniford	Assistant Surveyor	2,100 00
George A. Button	Assistant Engineer	1,800 00
Allen N. Spooner	"	1,800 00
J. Frank Johnson	Transitman	1,500 00
William S. White	"	1,500 00
John T. Hilton	"	1,500 00
William Selmer	"	1,500 00
Bernard Rolf	Leveler	1,200 00
Hiram C. Calkins	Hydrographer	1,200 00
George E. Rogers	"	1,200 00
Patrick Crowley	Rodman	Per week, 18 00
Francis O'Neill	"	" 15 00
John F. Williams	"	" 15 00
John Moran	Boatman	" 15 00
James King	"	" 15 00
John Post	"	" 15 00
Charles Thompson	"	" 15 00
Iver Peterson	Scowman, Foreman	" 20 00
Ole Olssen	"	" 15 00
Charles G. Beck	"	" 15 00
Jeremiah Collins	"	" 15 00
James Van Houten	"	" 15 00
James C. Darby	Sounder	" 15 00
William H. Reilly	"	" 15 00
William J. F. Sullivan	"	" 15 00
Richard Williams	"	" 15 00
William H. Carman	"	" 15 00
James J. White	Chainman	" 15 00
James W. Dikeman, Jr.	"	" 15 00
Gerald S. Griffin	"	" 15 00
Luke Hazard	"	" 15 00
Nicholas H. Voorhis	"	" 12 00
John McDonough	Inspector of Dredging	Per hour, 25
George W. Carpenter	"	" 25
Berthold Sommer	Clerk	1,500 00
Frank P. Rush	"	1,000 00

#### General Repairs Force.

David F. McCarthy	Superintendent of Repairs	\$3,000 00
John W. Ingalls	Clerk	1,000 00

#### West Fifty-seventh Street Yard.

Robert M. Sterritt	Foreman West 57th Street Yard	\$1,200 00
Samuel Fitzpatrick	Office Keeper and Messenger	Per week, 15 00
Henry Wenzel	Saw Filer	Per hour, 35



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.  
 " 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. Mehan and James W. Carson, Dock Masters.  
 " 27. Dominick McGarragh, 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 Lentillon, 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.  
 " 22. Matthew Dolan, Carpenter.  
 " 22. Thomas Sullivan, Michael O'Connell, Dock Builders.  
 " 22. James Van Houten, Scowman.  
 " 22. Thomas McDonald, Blacksmith.  
 " 22. John Thomas, John Williams, Ship Carpenters.  
 " 22. 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, Carpenter.  
 " 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.  
 " 7. John McCarthy, James O'Grady, Laborers.  
 " 7. James Gaffney, William J. Devine, Dock Builders.  
 " 14. Patrick McAnanly, Edward F. Snedecor, Ship Carpenters.  
 " 14. Thomas Fitzpatrick, Michael O'Connor, Patrick Hughes, John S. Costello, John Mulligan, John J. Kenny, Patrick Walsh, Thomas Farrell, Michael Meagher, Patrick McCarthy, Peter Wilmot, John Tuomey, Thomas Barus, George Robinson, William Warren, Lawrence Ryan, William Warren, James Leavy, Frank Daly, William Kennedy, Thomas Julian, Charles Charlifour, Laborers.  
 " 21. George Ward, Ship Carpenter.  
 " 21. George Archbold, Stone Cutter.  
 " 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.  
 Sept. 5. Charles Giblin, Foreman of Masons.  
 " 5. Francis Briody, Frederick Able, Patrick Goggins, George Tremper, Milton Sears, William Smith, Laborers.  
 " 5. William P. Bloomer, Thomas Dillon, James Hughes, Conrad Hinkler, Dock Builders.  
 " 5. Martin H. Sutherly, John Sheridan, William J. Farrell, Egbert Jones, Ship Carpenters.  
 " 5. Mark Connolly, Stone Cutter.  
 " 12. W. E. Horton, Leveler.  
 " 12. Tronson Kerr, Steam Engineer.  
 " 12. H. L. Hurlbert, Ship Carpenter.  
 " 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 Percain, William Bush, Jacob G. Williams, Laborers.  
 " 18. George Burke, Dock Builder.  
 " 20. E. L. Halsted, James F. McNeary, Bernard Scanlan, Laborers.  
 " 20. John Ritchie, Blacksmith's Helper.  
 " 20. Joseph McVey, Thomas Donohue, Daniel Mackey, V. B. Jacobson, Ship Carpenters.  
 Oct. 3. Owen Dehaan, Patrick O'Brien, James Murray, Dock Builders.  
 " 3. Felix McCluskey, William Kelly, Louis Rosenberg, Nicholas A. Curtain, Laborers.  
 " 9. James N. Strickland, Laborer.  
 " 16. John Canavan, T. W. Gaynor, Steam Engineers.  
 " 16. Abram Van Blarcom, Ship Carpenter.  
 " 16. George McGuinness, Dock Builder.  
 " 16. Thomas Byrnes, Laborer.  
 " 23. John T. Hilton, Transitman.  
 " 23. George Ballard, James Rooney, James Foley, James Mulqueen, Thomas Leahey, Laborers.  
 " 30. Thomas Sullivan, Edward Beatty, Patrick Madden, James Kennedy, Richard Kane, Patrick Smith, Daniel Sullivan, James Kane, Edward Tuohy, James Loughlin, James Saunders, Laborers.  
 Nov. 6. Patrick McCann, Thomas Fitzgerald, Patrick Smith, Laborers.  
 " 6. John Holmes, Blacksmith.  
 " 13. Thomas Lestrangle, Laborer.  
 " 13. Patrick King, Dock Builder.  
 " 21. John Cahill, John Keegan, Nicholas H. White, Frank Baeder, Laborers.  
 " 21. Thomas Ferguson, Thomas Callahan, John Early, Ship Carpenters.  
 Dec. 5. Bernard Degan, Patrick Barry, D. W. Davis, Charles Fullbrook, Thomas Kelly, Laborers.  
 " 5. Bernard Donohue, Ship Carpenter.  
 " 5. James T. Murphy, Stone Cutter.  
 " 11. James Ferguson, Terence Cavanagh, John E. Relyea, F. A. Lubbey, Dennis Gallagher, Laborers.  
 " 11. David H. Dunn, Dock Builder.  
 " 11. Bartholomew Donohue, Ship Carpenter.  
 " 18. William B. Earle, Owen Lynch, William H. Decker, Michael O'Keefe, Frederick Hadler, Laborers.  
 " 30. Michael Enright, Dock Builder.  
 " 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.  
 " 15. Michael J. Neary, Stone Cutter.  
 " 22. Morris O'Connell, Edward F. Stedman, Patrick Donohue, John Guion, Martin Clancy, James Thomas, Laborers.  
 " 22. Thomas H. Powers, Cornelius O'Connor, Ship Carpenters.  
 " 29. John H. Dawson, Frank Reilly, James Norton, Laborers.  
 Feb. 5. Edward D. Saunders, James Gaffney, Stone Cutters.  
 " 5. Thomas Culin, George Hackett, John Gough, John O. Prey, Laborers.  
 " 12. S. W. Hoag, Jr., Assistant Engineer.  
 " 12. John H. Kelly, Ship Carpenter.  
 " 12. James Morgan, Deckhand, tug "Manhattan."  
 " 12. Bartholomew Gurrin, Stone Cutter.  
 " 12. Thomas F. Londregan, William F. Martin, E. D. Stephens, Frank Rhodes, Laborers.  
 " 20. John Golden, Laborer; Thomas Lawlor, Blacksmith.  
 " 26. Andrew Livingston, Michael Carroll, Ship Carpenters.  
 " 26. Charles Campbell, Deckhand, tug "Manhattan."  
 Mar. 5. Edward Smith, John Quinn, James Kelly, Charles Morton, Laborers.  
 " 5. Patrick Lynch, Dock Builder.  
 " 5. William Purcell, Ship Carpenter.  
 " 12. William McCormick, Laborer.  
 " 12. Chris. Colver, James Mulgren, James Maume, Lawrence Henry, Stone Cutters.  
 " 12. Daniel Corcoran, Blacksmith's Helper.  
 " 23. Patrick Cronin, Ship Carpenter.  
 " 23. Michael V. Monahan, Dock Builder.  
 " 23. John Corcoran, William T. Nash, Edward H. Miles, William Hammersley, Matthew Sheridan, George Heaton, Laborers.

1891.  
 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.  
 " 2. James Lynam, Stone Cutter.  
 " 9. William Sanderson, Stone Cutter.  
 " 9. Richard Powers, Joseph De Temple, William Clancy, Dock-builders.  
 " 9. Peter McLoughlin, 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.  
 " 23. 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.  
 1890. Resigned, Discharged, etc., from May 1, 1890, to April 30, 1891.  
 May 1. 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.  
 July 3. John A. Lowe, Laborer, resigned.  
 " 11. Edward Boyle, Laborer, discharged.  
 " 17. John Finnegan, Laborer, resigned.  
 " 17. Thomas Lestrangle, Laborer, discharged.  
 " 24. Patrick Barry, Laborer, appointment revoked.  
 " 27. Walter Crook, Laborer, discharged.  
 " 31. Thomas Powers, Laborer, discharged.  
 " 31. Henry R. Bennett, John Thomas, Ship Carpenters, resigned.  
 Aug. 7. Charles S. Thompson, Dock Master, resigned.  
 " 7. Robert Whitehouse, Laborer, discharged.  
 " 7. Patrick Canty, Laborer, discharged.  
 " 14. Michael Caldwell, Foreman of Masons, name taken from roll.  
 " 14. Thomas Quinlan (No. 2), John McGranary, Laborers, discharged.  
 " 14. Matthew Dolan, Carpenter, name taken from roll.  
 " 14. 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.  
 " 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.  
 " 5. Peter Brown, James Cheston, Jr., William Connolly, James F. Cunningham, Mark Connolly, Henry J. Cox, John Daly, Michael Cavigan, 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 Eichel, Peter Braisted, Henry J. Spencer, John Cody, John Hewer, Frank M. Merritt, William Smith, Charles Connolly, Dominick McGarragh, Milton Smith, Laborers, discharged.  
 " 18. E. D. Stephens, Laborer, resigned.  
 " 18. James H. Brennan, Dock Builder, resigned.  
 " 25. Philip V. R. Van Wyck, Jr., Leveler, James J. Reagan, Laborer, resigned.  
 " 25. Edward Cassin, Laborer, resigned.  
 " 26. George Ward, Martin L. Sutherly, William J. Farrell, Ship Carpenters, discharged.  
 Oct. 2. Jacob Kirchhoch, Laborer, resigned.  
 " 23. George Burke, Joseph De Temple, Jr., Dock Builders, resigned.  
 " 23. Louis Rosenberg, Laborer, discharged.  
 " 30. Patrick Mulligan, William Murray, Laborers, discharged.  
 Nov. 6. Frederick H. Quern, Laborer, discharged.  
 " 13. Thomas J. Macdonald, Blacksmith, resigned.  
 " 13. Francis Moss (No. 2), Laborer, name dropped from the roll.  
 " 21. Anthony Buchholz, Patrick Barry, Michael Collins, Thomas Finnerty, Michael Gavin, James Hanlon, Thomas Higgins, Edward Lynch (No. 2), Morris Strauss, James F. McNeary, 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. Frank McDonald, Dock Builder, discharged.  
 " 21. William Weldon, Dock Builder, discharged.  
 " 21. Mark Connolly, Michael Flaherty, John Green, Stone Cutters, discharged.  
 " 21. O. B. Jacobson, Edward Jones, Daniel Mackey, Ship Carpenters, discharged.  
 " 21. William Welch, Blacksmith, discharged.  
 " 25. Thomas Johnson, Dock Builder, name dropped from the roll.  
 " 25. Royal Chapin, Assistant Engineer, discharged.  
 Dec. 5. William Bush, Laborer, discharged.  
 " 11. Theodore Balke, Dock Builder, resigned.  
 " 23. Thomas W. Gaynor, Steam Engineer, resigned.  
 " 23. August Schweigert, Laborer, discharged.  
 1891.  
 Jan. 8. Addison Connor, Assistant Engineer, name dropped from roll.  
 " 8. Hans Jonassen, Deckhand, tug "Manhattan," discharged.  
 " 22. Thomas Malloy, Laborer, discharged.  
 " 22. James Halton, Dock Builder, discharged.  
 " 29. George Ballard, Laborer, dismissed.  
 " 29. William H. Decker, Laborer, discharged.  
 " 29. 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.  
 " 12. Thomas Culin, Laborer, resigned.  
 " 18. Henry Crum, Dock Builder, and Patrick T. Leavy, Laborer, resigned.  
 " 18. George Robinson, Laborer, discharged.  
 " 20. Thomas H. Powers, Ship Carpenter, discharged.  
 " 20. John Gannon, Laborer, discharged.  
 Mar. 5. 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. Michael Morrissey, Dock Builder, discharged.  
 " 12. James Kennedy, Thomas Lahey, John E. Relyea, Laborers, discharged.  
 " 23. John Sheevers, Laborer, resigned.  
 " 26. Patrick Smith (No. 3), John Gurrin, Thomas Farrell, William McCormick, James Costello, Thomas Burns (No. 2), John Foley, Edward Hall, Laborers, discharged.  
 Apr. 2. Hugh McCann, John Walsh (No. 2), Michael McLoughlin, John H. Corrigan, James Carroll, William McCormick, John Mulhall, Laborers, discharged.  
 " 9. Frederick W. Ward, Laborer, resigned.  
 " 9. Thomas Callahan, John Handy, Dennis Gallagher, James Norton, William B. Earl, Laborers, discharged.  
 " 9. Louis Thompson, Dock Builder, name dropped from the roll.  
 " 16. Mortimer W. Hale, William Teal, Laborers; William Owens, Stone Cutter, discharged.  
 " 16. Thomas Dugan, Laborer, name dropped from the roll.  
 " 16. John Whearty, C. M. Brown, Laborers, discharged.  
 " 23. Adolph Harbert, Laborer, discharged.  
 " 23. William H. Flaherty, Mason, and Bernard E. Bernstein, Dock Builder, discharged.

1890. *Compensation Fixed as Follows :*
- May 1. 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, Apportionment 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 11, 1890.)
  - July 11. 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.
  - " 24. Joseph Thompson, Lucius C. Higgins, Clerks, \$100 per month.
  - " 24. John A. Benschel, Assistant Engineer, and Godfrey P. Farley, Assistant Engineer, \$125 per 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.
  - 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, \$3,000 per annum.
  - " 30. Winfield S. Lasher, Assistant Engineer, \$2,700 per annum.
  - " 30. John A. Bense, Assistant Engineer, \$150 per month.
  - " 30. Frederick P. Thompson, Surveyor, \$3,000 per annum.
  - " 30. C. W. Staniford, Assistant Surveyor, \$175 per month.
  - " 30. Otto H. Klein, Draughtsman, \$125 per month.
  - " 30. Francis E. Moon, Chief Clerk, \$2,700 per annum.
  - " 30. James Weir, Apportionment Clerk, \$2,400 per annum.
  - " 30. Louis S. Kellogg, Clerk, \$2,000 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.
  - Dec. 18. George A. Button, Assistant Engineer, \$150 per month.
- 1891.
- 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 1. James King, Laborer to Boatman.
  - " 1. Allen N. Spooner, Hydrographer, to Assistant Engineer.

- 1890.
- May 1. Peter G. Spencer, Chainman, to Leveler.
  - " 1. Philip V. R. Van Weyk, Jr., Rodman, to Leveler.
  - " 1. 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. 1. 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.
  - " 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.
- 1891.
- Apr. 23. John J. McGuire, Laborer, to Dock Builder.

SECOND.—GENERAL DUTIES.

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

THIRD.

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

I.—ORDERS AND RULES ADOPTED BY THE BOARD.

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.

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 11, 1890	June 12, 1890	September 20, 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, 1890.
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: \$1.15 per cubic yard.	July 3, 1890	July 11, 1890	October 15, 1890.
339	Building pier, including sewer-box and dumping-board, at East One Hundred and Tenth 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.	Andrew A. Bouker.	Class "A": 97 cents per cubic yard; Class "B": 67 cents per cubic yard.	July 31, 1890	Aug. 1, 1890	January 1, 1891.
346	Sundry dredging on North river.	Charles DuBois.	12 cents per cubic yard.	Aug. 7, 1890	Aug. 12, 1890	April 30, 1891.
347	Dredging at West Fifty-second street, N. R.	Charles DuBois.	12 cents per cubic yard.	Aug. 7, 1890	Aug. 12, 1890	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	Aug. 14, 1890	Aug. 25, 1890	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, 1890	Aug. 25, 1890	December 31, 1890.
350	Building Pier, new 58, N. R.	John W. Flaherty.	\$37,475 00	Sept. 10, 1890	Sept. 16, 1890	February 15, 1891.
351	Dredging south half of Pier, new 34, N. R.	Atlantic Dredging Co.	20 cents per cubic yard.	Sept. 12, 1890	Sept. 18, 1890	October 30, 1890.
352	Dredging site bulkhead-wall, East One Hundred and Second street, H. R.	Atlantic Dredging Co.	45 cents per cubic yard.	Nov. 21, 1890	Nov. 28, 1890	December 30, 1890.
353	Building crib-bulkhead at Charity Hospital, Blackwell's Island, etc., E. R.	John Gillies.	\$12,958 00	Nov. 21, 1890	Dec. 1, 1890	April 1, 1891.
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.	Sept. 26, 1890	Oct. 1, 1890	December 1, 1890.
355	Dredging site for pier at East Twenty-second street, E. R.	Bids rejected October 9, 1890.				
356	Building pier, etc., at East Twenty-second street, E. R.	Resolution authorizing building of said pier rescinded October 16, 1891.				
357	For furnishing granite.	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.	20 cents per cubic yard.	Nov. 12, 1890	Nov. 13, 1890	December 20, 1890.
359	Repairing and extending Pier, new 46, etc.	Joseph Walsh.	Class 1: 40 cents per cubic yard; Class 2: \$17,000; Class 3: \$18,000; Class 4: \$5,000.	Nov. 19, 1890	Nov. 26, 1890	March 13, 1891.
360	Building Pier, new 14.	John Gillies.	Class 1: \$62,500; Class 2: 65 cents per cubic yard.	Dec. 5, 1890	Dec. 10, 1890	July 15, 1891.
361	Dredging site for pier at East Twentieth street, E. R.	Bids rejected December 5, 1890.				

No.	DESCRIPTION OF CONTRACT.	CONTRACTOR.	CONTRACT PRICE.	DATE OF AWARD.	DATE OF CONTRACT.	DATE OF EXPIRATION.
362	Dredging site for Pier, new 14, N. R.	Atlantic Dredging Co.	Class 1 : 20 cents per cubic yard ; Class 2 : \$1 per cubic yard ; Class 3 : 40 cents per cubic yard.	Dec. 5, 1890	Dec. 8, 1890	April 17, 1891.
363	Dredging between Piers, 10 and 11, and 11 and 12, E. R.	Atlantic Dredging Co.	20 cents per cubic yard.	Jan. 15, 1891	Jan. 19, 1891	February 1, 1891.
364	Dredging site for Pier, new 23, N. R.	Morris & Cumings Dredging Co.	20 cents per cubic yard.	Jan. 13, 1891	Jan. 14, 1891	March 1, 1891.
365	Building Pier 43, E. R.	John Gillies	Class 1 : \$1,200 ; Class 2 : \$15,700.	Jan. 27, 1891	Jan. 7, 1891	May 31, 1891.
366	Building tug pier.	Brown & Miller	\$41,800 00	Feb. 18, 1891	Mar. 15, 1891	August 31, 1891.
367	Furnishing sawed yellow pine timber.	Joseph W. Duryee	\$21 74 per 1,000 feet.	Feb. 18, 1891	Feb. 20, 1891	August 1, 1891.
368	For 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. Whalen & Co.	14 cents per cubic yard.	Feb. 11, 1891	Feb. 16, 1891	Aug. 1, 1891.
369	For extending Pier, new 25, N. R.	Joseph Walsh	\$17,700 00	Mar. 23, 1891	Apr. 1, 1891	July 15, 1891.
370	Sundry dredging on North and East rivers.	Morris & Cumings Dredging Co.	20 cents per cubic yard.	Mar. 31, 1891	Apr. 1, 1891	Apr. 25, 1891.
371	Sundry dredging on North river.	Atlantic Dredging Co.	20 cents per cubic yard.	Apr. 16, 1891	Apr. 25, 1891	May 11, 1891.
372	For extending Pier, new 37, N. R.	John W. Flaherty	Class 1 : \$19,781 ; Class 2 : 70 cents per cubic yard.	Apr. 23, 1891	Apr. 20, 1891	Sept. 1, 1891.
373	For 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.
374	Building 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 1 : 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 year amount to \$1,508,554.93, not including \$334,579.05 collected by the Finance Department for rent of ferries, etc., which properly constitutes a part of the revenue of the water-front.

IV.—LEASES MADE BY THE BOARD.

All leases made during the year by the Board of wharf property owned by the Corporation, including land under water, are contained in the rent-roll accompanying this report ; the amount of rental ; to whom and for what property each of said leases was respectively made and the time when the same will expire, including an enumeration of the leases in force on the 30th of April, 1891, and also those in force on the 1st of May, 1891.

STATEMENT OF REVENUES AND DISBURSEMENTS.

Account with the Mayor, Aldermen and Commonalty, and Balance Sheet for April 30, 1891.

STATEMENT OF THE REVENUES AND DISBURSEMENTS OF THE DEPARTMENT OF DOCKS FOR AND DURING THE YEAR ENDING APRIL 30, 1891.

DOCK AND SLIP RENT.

I.—REVENUE :		
Amount of rents accruing and wharfage collected during the year ending April 30, 1891, to wit :		
1. To lessees of corporation wharf property and occupants of land under water, the property of the corporation, covered by wharf improvements erected by permission of the Department.	\$1,408,994 66	
2. Amount of wharfage collected within the year from unleased corporation wharf property.	99,560 27	\$1,508,554 93
II.—DISTRIBUTION :		
Cash—		
Amount of moneys deposited with the Chamberlain prior to May 1, 1890, being in payment, in advance of rents accruing therefor.	\$15,303 75	
Amount of moneys deposited during the year with the Chamberlain to the credit of the Commissioners of the Sinking Fund for the Redemption of the City Debt.	1,499,344 30	\$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.	\$16,240 42	
Proceeds of sales of old material.	314 19	
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.	7,296 72	23,851 33
Leaving this amount deposited during the year as rents and wharfage from corporation wharf property (except from premises in use under ferry leases made with the Comptroller).	\$1,490,796 72	
Claims for unpaid rents during the year, placed in the hands of the Counsel to the Corporation for collection.	1,725 00	
Sundry unpaid rents.	16,033 21	\$1,508,554 93

DOCK BONDS.

Total amount of " Dock Bonds of the City of New York," issued by direction of the Commissioners of the Sinking Fund, for the uses and purposes of the Department of Docks, from the date of its organization in May, 1870, to April 31, 1891.

DOCK FUND.

I.—RECEIPTS :		
1. Amount of proceeds of Dock Bonds approximated as being in the hands of the Comptroller on May 1, 1890, for the uses and purposes of this Department, as per Annual Report for the year ending April 30, 1890.		
	\$24,593 45	
2. Amount of proceeds of Dock Bonds directed to be issued by the Commissioners of the Sinking Fund.		
	3,000,000 00	
3. Amount of moneys received in and during the year, and deposited with the Chamberlain for the uses and purposes of the Department ; being reimbursements for the costs of repairs to wharf properties not owned by the Corporation, and for the use of the Department appliances and dumping-grounds, furnishing maps, tracings, etc.		
	47,539 50	\$3,072,132 95
II.—EXPENDITURE :		
Amount of bills and claims audited in and during the year ending April 30, 1891, and transmitted to the Finance Department for payment, being for materials and supplies furnished, and for services rendered to this Department, to wit :		
1. For Construction—		
For bills and claims audited as per Schedule B.	\$881,492 19	
As per Schedule C :		
Salaries of the Commissioners.	10,999 98	
Salaries of the Construction force.	78,337 98	
Pay-rolls of Surveyor's force—Captains, engineers, crews and watchmen on floating property, dock builders, laborers, blacksmiths, carpenters and masons, etc., on Construction force.	384,206 07	
	\$1,355,036 22	
	\$1,355,036 22	
2. For General Repairs—		
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.	27,524 72	
	\$130,093 78	
3. For Annual Expense—		
For bills and claims audited as per Schedule F.	\$6,105 71	
As per Schedule G :		
Salaries of officers and appointees.	43,824 24	

4. For Acquired Property—

For property acquired. \$436,784 89 \$1,971,844 84

III.—BALANCE :

Amount of proceeds of Dock Bonds in the hands of the Comptroller on April 30, 1891, for use of this Department. \$1,100,288 11

NEW YORK, April 30, 1891.

Respectfully submitted to the Board,  
FRANCIS E. MOON, Chief Clerk.

Approved and adopted.

EDWIN A. POST, }  
JAMES MATTHEWS, } Commissioners composing  
J. SERGEANT CRAM, } the  
Board of Docks.

The Mayor, Aldermen and Commonalty of the City of New York, in account with the Board of the Department of Docks for and during the Year ending April 30, 1890.

DR. CR.

To deposits of money with the Chamberlain.	\$1,546,883 80	By balance, April 30, 1890, as per the report for the year ending that date.	\$1,178,135 00
To bills and claims audited for materials and supplies furnished and for services rendered, to wit :		By Dock and Slip Rent.	1,508,554 93
On Construction account.	1,355,036 22	By requisition for Dock Bonds.	3,000,000 00
On General Repairs account.	130,093 78	By reimbursements for repairs to private wharves, and for use of Department plant.	33,380 50
On Annual Expense account.	49,929 95	By rent advances.	16,240 42
Balance carried forward.	2,732,530 59	By sale of maps, etc.	51 50
	\$5,814,474 34	By sale of dump tickets.	13,957 50
		By moneys credited to Dock Fund.	47,539 50
		By sale of old material.	314 19
		By fines and penalties.	150 00
		By interest received.	75 38
		By costs received.	400 42
		By increased value of floating plant.	15,675 00
			\$5,814,474 34

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

EDWIN A. POST, }  
JAMES MATTHEWS, } Commissioners  
J. SERGEANT CRAM, } composing the  
Board of Docks.

Balance Sheet, April 30, 1891.

DR. CR.

Contingent Fund.	\$1,000 00	The Mayor, Aldermen and Commonalty of the City of New York.	\$2,716,290 17
Judgments (as per Schedule J).	121,857 46	Rents paid in advance of May 1, 1891.	16,240 42
Sundry Debtors for unpaid rents in hands of Counsel to the Corporation for collection (as per Schedule I).	78,426 54		
Dock Fund.	1,100,288 11		
Floating plant (as per Schedule L).	184,475 00		
Acquired real property.	1,230,450 27		
Sundry unpaid rents.	16,033 21		
	\$2,732,530 59		\$2,732,530 59

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 93
	84	The Mayor, Aldermen and Commonalty of the City of New York.	4,193,810 00
	77	Repairs for private owners, etc.	33,380 50
1,230,450 27	1	Acquired property.	

Table with columns DR., FOLIO., and Cr. containing financial entries such as Dump tickets, Judgments recovered, Floating plant, etc.

Table with columns Cr. and monetary amounts, listing various companies and individuals like Keuffel & Essel, George H. Read & Co., etc.

SCHEDULE B.

BILLS AND CLAIMS AUDITED ON CONSTRUCTION ACCOUNT.

Contracts for Building Piers, Furnishing Lumber, Piles, Granite, Dredging, Cement, Broken Stone, Rip-rap, and General Expenses.

Large table listing various contractors and their amounts, including Victor Vierow, North American Dredging Co., Charles DuBois, etc.

SCHEDULE C.

PAY-ROLLS AUDITED ON CONSTRUCTION ACCOUNT.

Table listing pay-rolls for Commissioners and Construction Force, including Edwin A. Post, James Matthews, etc.

SCHEDULE D.

BILLS AND CLAIMS ON GENERAL REPAIRS ACCOUNT.

Contracts for Repairing Piers, Dredging and General Expenses.

Table listing repair bills and claims, including James S. Barron & Co., F. W. Devoe & Co., etc.

Table listing various contractors and their amounts, including East River Mill and Lumber Co., H. & H. Murray, A. Schweser, etc.

\$102,569 06

SCHEDULE E.

PAY-ROLLS AUDITED ON GENERAL REPAIRS ACCOUNT.

Table for Schedule E: Dock Builders, Laborers, Watchmen, Carpenters, Inspectors and Engineers of General Repairs Force. Weekly pay-rolls, from May 1, 1890, to May 1, 1891.

\$130,093 78

SCHEDULE F.

BILLS AND CLAIMS AUDITED ON ANNUAL EXPENSE ACCOUNT.

Stationery, Printing and Annual Expense Account.

Table for Schedule F: Stationery, Printing and Annual Expense Account. Includes Martin B. Brown, National Press Intelligence Co., etc.

\$6,105 71

SCHEDULE G.

BILLS AND CLAIMS AUDITED ON ACQUIRED PROPERTY ACCOUNT.

Table for Schedule G: Claims for wharf property purchased during the year.

\$436,784 89

SCHEDULE H.

SALARIES AUDITED ON ANNUAL EXPENSE ACCOUNT.

Table for Schedule H: Salaries Audited on Annual Expense Account. Includes Augustus T. Docharty, Francis E. Moon, James Weir, etc.

\$43,824 24

\$49,929 95

SCHEDULE I.

WHARFAGE COLLECTED FROM UNLEASED WHARVES, FOR THE YEAR ENDING APRIL 30, 1891.

On North River.

Table for Schedule I: Wharfage Collected from Unleased Wharves, On North River. Includes Bulkhead between Piers, old 20 and 21, etc.

Main table listing wharfage collected from unleased wharves, including Bulkhead between Piers, new 28 and 29, Pier at West Twelfth street, etc.

\$44,148 52

On East River.

Table for On East River: Battery, Pier, new 6, Bulkhead between Piers, new 6 and 8, etc.

\$53,775 78

On Harlem River.

Table for On Harlem River: Bulkhead at East One Hundred and Second street, etc.

\$19 23

67 76

327 11





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.

Table with 6 columns: PROPERTY, LESSEE OR OCCUPANT, TERM OF TENANCY, RENT, RIGHT OF TENANCY, RECEIVED. Includes entries for North River piers and bulkheads, such as Pier 1, Pier 13, Pier 29, Pier 37, etc., with associated lessee names and financial details.





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, 1891," is respectfully submitted, viz.:

ON CONSTRUCTION ACCOUNT—NEW PLAN—PERMANENT WORK.

Table with columns: Description, PAY-ROLLS, BILLS, TOTALS. Includes sections like West Washington Market Section, General Charges, Pier, new 14, N. R., Chambers Street Section, Franklin Street Section, North Moore Street Section, Laight Street Section.

On Construction Account.

Table with columns: Description, PAY-ROLLS, BILLS, TOTALS. Includes sections like Pier, new 29, N. R., Canal Street Section, Christopher Street Section, West Twenty-third Street Section (south end), West Twenty-third Street Section (north end), West Thirty-first Street Section, West Thirty-second Street Section.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Pier, new 63, N. R.—(Resolution, March 16, 1887.)</i>			
Construction under Contract No. 285—			
Specifications.....		\$135 25	\$135 25
<b>West Thirty-third Street Section.</b>			
<i>Resolution, February 20, 1890.</i>			
<i>Bulkhead-wall Proper.</i>			
Dredging under Contract No. 328 and Treasurer's Orders .....		\$5,488 42	
Stone-filling .....	\$664 30	6,187 82	
Piling and woodwork.....	4,613 17	7,868 95	
Masonry.....	2,782 13	5,086 95	32,691 74
<i>General Charges.</i>			
Removing old work.....	\$368 26		
Reclaimed land rear of the bulkhead-wall.....	2,596 84	\$3 00	2,968 10
<b>Pier, new 71, at West Forty-first Street, N. R.*</b>			
<i>(Resolution, May 22, 1890)</i>			
Construction under Contract No. 337—			
Specifications, Secretary's Order No. 9796.....	\$29 10	\$156 28	
Inspection .....	12 38		197 76
<b>Pier, new 75, at West Forty-fifth Street, N. R.</b>			
<i>(Resolution, February 20, 1890.)</i>			
Dredging under Contract No. 328—			
Specifications .....		\$55 88	
Inspection.....	\$159 61		
Payments.....		9,261 00	
Construction under Contract No. 327—			
Specifications, Secretary's Order No. 9676.....		178 90	
Inspection.....	1,017 24	9 45	
Payments.....		43,490 00	
Temporary plank approach, Secretary's Order No. 10552.....	315 76	321 19	54,809 03
<b>Pier, new 78, at West Forty-eighth Street, N. R.</b>			
Specifications, Secretary's Order No. 9849 .....	\$17 51		17 51
<b>Pier, new 79, at West Forty-ninth Street, N. R.</b>			
<i>(Resolution, June 12, 1890.)</i>			
Dredging under Contract No. 343—			
Specifications.....		\$63 75	
Inspection .....	\$405 26		
Payments.....		12,904 62	
Construction under Contract No. 340—			
Specifications, Secretary's Order No. 9850.....	14 36	166 55	
Inspection.....	1,024 43	124 65	
Payments.....		41,375 00	
Temporary plank approach.....	18 40		56,098 02
<b>West Fifty-second Street Section.</b>			
<i>(Resolutions, October 6, 1887, and February 6, 1889.)</i>			
<i>Bulkhead-wall, Proper—South End.</i>			
Masonry.....	\$111 34	\$5,729 92	5,841 26
<i>Bulkhead-wall, Proper—North End.</i>			
Dredging.....	\$31 90	\$2,098 40	
Stone-filling.....	6 55	36 63	
Masonry.....	1,731 88	218 79	4,124 15
<i>General Charges.</i>			
Removing old work.....	\$1,129 04	\$32 37	
Reclaimed land rear of the bulkhead-wall.....	102 38	600 00	
Levels on and examination of the bulkhead-wall.....	28 73		
Temporary plank approach to Pier, new 81, N. R.....	15 00		
Temporary plank approach to Pier, new 82, N. R.....	118 47	4 58	
Temporary plank and pile approaches to Pier, new 85, N. R.....	281 15	2,080 97	
Temporary paved approach to Piers, new 80 and new 81, N. R., under Contract No. 336—			
Specifications, Secretary's Order No. 10080.....	29 36	117 50	
Inspection.....	135 18		
Payments.....		2,404 25	
Temporary paved approach to Pier, new 82, N. R., Secretary's Order No. 10961.....	28 88		7,107 86
<b>Pier, new 80, at West Fiftieth Street, N. R.</b>			
<i>(Resolution, October 10, 1889.)</i>			
Dredging under Treasurer's Orders.....	\$141 10	\$5,879 00	
Construction under Contract No. 314—			
Specifications.....		139 25	
Inspection.....	175 75	11 10	
Payments (less \$100 for 2 days' delay in completing work)		18,046 07	24,392 27

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Pier, new 82, at West Fifty-second Street, N. R.</i>			
<i>(Resolution, June 20, 1890.)</i>			
Dredging under Contract No. 347—			
Specifications.....		\$63 75	
Inspection.....	\$277 80		
Payments.....		2,446 47	
Construction under Contract No. 344—			
Specifications, Secretary's Order No. 9851.....		138 70	
Inspection.....	1,012 89	36 25	
Payments (less \$300 for 6 days' delay in completing work).....		36,700 00	\$40,675 68
<b>Pier, new 84, at West Fifty-fourth Street, N. R.</b>			
Specifications, Secretary's Order No. 9815.....	\$91 21		19 21
<b>West Fifty-seventh Street Section.</b>			
<i>(Resolutions, December 20, 1888, and August 1, 1889.)</i>			
<i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$14 59	\$2,075 20	
Stone-filling.....	657 89	10,361 16	
Piling and woodwork.....	4,960 77	4,290 49	
Masonry.....	10,722 45	32,791 13	65,873 68
<i>General Charges.</i>			
Removing old work.....	\$427 88		
Reclaimed land rear of the bulkhead-wall.....	16,088 66	\$180 64	
Sewer.....	76 67	15 00	
Temporary plank and pile approach to Pier, new 86, N. R.....	3,297 19	2,222 66	
Temporary plank approach to Pier, new 87, N. R.....	4 58		22,313 28
<b>Pier, new 86, at West Fifty-sixth Street, N. R.</b>			
<i>(Resolution, September 12, 1889.)</i>			
Dredging.....	\$103 39	\$5,801 40	
Woodwork.....	7,745 50	24,356 04	38,005 33
<b>Pier, new 87, at West Fifty-seventh Street, N. R.</b>			
<i>(Resolution, February 6, 1889.)</i>			
Woodwork.....	\$842 09	\$284 93	1,127 02
<b>Paving Reclaimed Land on the North River Water-front.</b>			
Between Pier, old 20, N. R., and Pier, new 21, N. R., under Contract No. 306—			
Specifications.....		\$73 50	
Connecting the new pavement with West street, Secretary's Order No. 9915, etc.....	\$90 16		
Building silt-basins, Secretary's Order No. 8202.....		8 25	171 91
<b>Extending Piers to Pierhead-line of 1890.</b>			
<i>Pier, new 20, N. R.</i>			
Specifications.....	\$28 23		28 23
<i>Pier, new 21, N. R.</i>			
Specifications.....	\$28 22		28 22
<i>Pier, new 25, N. R.</i>			
Under Contract No. 369—			
Specifications, Secretary's Order No. 10543 .....	\$80 56	\$45 97	
Inspection .....	126 16		252 69
<i>Pier, new 26, N. R.</i>			
Under Contract No. 376—			
Specifications, Secretary's Order No. 10551 .....	\$160 43		160 43
<i>Pier, new 27, N. R.</i>			
Specifications.....	\$16 54		16 54
<i>Pier, new 28, N. R.</i>			
Specifications .....	\$16 54		16 54
<i>Pier, new 34, N. R.</i>			
Specifications .....	\$7 96		7 96
<i>Pier, new 35, N. R.</i>			
Specifications .....	\$7 82		7 82
<i>Pier, new 36, N. R.</i>			
Specifications.....	\$6 79		6 79
<i>Pier, new 37, N. R.</i>			
Under Contract No. 372—			
Specifications, Secretary's Order No. 10544 .....	\$126 17		126 17
<i>Pier, new 38, N. R.</i>			
Specifications.....	\$16 12		16 12
<i>Pier, new 39, N. R.</i>			
Specifications.....	\$9 40		9 40
<i>Pier, new 40, N. R.</i>			
Specifications.....	\$7 61		7 61
<i>Pier, new 41, N. R.</i>			
Specifications .....	\$7 34		7 34
<i>Pier, new 42, N. R.</i>			
<i>(Resolution, February 18, 1891.)</i>			
Woodwork.....	\$2,717 99	\$1,078 60	3,796 68
<i>Pier, new 43, N. R.</i>			
Specifications .....	\$6 91		6 91
<i>Pier, new 46, N. R.</i>			
Under Contract No. 359—			
Specifications, Secretary's Order No. 10151 .....	\$17 68	\$103 60	
Dredging—Inspection .....	61 94		
“ Payments .....		479 70	
Woodwork—Inspection .....	433 46		
“ Payments .....		3,812 87	
Altering mooring-post bolts .....	2 97	1 00	4,913 22

\*This work enjoined. See minutes of the Board, February 12, 1891.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Pier, new 47, N. R.</i> (Resolution, November 13, 1890.)			
Woodwork.....	\$6,488 86	\$6,470 51	\$12,959 37
<i>Pier, new 6, E. R.</i> (Resolution, December 20, 1888.)			
Dredging under Treasurer's Orders.....		\$1,056 60	
Construction under Contract No. 293—			
Specifications, Secretary's Order No. 8165.....		65 65	1,133 25
<i>Pier 61, E. R.</i> (Resolution, March 28, 1889.)			
*Dredging under Contract No. 325—			
Specifications.....		\$60 28	
Construction under Contract No. 301—			
Specifications.....		121 50	
Inspection.....		44 25	226 03
<i>Pier at East Eighteenth Street, E. R.</i> (Resolution, January 29, 1891.)			
Examination of river bottom.....	\$243 28	\$70 05	
Removing old work.....	288 29		
Temporary fences, tool house, etc.....	3 51	41 70	
Pier proper—Dredging.....	88 49	2,120 20	
“ Woodwork.....	1,868 88	920 25	5,644 63
<i>Pier at East Twentieth Street, E. R.</i>			
Examination of river bottom, Secretary's Order No. 10471.....	\$250 87		
Dredging under Contract No. 361—			
Specifications.....		\$73 97	
Construction under Contract No. —			
Specifications.....		61 73	386 57
<i>Pier at East Twenty-second Street, E. R.</i>			
Removing old dump from site of, Secretary's Order No. 10473.....	\$278 76	\$14 70	
Dredging under Contract No. 355—			
Specifications.....		69 50	
Construction under Contract No. 356—			
Specifications.....	246 99	130 33	740 28
<i>East Twenty-fourth Street Section.</i> (Resolution, April 25, 1889.) <i>Bulkhead-wall, Proper.</i>			
Dredging under Contract No. 331 and Treasurer's Orders.....	\$296 74	\$7,131 20	
Stone-filling.....	594 54	3,726 69	
Piling and woodwork.....	9,683 78	7,176 21	
Masonry.....	5,014 18	7,335 37	49,958 71
<i>General Charges.</i>			
Removing old work.....	\$452 37	\$70 81	
Reclaimed land rear of the bulkhead-wall.....	1,613 77	1,275 64	
Sewer.....	693 79	565 25	
Temporary plank approach to pier at East Twenty-fourth street..	139 32	130 90	
Tool-box.....		20 57	
Watching.....	32 75		4,995 17
<i>Bellevue Section.</i> (Resolution, April 23, 1889.) <i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$107 62	\$4,095 60	
Stone-filling.....	769 49	7,015 35	
Piling and woodwork.....	16,844 54	13,314 97	
Masonry.....	9,869 43	21,775 38	73,792 38
<i>General Charges.</i>			
Removing old work.....	\$871 65	\$65 48	
Reclaimed land rear of the bulkhead-wall.....	4,050 88	775 75	
Sewer.....	353 37	357 22	
Temporary mooring piles.....	57 25		
Temporary plank approach to Pier at East Twenty-eighth street.	390 45	347 26	
Watching.....	1,417 98		8,688 29
<i>Pier at East Twenty-eighth street, E. R.</i> (Resolution, August 16, 1889.)			
Dredging under Treasurer's Orders.....	\$88 54	\$3,954 40	
Dredging under Contract No. 321—			
Specifications, Secretary's Order No. 9768.....		30 33	
Construction under Contract No. 312—			
Specifications, Secretary's Order No. 9182.....		135 25	
Inspection.....	426 09		
Payments.....		20,733 68	25,373 29
<i>Water-front between East Seventieth and East Seventy-sixth Streets, E. R.</i>			
Examination of river bottom.....	\$340 82		340 82

\*This contract not awarded.

On Construction Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<i>Proposed Section between East Seventy-sixth and East Seventy-eighth Streets, E. R.</i> <i>Bulkhead-wall, Proper.</i>			
Dredging under Contract No. 354—			
Specifications.....	\$8 56	\$85 75	
Inspection.....	1,102 61		
Payments.....		8,706 62	\$9,903 54
<i>General Charges.</i>			
Examination of river bottom.....	\$99 48		99 48
<i>East Ninety-fourth Street Section.</i> (Resolution, April 25, 1889.) <i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$73 99		
Stone-filling.....	71 17	\$2,404 25	
Piling and woodwork.....	2,777 00	3,049 52	
Masonry.....	2,209 74	6,077 76	16,663 43
<i>General Charges.</i>			
Removing old work.....	\$183 82		
Reclaimed land rear of the bulkhead-wall.....	2,798 91	\$0 70	
Sewer.....	76 85	314 85	
Temporary plank approach to pier at East Ninety-fifth street....	232 45	837 40	
Temporary mooring piles.....		56 00	
Temporary fences.....	28 70	8 94	
Watching.....	670 83		5,209 45
<i>Pier at East Ninety-fifth Street, E. R.</i> (Resolution, October 31, 1889.)			
Construction under Contract No. 333—			
Specifications.....		\$219 63	
Inspection.....	\$987 62		
Payments (less \$250 for five days' delay in completing work).		15,390 40	16,597 65
<i>East One Hundred and Second Street Section.</i> (Resolution, July 17, 1890.) <i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$207 33	\$7,342 30	
Piling.....	234 49	418 75	
Masonry.....	58 06		8,260 93
<i>General Charges.</i>			
Examination of river bottom.....	\$394 85	\$62 05	
Removing old work.....	152 31		
Temporary timber basin.....	140 91	36 00	
Watching.....	224 00		1,010 12
<i>East One Hundred and Tenth Street Section.</i> (Resolution, April 25, 1889.) <i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$320 12	\$6,669 35	
Stone-filling.....	724 63	9,499 82	
Piling and woodwork.....	13,001 04	17,962 27	
Masonry.....	11,871 17	30,917 85	90,956 25
<i>General Charges.</i>			
Removing old work.....	\$471 06		
Reclaimed land rear of the bulkhead-wall.....	2,261 49	\$333 92	
Dredging east of the bulkhead-wall.....		1,121 60	
Sewer.....	1,493 07	1,390 66	
Temporary mooring piles.....		7 00	
Temporary tool-house.....		27 08	
Temporary timber basin.....	37 65		
Watching.....	983 67		8,037 20
<i>Pier and Dump, etc., at East One Hundred and Tenth Street.</i> (Resolution, October 31, 1889.)			
Construction under Contract No. 339—			
Specifications.....		\$202 95	
Inspection.....	\$1,278 74		
Payments.....		13,637 38	15,150 50
Additional checks.....		31 43	
<i>East One Hundred and Twenty-fifth Street Section.</i> (Resolution, March 28, 1889.) <i>Bulkhead-wall, Proper.</i>			
Dredging.....	\$152 61	\$860 60	
Stone-filling.....	455 28	1,186 71	
Masonry.....	17,924 95	17,685 02	38,265 17
<i>General Charges.</i>			
Removing old work.....	\$65 40		
Reclaimed land rear of the bulkhead-wall.....	715 28	\$7 04	
Sewer.....	35 49		
Removing rock bottom and dredging east of the bulkhead-wall...	3,257 15	1,148 88	
Temporary timber basin.....	37 31	38 00	
Watching.....	860 05		6,164 60
Total.....	\$272,880 89	\$786,716 06	\$1,059,596 95

On Construction Account.

ON CONSTRUCTION ACCOUNT—NEW PLAN—TEMPORARY WORK.

	PAY-ROLLS.	BILLS.	TOTALS.
Pier at West Twelfth Street, N. R.			
Construction under Contract No. 279—			
Specifications.....		\$112 50	\$112 50

ON CONSTRUCTION ACCOUNT—NOT NEW PLAN.

	PAY-ROLLS.	BILLS.	TOTALS.
Reclaimed Land north of West Fifty-ninth Street, N. R.			
From West Seventy-seventh to West Eightieth streets.....	\$746 12		\$746 12
Crib-bulkhead, from centre of West Eighty-first Street to centre of block between West Eighty-second and West Eighty-third Streets, N. R.			
Construction under Contract No. 374—			
Specifications, Secretary's Order No. 9980.....	\$232 97	\$58 23	
Inspection.....	29 81		321 01
Crib-bulkhead, between West One Hundred and Thirty-second and West One Hundred and Thirty-third Streets, N. R.			
Construction under Contract No. 348—			
Specifications, Secretary's Order No. 9576.....	\$9 75	\$175 29	
Dredging—Inspection.....	131 09		
" Payments.....		1,293 14	
Cribwork—Inspection.....	527 73		
" Payments.....		12,240 00	14,377 00
Pier at West One Hundred and Thirty-third Street, N. R.			
Construction under Contract No. 348—			
Specifications, Secretary's Order No. 9576.....	\$9 76	\$80 82	
Dredging—Inspection.....	40 85		
" Payments.....		240 77	
Woodwork—Inspection.....	920 05		
" Payments.....		10,278 72	11,630 97
Pier at West One Hundred and Thirty-fourth Street, N. R.			
Construction under Contract No. 349—			
Specifications, Secretary's Order No. 10268.....		\$151 95	
Inspection.....	\$823 79	17 75	
Payments (less \$200 for 4 days' delay in completing work).....		23,820 55	24,814 04
Temporary Paving.			
Temporary paved approaches to the bulkheads between West Seventy-sixth and West Eightieth streets, N. R.:			
Under Secretary's Order No. 9882.....		\$1 05	
Under Contract No. 315—Specifications.....		73 50	74 55
Pier 43, E. R.			
Construction under Contract No. 365—			
Specifications, Secretary's Order No. 10518.....	\$270 08	\$230 10	
Inspection.....	368 10		
Payments.....		6,669 90	7,538 18
Pier at East Thirty-fifth Street, E. R.			
Construction under Contract No. 382—			
Specifications, Secretary's Orders Nos. 10428, 10630.....	\$141 38	\$85 98	227 36
Pier at East Thirty-sixth Street, E. R.			
Specifications, Secretary's Order No. 10515.....	\$170 33		170 33
Crib-bulkhead, East One Hundred and Thirty-eighth to East One Hundred and Fortieth Street, H. R.			
Construction under Contract No. 318—			
Specifications, Secretary's Order No. 9157.....		\$102 75	
Dredging—Inspection.....	\$159 12		
" Payments.....		5,259 82	
Cribwork—Inspection.....	1,376 77	17 25	
" Payments.....		53,094 20	59,919 91
Reclaiming land rear of the bulkhead—			
Under Contract No. 368—Inspection.....	\$841 91		
" " Payments.....		\$4,774 38	
Under Secretary's Order No. 10381.....	538 92		
" " 10634.....	919 18	35 66	
Under Engineer's Order.....	26 39		7,136 44
For Department of Street Cleaning.			
Dump at West Forty-seventh street, N. R.			
Construction under Contract No. 286—			
Specifications.....		\$93 00	93 00

On Construction Account

	PAY-ROLLS.	BILLS.	TOTALS.
For Department of Public Charities and Correction.			
Crib-bulkhead at the Charity Hospital, Blackwell's Island.			
Construction under Contract No. 353—			
Specifications, Secretary's Order No. 10047.....		\$151 95	
Dredging—Inspection.....	\$83 44		
" Payments.....		918 54	
Cribwork—Inspection.....	434 67		
Total.....	\$8,862 21	\$119,775 30	\$128,637 51

On Repairs Account.

ON REPAIRS ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
Battery—West Side.			
Dredging berth for Hall's Bath, Secretary's Order No. 10745....	\$7 39		\$7 39
Pier "A."			
Repairs to berth of the "Patrol," under Secretary's Order No. 10045.....	\$59 03		
Watching at outer end.....	2,436 89	\$0 56	2,496 43
Building on the Pier.			
Repairs to Police Department quarters, under Secretary's Order No. 10231.....	\$313 28	\$251 00	
Repairs to Police Department quarters, under Secretary's Order No. 10625.....	16 10	12 95	
Repairs to Police Department quarters, under Secretary's Order No. 10639.....	16 30	22 77	
Repairs to Police Department quarters, under Secretary's Order No. 10652.....	12 37	7 37	
Sundry repairs to Dock Department quarters during the year..	1,988 19	1,409 62	4,059 95
Fire insurance on the building (Voucher No. 11693).....		\$247 50	247 50
Bulkhead, between Pier "A" and Pier, new 1, N. R.			
Repairs to floating fenders.....	\$35 98	\$13 52	49 50
Pier, old 23, N. R.			
Repairs under Secretary's Order No. 10274.....	\$93 20	\$35 98	
" " 10509.....	17 97	22 27	169 42
Pier, old 24, N. R.			
Repairs under Secretary's Order No. 10414.....	\$3 64		3 64
Bulkhead, between Piers, old 34 and old 35, N. R.			
Repairs under Secretary's Order No. 9597.....	\$7 33	\$0 24	
" " 10013.....	78 67	63	
" " 10479.....	71 71	22 05	
" " 10506.....	10 55		
" " 10775.....	6 90		198 08
Bulkhead, north of Pier, new 28, N. R.			
Repairs under Secretary's Order No. 10081.....	\$15 01		15 01
Slip, between Piers, old 41 and old 42, N. R.			
Dredging under Contract No. 305—			
Specifications.....		\$67 00	67 00
Pier, old 42, N. R.			
Repairs under Secretary's Order No. 9662.....		\$31 18	
" " 9861.....		18 58	
" " 10054.....	\$56 34	68 90	
" " 10167.....	103 17	140 83	
" " 10338.....	190 06	324 75	
" " 10369.....	450 30	222 43	
" " 10429.....	31 22	92	
" " 10507.....	4 40	4 07	
" " 10774.....	9 00	17 68	
" Engineer's Order.....	2 40	09	1,676 32
Pier, new 34, N. R.			
Dredging under Contract No. 351—			
Specifications, Secretary's Order No. 10325.....	\$14 80	\$80 10	
Inspection.....	36 03		
Payments.....		2,777 40	2,908 33
Bulkhead between Piers, new 37 and 38, N. R.			
Repairs under Secretary's Order No. 10335.....	\$56 66	\$35 40	92 06
Bulkhead between Piers, new 38 and 39, N. R.			
Repairs under Secretary's Order No. 10201.....	\$99 55	\$75 17	174 72
Bulkhead between Piers, new 39 and 40, N. R.			
Repairs under Secretary's Order No. 10178.....	\$72 29	\$24 55	96 84
Pier, new 40, N. R.			
Repairs under Secretary's Order No. 9917.....		\$3 78	3 78

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
Bulkhead between Piers, new 42 and 43, N. R.			
Repairs under Secretary's Order No. 9858.....	\$26 14	\$20 87	\$47 01
Pier, new 43, N. R.			
Repairs to water supply pipe.....	\$54 40	\$30 09	
Repairs under Contract No. 292—			
Specifications, Secretary's Order No. 8418.....		53 15	
Dredging under Contract No. 275—			
Specifications.....		31 88	169 52
Pier, new 44, N. R.			
Dredging under Secretary's Order No. 9645.....	\$47 30	\$561 20	
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....		21 25	1,029 55
Bulkhead between Piers, new 44 and 45, N. R.			
Dredging under Secretary's Order No. 5450.....		\$424 70	424 70
Pier, new 45, N. R.			
Repairs to water supply pipe.....	\$42 54	\$12 10	
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....		21 25	75 89
Pier, new 46, N. R.			
Repairs under Contract No. 359—			
Specifications, Secretary's Order No. 10151.....		\$103 60	
Inspection.....	\$509 29		
Payments.....		8,241 80	
Repairs to shed under Treasurer's Order No. 15173.....		32 00	
Dredging under Contract No. 307—			
Specifications, Secretary's Order No. 9287.....		21 25	8,907 94
Approach to Piers, new 46 and new 47, N. R.			
Repairs under Secretary's Order No. 9681.....		\$22 05	
" " " 10204.....	\$28 72	24 69	
" " " 10469.....	274 13	435 51	
" " " 10478.....	409 83	66 39	1,261 32
Bulkhead, between Perry and West Eleventh Streets, N. R.			
Dredging under Contract No. 284—			
Specifications.....		\$63 75	
Fencing under Secretary's Order No. 9682.....		17 01	80 76
Pier at West Eleventh Street, N. R.			
Repairs under Secretary's Order No. 10094.....	\$2 62		
" " " 10831.....	13 20		15 82
Pier at West Twelfth Street, N. R.			
Repairs under Secretary's Order No. 10090.....	\$2 63	\$1 12	3 75
Bulkhead between Piers, old 56 and old 57, N. R.			
Repairs under Contract No. 334—			
Specifications, Secretary's Order No. 9649.....	\$11 23	\$65 40	
Inspection.....	403 86		
Payments.....		4,368 00	4,848 49
Pier, old 57, N. R.			
Repairs under Secretary's Order No. 10510.....	\$47 91	\$60 28	108 19
Bulkhead between Piers, old 57 and old 58, N. R.			
Repairs under Contract No. 308—			
Specifications, Secretary's Order No. 9122.....		\$80 00	80 00
Pier, old 58, N. R.			
Repairs under Secretary's Order No. 10254.....	\$79 14	\$4 16	
" " " 10510.....		103 20	186 50
Bulkhead between Piers, old 58 and old 59, N. R.			
Repairs under Contract No. 334—			
Specifications, Secretary's Order No. 9649.....		\$65 40	
Inspection.....	\$116 23		
Payments.....		3,487 00	3,668 63
Pier, old 59, N. R.			
Repairs under Secretary's Order No. 10313.....	\$5 58		5 58
Pier at West Thirteenth Street, N. R.			
Repairs under Secretary's Order No. 10180.....	\$60 25	\$6 47	
" " " 10458.....	35 51	23 91	
" " " 10673.....	7 36		
" " " 10770.....	5 10		138 60

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
Pier at West Nineteenth Street, N. R.			
Repairs under Secretary's Order No. 9972.....	\$100 69	\$52 57	
" " " 10112.....	53 63	51 85	
" " " 10312.....	5 59		\$264 33
Crib-bulkhead between West Twenty-fifth and West Twenty-sixth Streets, N. R.			
Repairs under Engineer's Order.....	\$53 58	\$3 04	56 62
Pier, new 57, N. R.			
Repairs under Contract No. 341—			
Specifications, Secretary's Order No. 9875.....		\$138 40	
Inspection.....	\$557 14	2 75	
Payments (less \$200 for 4 days' delay in completing work).....		17,675 00	
Repairs under Secretary's Order No. 10170.....	29 95	2 50	
" Engineer's Order.....	30 90	73 73	
Dredging under Contract No. 346—			
Specifications, Secretary's Order No. 10806.....	36 41	33 25	
Inspection.....	69 66		
Payments.....		1,582 08	20,231 77
Pier, new 59, N. R.			
Repairs under Secretary's Order No. 9931.....	\$67 00	\$78 48	
" " " 9989.....	20 09	111 93	
" " " 10280.....	175 80	142 36	
" " " 10423.....	90 90	94 01	
" " " 10598.....	134 81	53 57	
" " " 10816.....	51 06	3 42	
Dredging under Contract No. 326—			
Specifications.....		60 27	
Dredging under Contract No. 346—			
Specifications.....		33 25	
Inspection.....	154 02		
Payments.....		4,518 36	5,789 33
Pier, new 60, N. R.			
Repairs under Secretary's Order No. 10189.....	\$13 62	\$14 94	
" " " 10485.....	62 30	16 65	107 51
Pier at West Thirty-fourth Street, N. R.			
Repairs under Secretary's Order No. 9990.....		\$134 46	
" " " 10424.....	\$85 26	99 83	
Dredging under Contract No. 335—			
Specifications.....	27 85	83 55	
Inspection.....	128 35		
Payments.....		8,591 10	9,150 40
Pier at West Thirty-fifth Street, N. R.			
Repairs under Secretary's Order No. 10172.....		\$2 62	2 62
Pier at West Thirty-seventh Street, N. R.			
Repairs under Secretary's Order No. 9733.....		\$41 96	
" " " 10570.....	\$113 07	87 36	242 39
Bulkhead between West Thirty-eighth and West Thirty-ninth Streets, N. R.			
Dredging south of West Thirty-ninth street under Contract No. 311—			
Specifications.....		\$21 25	21 25
Pier at West Thirty-ninth Street, N. R.			
Dredging under Contract No. 311—			
Specifications.....		\$21 25	21 25
Bulkhead between West Thirty-ninth and West Fortieth Streets, N. R.			
Dredging north of West Thirty-ninth street, under Contract No. 311—			
Specifications.....		\$21 25	21 25
Pier at West Fortieth Street, N. R.			
Dredging under Contract No. 304—			
Specifications.....		\$7 80	7 80
Bulkhead foot West Forty-first Street, N. R.*			
Repairs under Contract No. 337—			
Specifications.....		\$7 67	7 67
Pier at West Forty-sixth Street, N. R.			
Repairs under Secretary's Order No. 9750.....		\$174 92	
" " " 9920.....		375 36	
Dredging under Contract No. 304—			
Specifications.....		7 80	
Dredging under Contract No. 342—			
Specifications, Secretary's Order No. 10106.....	\$18 56	48 07	
Inspection.....	69 16		
Payments.....		6,008 40	6,702 27

\* This work enjoined. See minutes of the Board, February 12, 1891.



On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<b>Pier at West Forty-seventh Street, N. R.</b>			
Repairs under Secretary's Order No. 9994.....	\$18 43	.....	
" " " 10233.....	14 00	.....	
			\$32 43
<b>Pier at West Forty-ninth Street, N. R.</b>			
Repairs under Secretary's Order No. 10757.....	\$20 15	\$3 15	23 30
<b>Pier at West Fifty-first Street, N. R.</b>			
Preparations made to place spring piles on south side, Secretary's } Order No. 10599.....	\$19 00	\$20 00	
<b>Dredging under Contract No. 342—</b>			
Specifications .....	.....	48 08	
Inspection.....	69 27	.....	
Payments.....	.....	3,028 80	
			3,185 15
<b>Pier at West Fifty-fifth Street, N. R.</b>			
Repairs under Secretary's Order No. 9462.....	.....	\$111 54	
" " " 10087.....	\$167 93	267 52	
" " " 10372.....	69 60	7 08	
" " " 10435.....	8 40	.....	
" " " 10705.....	3 15	.....	
<b>Repairs under Contract No. 325—</b>			
Specifications.....	.....	127 50	
Inspection.....	190 85	8 25	
Payments (less \$50 for one day's delay in completing work).....	.....	5,494 00	
<b>Dredging under Contract No. 275—</b>			
Specifications.....	.....	31 87	
Soundings under Engineer's Order.....	24 75	.....	
			6,512 44
<b>Pier, new 87, N. R.</b>			
Repairs under Engineer's Order.....	\$3 00	.....	3 00
<b>Crib-bulkhead between West Seventy-fifth and West Eightieth Streets, N. R.</b>			
Repairs under Secretary's Order No. 10814.....	\$81 41	.....	
Soundings under Secretary's Order No. 10727.....	24 51	.....	
			105 92
<b>Crib-bulkhead foot of West Seventy-seventh Street, N. R.</b>			
<b>Dredging under Contracts No. 300 and 304—</b>			
Specifications.....	.....	\$17 37	
			17 37
<b>Crib-bulkhead between West Seventy-seventh and West Seventy-eighth Streets, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications .....	.....	\$17 37	
			17 37
<b>Crib-bulkhead foot of West Seventy-eighth Street, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications .....	.....	\$17 37	
<b>Dredging under Contract No. 358—</b>			
Specifications, Secretary's Order No. 10408.....	\$7 81	27 85	
Inspection.....	8 91	.....	
Payments.....	.....	487 40	
			549 34
<b>Crib bulkhead between West Seventy-eighth and West Seventy-ninth Streets, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications.....	.....	\$17 37	
<b>Dredging under Contract No. 358—</b>			
Specifications, Secretary's Order No. 10408.....	\$30 72	27 85	
Inspection.....	29 33	.....	
Payments.....	.....	733 20	
			838 47
<b>Pier at West Seventy-ninth Street, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications.....	.....	\$17 43	
<b>Dredging under Contract No. 358—</b>			
Specifications, Secretary's Order No. 10408.....	\$11 39	27 85	
Inspection.....	7 59	.....	
Payments.....	.....	575 80	
Repairs under Secretary's Order No. 10015.....	22 25	1 94	
			664 25
<b>Crib-bulkhead between West Seventy-ninth and West Eightieth Streets, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications.....	.....	\$17 37	
			17 37
<b>Crib-bulkhead foot of West Eightieth Street, N. R.</b>			
<b>Dredging under Contracts Nos. 300 and 304—</b>			
Specifications.....	.....	\$17 37	
			17 37
<b>Crib-bulkhead foot of West Ninety-sixth Street, N. R.</b>			
Repairs under Secretary's Order No. 9669.....	.....	\$43 11	
" " " 10642.....	\$33 20	8 51	
" " " 10710.....	21 91	4 37	
<b>Dredging under Secretary's Order No. 10014.....</b>			
	48 84	61 80	
			221 74

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<b>Pier at West One Hundred and Twenty-ninth Street, N. R.</b>			
Dredging under Secretary's Order No. 9934.....	\$14 68	\$174 00	\$188 68
<b>Crib-bulkhead between West One Hundred and Twenty-ninth and West One Hundred and Thirtieth Streets, N. R.</b>			
Dredging under Secretary's Order No. 9934.....	\$26 44	\$376 80	
Repairs under Secretary's Order No. 10282.....	111 41	10 00	524 65
<b>Pier at West One Hundred and Thirty-fourth Street, N. R.</b>			
Repairs under Secretary's Order No. 9933.....	.....	\$3 96	3 96
<b>Pier at West One Hundred and Fifty-second Street, N. R.</b>			
Repairs under Secretary's Order No. 9935.....	.....	\$7 42	
" " " 10711.....	\$12 66	3 28	23 36
<b>Pier at West One Hundred and Fifty-fifth Street, N. R.</b>			
Repairs under Secretary's Order No. 10111.....	\$11 84	\$10 69	22 53
<b>Pavement Repaired—North River Water-front.</b>			
Under Secretary's Order No. 7136.....	.....	\$55 50	
" " " 8502.....	.....	2 50	
" " " 9302.....	.....	1 75	
" " " 9903.....	\$196 55	220 21	
" " " 10077.....	403 31	126 31	
" " " 10088.....	14 41	.....	
" " " 10142.....	139 49	49 97	
" " " 10143.....	539 37	164 67	
" " " 10145.....	498 67	155 84	
" " " 10146.....	838 20	174 67	
" " " 10238.....	39 06	.....	
" " " 10262.....	4 85	.....	
" " " 10263.....	175 30	25	
" " " 10627.....	293 09	46 47	
" " " 10699.....	8 10	1 85	
Cleaning and repairing silt basins under Resolution, June 2, 1886.....	1,394 55	48 70	
Cleaning and repairing silt basins under Secretary's Order No. 9780.....	256 57	12 43	5,862 64
<b>Pier, new 6, E. R.</b>			
Repairs under Engineer's order.....	\$18 76	.....	18 76
<b>Bulkhead between Piers 11 and 12, E. R.</b>			
Repairs under Secretary's Order No. 10585.....	\$172 72	\$20 15	
" " " 10703.....	7 35	4 10	
<b>Dredging under Contract No. 363—</b>			
Specifications.....	.....	84 30	
Inspection.....	82 61	.....	
Payments.....	.....	384 00	
			755 23
<b>Pier 12, E. R. (west half).</b>			
Repairs under Engineer's Order.....	\$16 05	.....	
Repairs under Secretary's Order No. 9770.....	.....	\$5 67	
" " " 10385.....	81 21	179 79	
<b>Dredging under Contract No. 363—</b>			
Specifications.....	.....	7 00	
Payments.....	.....	1,690 40	
			1,980 12
<b>Pier 15, E. R.</b>			
Repairs under Engineer's Order.....	\$4 97	.....	4 97
<b>Pier 19, E. R. (west half.)</b>			
Repairs under Secretary's Order, No. 9771.....	.....	\$16 07	
" " " 10154.....	\$196 73	133 68	
" " " 10290.....	147 41	692 46	
" " " 10426.....	4 35	.....	
			1,190 72
<b>Bulkhead between Piers, old 36 and new 29, E. R.</b>			
<b>Repairs under Contract No. 309—</b>			
Specifications .....	.....	\$83 25	
Inspection.....	.....	8 25	
Dredging under Secretary's Order No. 10621.....	\$19 74	46 55	157 79
<b>Pier, new 29, E. R.</b>			
Repairs under Secretary's Order, No. 10121.....	\$24 20	.....	
" " " 10297.....	125 62	\$71 40	
" " " 10540.....	139 70	92 70	
" " " 10569.....	38 26	.....	
" " " 10769.....	263 61	171 82	
Soundings " " 10562.....	9 89	.....	
			937 20
<b>Bulkhead between Piers, new 29 and old 38, N. R.</b>			
Repairs under Secretary's Order No. 10318.....	\$19 33	.....	19 33

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
Bulkhead west of Pier, new 32, E. R.			
Repairs under Secretary's Order, No. 10354.....	\$11 45	.....	\$11 45
Pier, new 32, E. R.			
Repairs under Secretary's Order No. 9976.....	.....	\$66 86	
" " 10323.....	\$101 68	45 73	
" " 10790.....	174 53	273 72	662 52
Pier, new 36, E. R.			
Repairs under Secretary's Order No. 9923.....	.....	\$5 00	
Soundings under Engineer's Order.....	\$16 31	.....	21 31
Pier 43, E. R.			
Repairs under Secretary's Order, No. 10126.....	\$23 18	\$2 61	
" " 10140.....	210 00	102 33	
" " 10324.....	5 58	.....	
" " 10387.....	4 80	.....	
" " 10415.....	75 45	111 31	535 16
Bulkhead rear of Pier 43, E. R.			
Repairs under Contract No. 365—			
Specifications.....	.....	\$62 75	
Inspection.....	\$66 92	.....	
Payments.....	.....	810 00	939 67
Pier 44, E. R.			
Repairs under Secretary's Order No. 10069.....	\$70 36	\$118 83	
" " 10388.....	251 19	236 67	
" " 10453.....	3 88	.....	
" " 10790.....	89 01	73 57	843 51
Bulkhead between Piers 47 and 48, E. R.			
Fencing off, under Secretary's Order No. 10751.....	\$1 50	.....	1 50
Pier 48, E. R.			
Repairs under Secretary's Order No. 9932.....	.....	\$0 63	
" " 10194.....	\$49 92	46 72	
" " 10293.....	3 93	1 80	
" " 10368.....	178 26	144 37	
" " 10675.....	7 36	.....	
" " 10809.....	96 41	144 98	
Dredging under Contract No. 294—			
Specifications.....	.....	53 80	728 18
Bulkhead between Piers 48 and 49, E. R.			
Fencing off, under Secretary's Order No. 10467.....	\$44 33	\$44 21	
Repairs under Contract No. 377—			
Specifications, Secretary's Orders Nos. 10662, 10812.....	41 04	.....	129 58
Slip between Piers 51 and 52, E. R.			
Dredging under Contract No. 330—			
Specifications.....	.....	\$19 61	
Inspection.....	\$24 94	.....	
Payments.....	.....	480 00	524 55
Bulkhead between Piers 53 and 54, E. R.			
Soundings under Secretary's Order No. 10073.....	\$22 44	.....	22 44
Pier 55, E. R.			
Repairs under Contract No. 313—			
Specifications, Secretary's Order No. 8743.....	.....	\$110 00	
Dredging—Payments.....	.....	81 92	
Repairs—Inspection.....	.....	74 50	
" Payments.....	.....	5,618 70	5,885 12
Bulkhead under and west of Pier 55, E. R.			
Repairs under Contract No. 313—			
Specifications, Secretary's Order No. 8743.....	.....	\$22 00	
Payments.....	.....	2,500 00	2,522 00
Pier 56, E. R. (north half.)			
Repairs under Secretary's Order No. 10251.....	\$3 70	.....	
" " 10253.....	310 88	\$553 25	
Dredging " 10278.....	8 22	347 60	1,223 65
Bulkhead between Piers 56 and 57, E. R.			
Repairs under Secretary's Order No. 10417.....	\$583 98	\$41 72	
Soundings " 10251.....	3 70	.....	
Dredging " 10278.....	8 22	115 20	851 82
Pier 57, E. R. (south half.)			
Repairs under Secretary's Order No. 10331.....	\$128 41	\$68 94	
" " 10340.....	33 90	.....	
Soundings " 10251.....	3 69	.....	
Dredging " 10278.....	11 48	466 40	712 82

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
Pier 60, E. R.			
Repairs under Secretary's Order No. 10504.....	\$11 95	.....	
" " 10791.....	4 60	.....	\$16 55
Bulkhead between East and Tompkins Streets, E. R.			
Dredging under Secretary's Order No. 10165.....	\$15 00	\$117 60	132 60
Bulkhead between Piers 60 and 61, E. R.			
Dredging under Secretary's Order No. 10165.....	\$14 61	\$115 20	129 81
Bulkhead under and north of Pier 61, E. R.			
Repairs under Contract No. 301—			
Specifications.....	.....	\$20 25	20 25
Pier 61, E. R.			
Repairs under Secretary's Order No. 10504.....	\$11 95	.....	
Soundings " 10363.....	14 53	.....	
Dredging " 10483.....	47 74	\$738 60	812 82
Pier 62, E. R. (north half.)			
Repairs under Secretary's Order No. 10229.....	\$39 03	\$23 80	62 83
Bulkhead foot of East Fourteenth Street, E. R.			
Dredging under Secretary's Order No. 9914.....	.....	\$189 80	189 80
Bulkhead foot of East Sixteenth Street, E. R.			
Repairs under Secretary's Order No. 9823.....	.....	\$2 25	
" " 10641.....	\$19 67	.....	21 92
Bulkhead at Department Yard, East Seventeenth Street, E. R.			
Repairs under Contract No. 303—			
Specifications.....	.....	\$93 00	93 00
Bulkhead between East Seventeenth and East Eighteenth Streets, E. R.			
Repairs under Secretary's Order No. 10305.....	\$6 35	.....	
Soundings under " 10394.....	18 67	.....	
Repairs under Contract No. 310—			
Specifications, Secretary's Order No. 9034.....	.....	\$86 50	
Inspection.....	.....	2 75	114 27
Bulkhead rear of Pier at East Eighteenth Street, E. R.			
Repairs under resolution of January 29, 1891.....	\$145 68	\$5 00	150 68
Bulkhead foot East Twenty-second Street, E. R.			
Dredging under Secretary's Order No. 10715.....	\$66 28	\$521 40	587 68
Pier at East Twenty-fifth Street, E. R.			
Repairs under Secretary's Order No. 10191.....	\$131 85	\$218 00	349 85
Bulkhead foot East Twenty-ninth Street, E. R.			
Soundings under Secretary's Order No. 10275.....	\$17 39	.....	
Dredging " " 10302.....	19 26	\$389 60	426 25
Bulkhead foot East Thirtieth Street, E. R.			
Soundings under Secretary's Order No. 10348.....	\$7 43	.....	
Dredging " " 10407.....	9 20	\$19 00	35 63
Pier at East Thirty-eighth Street, E. R.			
Repairs under Secretary's Order No. 10640.....	\$67 72	\$31 63	99 35
Bulkhead foot East Forty-second Street, E. R.			
Repairs under Contract No. 319—			
Specifications, Secretary's Order No. 9401.....	.....	\$89 75	
Inspection.....	.....	5 50	
Repairs under Secretary's Order No. 10461.....	\$7 35	.....	
Soundings " " 10349.....	7 43	.....	
Dredging " " 10406.....	14 12	39 00	
Soundings " " 10808.....	8 54	.....	171 69
Bulkhead foot East Forty-eighth Street, E. R.			
Repairs under Secretary's Order No. 10192.....	\$269 23	\$57 50	326 73
Bulkhead at East Fifty-fourth Street, E. R.			
Repairs under Secretary's Order No. 9651.....	.....	\$10 71	
" " 9939.....	.....	263 17	
Soundings under " 10350 and 10587.....	\$19 35	.....	293 23
Bulkhead and Platform between south side of East Sixtieth and south side of East Sixty-second Streets, E. R.			
Repairs under Secretary's Order No. 10086.....	\$92 20	\$107 23	
" " 10089.....	82 22	67 55	
" " 10316.....	127 49	94 28	
" " 10767.....	6 50	3 79	
Specifications for repairing under Contract No. 378.....	190 12	10 60	781 98

On Repairs Account.

On Repairs Account.

	PAY-ROLLS.	BILLS.	TOTALS.
<b>Pier at East Sixty-second Street, E. R.</b>			
Repairs under Secretary's Order No. 10086.....	\$27 50	.....	\$27 50
<b>Platform foot East Sixty-fourth Street, E. R.</b>			
Fencing off under Secretary's Order No. 10623.....	\$38 45	\$21 01	59 46
<b>Bulkhead between East Seventy-eighth and East Seventy-ninth Streets, E. R.</b>			
Repairs under Secretary's Order No. 10327.....	\$96 16	\$79 56	220 39
" " " 10535.....	22 47	22 20	
<b>Lower Pier at East Eighty-sixth Street, E. R.</b>			
Repairs under Secretary's Order No. 10277.....	\$103 50	\$38 67	189 18
" " " 10536.....	24 71	22 30	
<b>Upper Pier at East Eighty-sixth Street, E. R.</b>			
Repairs under Secretary's Order No. 10367.....	\$39 31	.....	105 11
" " " 10647.....	.....	\$65 80	
<b>Slip between Piers at Eighty-sixth Street, E. R.</b>			
Dredging under Secretary's Orders Nos. 10611 and 10647.....	\$64 88	\$36 60	101 48
<b>Bulkhead foot East Ninety-ninth Street, E. R.</b>			
Specifications for repairing.....	\$15 12	.....	15 12
<b>Bulkhead at East One Hundred and Sixth Street, H. R.</b>			
Repairs under Secretary's Order No. 10136.....	.....	\$1 21	263 11
Dredging under Secretary's Orders Nos. 10046 and 10072.....	\$43 10	218 80	
<b>Bulkhead at East One Hundred and Twelfth Street, H. R.</b>			
Repairs under Secretary's Order No. 10597.....	\$18 20	\$15 95	34 15
<b>Bulkhead at East One Hundred and Seventeenth Street, H. R.</b>			
Dredging under Secretary's Order No. 9899.....	.....	\$234 00	234 00
<b>Bulkhead foot West One Hundred and Fifty-seventh Street, H. R.</b>			
Repairs under Secretary's Order No. 10175.....	\$39 25	\$2 85	42 10
<b>For Department of Public Works.</b>			
<i>Pier at East Twenty-fourth Street, E. R.</i>			
Repairs under Contract No. 332—			
Specifications, Secretary's Order No. 9738.....	.....	\$198 50	15,647 56
Inspection.....	\$770 08	1 52	
Payments.....	.....	14,600 00	
Additional checks.....	.....	77 46	
<i>Pier at east end of High Bridge, H. R.</i>			
Repairs under Secretary's Order No. 10704.....	\$288 07	\$322 83	610 90
<i>Public Baths.</i>			
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. 10033, 10266, 10436.....	\$443 24	\$164 10	607 34
<b>For Department of Public Charities and Correction.</b>			
<i>Pier at East Twenty-sixth Street, E. R.</i>			
Repairs under contract No. 320—			
Specifications, Secretary's Order No. 9519.....	.....	\$83 25	195 04
Inspection.....	.....	8 25	
Repairs under Secretary's Order No. 9904.....	.....	4 63	722 07
" " " 10553.....	\$17 61	.....	
" " " 10613.....	62 87	18 43	
<i>Platform at East One Hundred and Twentieth Street, H. R.</i>			
Repairs under Secretary's Order No. 10706.....	\$405 35	\$316 72	722 07
<i>Blackwell's Island.</i>			
Repairs to bulkhead at Nurses' Home, Secretary's Order No. 10488.....	\$114 69	\$76 16	190 85
<i>Hart's Island.</i>			
Repairs to Asylum Pier, Secretary's Order No. 10489.....	\$421 13	\$369 53	790 66
<i>Randall's Island.</i>			
Repairs to bulkhead, Secretary's Order No. 10117.....	\$711 79	\$52 93	1,483 16
Removing old pier south of Coal Pier, Secretary's Order No. 10399.....	66 60	93	
Repairs to Coal Pier, Secretary's Order No. 10404.....	272 06	378 85	
<i>Ward's Island.</i>			
Repairs to Coal Pier, Secretary's Order No. 10405.....	\$395 83	\$132 56	547 73
Soundings at Coal Pier, Secretary's Order No. 10344.....	19 34	.....	
<b>For Fire Department.</b>			
Dredging berth for "The New Yorker," at the Battery, Secretary's Order No. 10530.....	\$8 19	\$80 20	541 46
Dredging berth for "The New Yorker," at the Battery, Secretary's Order No. 10676.....	16 25	199 20	
Repairs to berth for the "Zophar Mills," at West Thirteenth street, N. R., Secretary's Order No. 10058.....	18 92	.....	
Repairs to berth for the "William F. Havemeyer," at Pier 48, E. R., Secretary's Order No. 9932.....	60 59	158 11	
.....	.....	.....	

	PAY-ROLLS.	BILLS.	TOTALS.
<b>For Department of Street Cleaning.</b>			
<i>Dump on Pier, old 42, N. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 72	.....
Inspection.....	\$27 74	.....	
Payments.....	.....	330 30	
<b>Dredging under Contract No. 370—</b>			
Specifications, Secretary's Order No. 10660.....	17 29	.....	481 96
Inspection.....	26 91	.....	
<i>Dump on Pier at West Twelfth street, N. R.</i>			
<b>Dredging under Contract No. 370—</b>			
Specifications, Secretary's Order No. 10660.....	\$6 91	.....	19 88
Inspection.....	12 97	.....	
<i>Dump on Pier at West Nineteenth street, N. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 72	524 23
Inspection.....	\$26 61	.....	
Payments.....	.....	477 90	
<i>Dump on Pier at West Thirty-seventh street, N. R.</i>			
<b>Dredging under Contract No. 381—</b>			
Specifications, Secretary's Order No. 10743.....	\$11 59	.....	11 59
<i>Dump on Pier at West Forty-seventh street, N. R.</i>			
<b>Dredging under Contract No. 381—</b>			
Specifications, Secretary's Order No. 10743.....	\$23 64	.....	29 64
<i>Dump on Pier 12, E. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 72	733 45
Inspection.....	\$16 53	.....	
Payments.....	.....	697 20	
<i>Dump on Pier 44, E. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 71	208 52
Inspection.....	\$14 81	.....	
Payments.....	.....	174 00	
<i>Dump at East Seventeenth street, E. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 71	638 94
Inspection.....	\$27 11	.....	
Payments.....	.....	562 80	
<b>Dredging under Contract No. 370—</b>			
Specifications, Secretary's Order No. 10660.....	6 93	.....	.....
Inspection.....	22 39	.....	
<i>Dump at East Twenty-second street, E. R.</i>			
<b>Dredging under Contract No. 330—</b>			
Specifications.....	.....	\$19 71	2,116 68
Inspection.....	\$35 97	.....	
Payments.....	.....	2,061 00	
<i>Dump at East Forty-sixth Street, E. R.</i>			
<b>Dredging under Contract No. 370—</b>			
Specifications—Secretary's Order No. 10660.....	\$7 88	.....	7 88
<i>Dump at East Eightieth Street, E. R.</i>			
<b>Dredging under Contract No. 370—</b>			
Specifications—Secretary's Order No. 10660.....	\$6 97	.....	38 09
Inspection.....	31 12	.....	
<b>For Health Department.</b>			
<i>Bulkhead north of East Sixteenth Street, E. R.</i>			
Repairs under Secretary's Order No. 9763.....	.....	\$46 40	46 40
Total.....	\$27,155 30	\$120,603 92	\$147,759 22

On Acquired Wharf Property Account.

ON ACQUIRED WHARF PROPERTY ACCOUNT.

	PAY-ROLLS.	BILLS.	TOTALS.
<b>For purchase of "wharf property, beginning at a point on the northerly line of West Thirty-third street, and thence northerly about one hundred and one feet," in accordance with resolution of the Board, October 17, 1889, confirmed and approved by the Commissioners of the Sinking Fund, February 14, 1890 (Voucher No. 11232).....</b>			
.....	.....	\$10,000 00	\$10,000 00
<b>For wharf property between the northerly line of West Twenty-fifth street and centre line of block between West Twenty-fifth and West Twenty-sixth streets, lying westerly of Thirteenth avenue, including the upland and bulkhead westerly thereof on the Hudson river, etc., etc., in accordance with the judgment of the Supreme Court, General Term, viz.:</b>			
Amount of judgment entered July 8, 1889.....	.....	100,831 38	106,545 14
Interest to June 18, 1890, 11 months and 10 days (Voucher No. 11235).....	.....	5,713 76	

On Acquired Wharf Property Account.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for wharf property purchase, law department charges, and pier purchase.

On General Expense Account.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for Deck Scow 'B' through 'L', Diver's Scow 'G' and 'N', Borer 'Woodcock', Naphtha engine launch, Skiffs, yaws and bateaux.

On General Expense Account.

ON GENERAL EXPENSE ACCOUNT.

Large table with columns: PAY-ROLLS, BILLS, TOTALS. Includes sections for Salaries of Commissioners, Engineer-in-Chief's Office, Work Yards and Offices, Expenses of Surveying Force, and Maintenance of Floating Property.

New Floating Plant.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for Tug 'Pier', Twelve-ton derrick on scow 'M', Pile-driver No. 4 and 12, Four sets of pile-driver ways, Deck scows 'N', 'O' and 'P', Deck scow 'R', Diver's Scow 'N', Four yaws, Five yaws, One row-boat, Four watchmen's houses, Landing stage at West Fifty-seventh Street Yard.

Insurance.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for On tug 'Manhattan', On derrick 'City of New York', On twelve-ton derrick No. 1, On ten-ton derrick.

Surveys.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for On the North river, On the East River, On the Harlem river.

Removal of Obstructions.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for From piers and bulkheads, From Battery to Pier 16 E. R., From Pier 61, From bulkheads, From slip, From bulkhead, From Piers, From foot of East One Hundred and Sixth street, From bulkhead, Old caisson piles, From slip, Floating carcass, From reclaimed land, Fence from bulkhead, Fence from bulkhead, Plank from Pier, Driven piles from slip, From bulkhead, Driven piles from face of crib, From Pier at West One Hundred and Thirty-eighth street, N. R.

Car-fares—(Resolution, August 23, 1887).

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for Of Engineers and Assistants, Of Surveying Force, Of Repairs Force, Of Floating Property Force, Of Messengers, Of Roundsman.

Sundries.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Includes entries for Obtaining and preparing and maintaining an accurate record, Examination and inspection of work done, Maintenance of automatic tide-gauges, Establishing timber basin, Maintenance of timber basins, Placing and maintaining signs.

On General Expense Account.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Rows include: Placing and maintaining signs on the oyster basin at West Tenth street, N. R., Secretary's Order No. 10356, Lotting and advertising old material for sale at auction, Temporary stand for auctioneer at pier "A," Secretary's Order No. 9991, etc.

On Miscellaneous Account.

ON MISCELLANEOUS ACCOUNT.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Rows include: Borings for Department of Public Parks, at foot of West One Hundred and Fifty-fifth street, H. R. (Secretary's Order No. 10487), Rafting and securing crib-logs allowed to drift from Pier, new 14, N. R., by the Atlantic Dredging Co., etc.

On Annual Expense Account.

ON ANNUAL EXPENSE ACCOUNT.

Table with columns: PAY-ROLLS, BILLS, TOTALS. Rows include: Office of the Board, Salaries, Secretary and Assistants, Clerks (Room No. 9), Commissioners' Clerk, Dock Masters, Collector, Treasurer's Clerk, Assistants to the Treasurer's Clerk, Messengers, Watchmen, General Care of Offices, Cleaning, Heating, Lighting, Office Furniture, New furniture, repairs to furniture, Insurance (Voucher No. 11693), Stationery and Printing, Blank books and miscellaneous stationery, Type-writing machine, Printing "Minutes of the Board", etc.

IN SUSPENSE.

In Suspense.

Table with columns: Description, Amount. Rows include: Expenses of Contract No. 230 (for furnishing granite), Expenses of Contract No. 259 (for furnishing pine timber), Expenses of Contract No. 268 (for furnishing granite), etc.

SUMMARY.

Table with columns: Description, Amount. Rows include: To be accounted for: New material, supplies and tools on hand May 1, 1892, In Suspense, May 1, 1892, Pay-rolls audited during year ending April 30, 1891, Bills or claims audited during year ending April 30, 1891, etc.

Table with columns: Description, Amount. Rows include: Accounted for as follows, viz.: On Construction Account—New Plan—Permanent Work, On Construction Account—New Plan—Temporary Work, On Construction Account—Not New Plan, On Repairs Account, On Acquired Wharf Property Account, On General Expense Account, On Miscellaneous Account, On Annual Expense Account, In Suspense, New material, supplies and tools on hand April 30, 1891, etc.

JAMES WEIR, Apportionment Clerk.

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 1, North river, and about eighty feet of bulkhead north of Pier, new 1. 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.

Table with columns: Description, Length, to date, Length, to date. Rows include: Length of piling for the year, base blocks for the year, "E" course of granite for the year, Equivalent length of completed wall for the year, etc.

The dredging having been completed for about 200 feet of this section, the wall has been built for about that distance.

Pier, old 21, has been removed and the building of Pier, new 14, has been begun under Contract No. 360, and is well advanced. This pier will be 721 feet 7 inches long by 75 feet wide, and its surface will be nearly 1 1/4 acres. As soon as it is completed and in use, Pier, old 20, and old bulkhead and filling north of it will be removed and the wall extended southerly from its present temporary end just above Fulton street.

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.

Table with columns: Description, Length, to date, Length, to date. Rows include: Length of piling to date, base blocks to date, "E" course of granite to date, Equivalent length of wall to date, etc.

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

Franklin Street Section—This section has been enlarged by unanimous resolution of the Board, passed November 13, 1890, and now extends from 25 feet southerly of Harrison street to a point half way between Franklin and North Moore streets, a distance of about 414 feet.

Table with columns: Description, Length, to date, Length, to date. Rows include: Length of piling for the year, base blocks for the year, "E" course of granite for the year, Equivalent length of completed wall for the year, etc.

The work of building the wall has made good progress since the order of the Board in November last.

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.

Table with columns: Description, Length, to date, Length, to date. Rows include: Length of dredging to date, piling to date, base blocks to date, "E" course of granite to date, Equivalent length of completed wall to date, etc.

This section having been virtually completed, except pavement, but little has been done this year except to maintain approaches to piers receiving some filling. It is proposed to pave portion of the newly made land during this summer.

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

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

Table with columns: Description, Length, to date, Length, to date. Rows include: Length of base blocks to date, "E" course of granite to date, Equivalent length of completed wall to date, etc.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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:

Table with 3 columns: Section name, Length of 'E' or top course of granite under coping, and Equivalent length of completed wall. Rows include Canal Street Section, Spring Street Section, Charlton Street Section, New King Street Section, Old King Street Section, Lower Clarkson Street Section, Houston Street Section, Upper Clarkson Street Section, Leroy Street Section, Morton Street Section, Christopher Street Section, and Total.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, coping for the year, set dry, and Approximate equivalent length of completed wall for the year.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Approximate equivalent length of completed wall for the year.

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 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.

Table with 2 columns: Item description and value. Rows include Length of dredging for the year, piling for the year, base blocks for the year, 'E' course of granite for the year, and Approximate equivalent length of completed wall for the year.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'D' course of granite for the year, coping for the year, and Approximate equivalent length of completed wall for the year.

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.

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.

Table with 2 columns: Item description and value. Rows include Length of dredging for the year, concrete (in bags) foundation for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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 being somewhat irregular, a layer of fine concrete made of 1 1/2 volumes of cement, 2 of sand and 4 of roofing gravel or pebbles, not larger than 1 inch in their greatest 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.

Table with 2 columns: Item description and value. Rows include Length of dredging for the year, piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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-eighth 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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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.

Table with 2 columns: Item description and value. Rows include Length of dredging for the year, piling for the year, and Equivalent length of completed wall for the year.

The work of dredging and pile-driving for the wall on this section has very recently been begun. The nature of the bottom appears to be such on this section that a wall can be built without a platform in the rear, and consequently with great saving of "piling and wood-work" which, however, will be partly compensated by the larger amount of concrete necessary in the base blocks.

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.

Table with 2 columns: Item description and value. Rows include Length of piling for the year, base blocks for the year, 'E' course of granite for the year, and Equivalent length of completed wall for the year.

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 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 an area of 76 square feet.

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.



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.

Bulkhead-wall Proper.

STONE FILLING.

May 13 to May 21, October 1 to October 29 and December 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.—8½ 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.

MASONRY.

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 Section.

In Linear Feet of Wall.

Table with 4 columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), and WORK TO BE COMPLETED (Feet). Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles cut off, Longitudinal caps, Cross caps, Decking, Base blocks, Granite courses (A-E), Coping granite, Wall actually completed, and Equivalent length of completed wall.

\* Given in equivalent lengths of wall.

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.

SEWER.

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

SECTION OFFICE.

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.

Table with 4 columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), and WORK TO BE COMPLETED (Feet). Rows include Piles driven, Base blocks, E course granite, and Equivalent length of completed wall.

Making Connection between New Pavement and West Street.

May 5 to May 13, 1890.—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 1 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 by divers.

Binding Frames.

December 20, 1890, to April 30, 1891.—7 binding frames were built and sunk to place at this section.

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 Feet of Wall.

Table with 4 columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), and WORK TO BE COMPLETED (Feet). Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles sawed off, Longitudinal caps, Cross caps, Decking, Base Blocks, Granite courses (A-E), Coping granite, Wall actually completed, and Equivalent length of completed wall.

\* 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 rafted.

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.

FENCE.

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.





Construction under "New Plan."

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.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	In 1890-1891.	Total to Date.	
	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
"A B" 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 1 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 styalathed.

Bracing Piles.

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

Sawing off Piles.

August 25 to November 26, 1890.—Foundation and high grade piles were sawed off to grade.

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 trenails.

Decking.

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

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.

Granite.

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.

WORK.	COMPLETED WORK.		WORK TO BE COMPLETED.
	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.

Granite.

May 1 to June 4, 1890.—93 pieces of granite were set on wall and backed up with 169 batches of concrete.

Coping.

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

BACKING-LOGS.

October 4 to November 24, 1890.—Holes were drilled and backing-logs were fastened to coping with Ahlstrom bolts.

Construction under "New Plan."

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

In Linear Feet of Wall.

Table with columns: WORK., COMPLETED WORK. (In 1890-1891, Total to date.), WORK TO BE COMPLETED. (Feet.). Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles sawed off, Longitudinal caps, Cross caps, Decking, Base blocks, and various granite courses (AB-F), Coping, and Equivalent length.

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 batches of concrete.

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

In Linear Feet of Wall.

Table with columns: WORK., COMPLETED WORK. (In 1890-1891, Total to Date.), WORK TO BE COMPLETED. (Feet.). Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles sawed off, Longitudinal caps, Cross caps, Decking, Base blocks, and various granite courses (A-F), Coping, and Equivalent length.

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 1 to 19, 1890, August 1 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 1 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 trenails.

Decking.

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

MASONRY.

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.

Table with columns: WORK., COMPLETED WORK. (In 1890-1891, Total to Date.), WORK TO BE COMPLETED. (Feet.). Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles sawed off, Longitudinal caps, Cross caps, Decking, Base blocks, and various granite courses (A-F), Coping, and Equivalent length.

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-wall.

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 of \$150.

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 1 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.

Construction under "New Plan."

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

Table with columns: WORK, COMPLETED WORK (In 1890-1891, TOTAL TO DATE), WORK TO BE COMPLETED. Rows include Dredging, Cleaning rock bottom, Rip-rap, Concrete in bags, Concrete in mass, Base blocks, Granite courses (A-E), Coping course granite, Wall actually completed, and Equivalent length of completed wall.

FILLING IN REAR OF THE WALL.

August 1 to October 17, 1891.—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.

Table with columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), WORK TO BE COMPLETED. Rows include Dredging, Cleaning rock bottom, Rip-rap, Concrete in bags, Concrete in mass, Base blocks, Granite courses (A-E), Coping course granite, Wall actually completed, and Equivalent length of completed wall.

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 1 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.

DREDGING.

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 200 feet.

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 bulkhead-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 trenails.

Decking.

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

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.

Granite.

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 1 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.

Table with columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), WORK TO BE COMPLETED. Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles sawed off, Longitudinal caps, Cross caps, Decking, Base blocks, Granite courses (A-E), Coping course granite, Wall actually completed, and Equivalent length of completed wall.

\* Given in equivalent lengths of wall.

FILLING IN REAR OF WALL.

May 1, 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.

SEWER.

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 Fifty-sixth street Pier.

Platform Approach to West Fifty-sixth Street Pier.

August 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 1 to November 11, 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.

SEWER.

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

Construction under "New Plan."

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 Board, 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.

BUILDING PIER.

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.

SEWER.

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

GENERAL CHARGE.

Removing Old Work.

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 Twenty-second street were removed.

EAST TWENTY-FOURTH STREET SECTION.

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

Bulkhead-wall Proper.

DREDGING.

May 1 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, 10 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 blocks.

Locating Foundation Piles.

August 1, September 22 and October 1, 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.

Pile Butts.

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.

MASONRY.

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 1 special angle, 4 special and 10 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.

Table with 4 columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), and WORK TO BE COMPLETED. Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles cut, Longitudinal caps, Cross caps, Decking, Base blocks, and various granite courses.

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 1, 1890, to April 17, 1891.—1,037 vertical piles were driven, regulated and staylathed and 3 broken in driving. Total to date, 1,625 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.

Bracing Piling.

May 1 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.

Construction under "New Plan."

Binding Frames.

May 1 to August 1, 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 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, 23.

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 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.

MASONRY.

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 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.

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.

Table with columns: WORK, COMPLETED WORK (In 1890 and 1891, Total to Date), WORK TO BE COMPLETED. Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frames, Piles cut, Longitudinal caps, Cross caps, Decking, Base blocks, Granite courses (A-E), Coping, Wall actually completed, Equivalent length of completed wall.

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

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.

PERMANENT SEWERS.

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; 20 1/4 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 underneath 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 bulkhead-wall 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, 1890.—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 510 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.

DREDGING.

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.

STONE-FILLING.

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.

BRACING-PILING.

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, 11 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.

MASONRY.

Granite.

May 1 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.

Table with columns: WORK, COMPLETED WORK (In 1890 and 1891, Total to Date), WORK TO BE COMPLETED. Rows include Dredging, Cobble, Rip-rap, Piles driven, Binding frame, Piles cut, Longitudinal caps, Cross caps, Decking, Base blocks, Granite courses (A-E), Wall actually completed, Equivalent length of completed wall.

N. B.—Cobble and rip-rap were given in last annual report as length on foundation. No cobble will be required for 61.08 feet at south end of section, where special blocks will be used.



Construction under "New Plan."

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 bulkhead-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 1 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; 208 1/2 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.—77 1/2 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.

Table with 4 columns: WORK, COMPLETED WORK (In 1890-1891, Total to Date), WORK TO BE COMPLETED. Rows include Cleaning rock bottom, Concrete in bags, Concrete in mass, Base blocks, "A B" course granite, "C" course granite, "D" course granite, "E" course granite, Coping, Wall actually completed, Equivalent length of completed wall.

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 1 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 17, 1891.

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.

NEW WHARFAGE ROOM.

NEW WHARFAGE ROOM, IN LINEAR FEET, MADE DURING THE YEAR ENDING APRIL 30, 1891.

WORK UNDER THE "NEW PLAN."

Table with 2 columns: Description, Linear Feet. Rows include North River (New wall at West Washington Market Section, Laight Street Section, etc.), East River (New wall at East Twenty-fourth Street Section, Bellevue Section, etc.), Harlem River (New wall at East One Hundred and Tenth Street Section, etc.), Total new wall (1,736.40), North River (Pier, new 29, sides and outer end, etc.), East River (Pier at East Twenty-fourth street, side and outer end, etc.), Total pier line (10,556.35), Total wall and pier line under new plan (12,292.75).



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
Total crib-bulkhead line.....	1,764.00
North River— Pier at West One Hundred and Thirty-third street, sides and outer end.....	460.00
Pier at West One Hundred and Thirty-fourth street, sides and 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.
New wall under Pier, new 29, North river.....	80.00
New wall under Pier, new 58, North river.....	62.00
Crib-bulkhead under temporary approach to pier at West Forty-fifth street, North river.....	60.00
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.....	28.27
New wall under pier at West Fifty-sixth street, North river.....	60.00
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.....	60.00
New wall under pier at East Twenty-fourth street, East river.....	65.00
New wall under pier at East Twenty-eighth street, East river.....	65.00
New wall under pier at East Ninety-fifth street, East river.....	65.00
New wall under pier at East One Hundred and Tenth street, Harlem river.....	62.00
Total.....	727.27
Total new wharfage room for the year.....	14,247.48

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.....	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
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
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— 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
Total pier line.....	5,339.93
Total wall and pier line under "New Plan," begun but not finished....	8,312.98

WORK NOT UNDER "NEW PLAN."

North River— Crib-bulkhead from middle of West Eighty-first street to middle of block, between West Eighty-second and West Eighty-third streets.....	397.00
East River— Crib-bulkhead at Charity Hospital, Blackwell's Island (extension).....	85.00
Total crib-bulkhead line.....	482.00
Total begun during the year, but not finished.....	8,794.98

Department Yards.

DEPARTMENT YARDS.

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:

- 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.

Department Yards.

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 graded.

East Seventeenth Street Yard.

MAINTENANCE OF YARD.

May 1, 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 "Manhattan."

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 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.

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.

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, templates and mortar boxes were made for use on the permanent sewer extension at the foot of East One Hundred and Tenth street.

Templates 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.

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 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 the year.

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.
- " 3. About 14 pairs old rubber boots.
- " 4. About 6 old steel shovels.
- " 5. About 6 old rubber diving dresses.
- " 6. 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, 1 foot deep.
- " 8. Raft of old timbers, 22 feet long, 30 feet wide, 1 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, 1 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.
- " 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.
- " 33. One old stove.
- " 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:

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 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 feet 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 1, were repaired and refastened; used 125 pounds of chain. Begun September 12, finished September 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.

General Repairs.

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, 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.

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 rejoined and all the joints were filled with coal tar and gravel. Begun June 19 and finished July 14, 1890.

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, rejoined, 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, 1891.







Work Done for Other Departments.

Pier at Nineteenth Street, 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. 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 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 & Cumings 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 mud 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 ; used 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.

General Expense

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 public auction sale.

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, 1891.

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.

Pier 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 1 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 above dates.

Work Done for Owners, Lessees, etc.

WORK DONE FOR OWNERS, LESSEES, ETC.

WORK DONE, INCLUDING DREDGING FOR ALLEGED OWNERS, LESSEES AND OTHERS BY AGREEMENT 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.

NORTH RIVER.

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.—1 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.—1 barrel of superior "J. F. K." brand and 1 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.—1 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 February 24, 1891.

Secretary's Order No. 10758.—1 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 30, 1891.

FLOATING PROPERTY.

Floating Property. The floating property of the Department consists of the following : 100-ton derrick "City of New York." 12-ton derrick. 10-ton derrick. Tug "Manhattan." 11 pile-drivers Nos. 1, 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, 1 row boat and 4 sounding boats. 2 sets land ways, one 30 feet high and one 45 feet high. 1 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.

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 Yard.

May 13 to 15, 1890.—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 1 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 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 Lighthouse Street Section and placed 3 concrete base blocks in rear of bulkhead-wall on caps (temporarily).

June 2, 1890.—Towed from Lighthouse 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 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 Yard.

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 Yard.

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 Section.

July 5, 1890.—Set 3 concrete base blocks in the bulkhead-wall at West Fifty-seventh Street Section.

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 in all).

July 12, 1890.—Towed from West Twenty-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.

July 21, 1890.—Towed from East Seventeenth Street Yard to East One Hundred and Twenty-fifth 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 Lighthouse 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 Lighthouse Street Section and set 7 concrete base blocks in the bulkhead-wall.

July 31, 1890.—Towed from Lighthouse Street to East Seventeenth Street Yard, awaiting orders.

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.

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.

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 Yard 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 Yard.

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.

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 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.

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 Lighthouse 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 street.

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.

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 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.

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 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 Yard 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 Yard.

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.  
 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, 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 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.

(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 7 1/2 inches by 4 1/2 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 Washington Market Section.

Tug "Manhattan."

(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 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.  
 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.

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. 1.

(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. 1 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.)  
 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. 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.

(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.

(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.

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).

(Built in the Year 1874.)  
 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.  
 December 9, 1890.—The derrick "City of New York" placed No. 8 on deck of West Fifty-seventh 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.

(Built in the year 1881.)  
 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.

PILE-DRIVER NO. 11.

(Built in the year 1881.)  
 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 Unanimous 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.





Contracts.

CONTRACTS UNDER WHICH WORK WAS DONE DURING THE YEAR.

Table with columns: UNDER NEW PLAN., NOT UNDER NEW PLAN., GENERAL REPAIRS., CONTRACT FOR., CONTRACT DATED., WORK BEGUN., WORK FINISHED.

Contracts.

Table with columns: UNDER NEW PLAN., NOT UNDER NEW PLAN., GENERAL REPAIRS., CONTRACT FOR., CONTRACT DATED., WORK BEGUN., WORK FINISHED.

Forms of Contracts.

FORMS OF CONTRACTS AND SPECIFICATIONS PREPARED AND SUBMITTED TO THE BOARD OF DOCKS. Secretary's Order No. 9813. For preparing for and building a new wooden pier...

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. 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 foot 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 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, 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, 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. 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.
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.
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. 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.

Table with columns: Location, Feet, Permit/Order, Claimant, Date, and Completion Date. Lists various dredging projects and their administrative details.

Dredging done by the Department of Docks during the Year ending April 30, 1891.

Table with columns: Location, Month, Cubic Yards (Mud, Crib Class A, Crib Class B, Sand), Miscellaneous, Depth Made at Mean Low Water, Contract No., Authorization, By Whom Performed, When Begun, and When Finished.



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.....	\$16,217 65 <sup>1</sup> / <sub>10</sub>
Purchased from May 1, 1890, to April 24, 1891.....	40,988 74
Purchased from May 1, 1890, to April 24, 1891, "no bills".....	164 36
Fabricated (60 concrete blocks).....	18,250 05
Received from Sections.....	57 56
<b>Total to be account for.....</b>	<b>\$75,678 36 <sup>1</sup>/<sub>10</sub></b>

Issued to the following sections—	
Floating property.....	\$2,839 00
North River Sections.....	38,893 56
General repairs.....	1,156 23
Concrete block.....	11,584 55
West Fifty-seventh Street Yard, North river.....	216 10
Surveying party.....	12 42
Moving yard.....	624 07
East River Sections.....	6,928 49
Balance of Stock on hand April 24, 1891.....	13,423 94 <sup>1</sup> / <sub>10</sub>
	<b>\$75,678 36 <sup>1</sup>/<sub>10</sub></b>
	<b>\$75,678 36 <sup>1</sup>/<sub>10</sub></b>

Statement of Granite on Hand at East Seventeenth Street Yard, May 1, 1891.

Granite.

DESCRIPTION.	CONTRACT OR TREASURER'S ORDER NUMBERS FURNISHED UNDER.	DATE OF CONTRACT OR TREASURER'S ORDER.	ON HAND MAY 1, 1890.	RECEIVED DURING THE YEAR.	RETURNED FROM THE SECTIONS.	ISSUED TO THE SECTIONS.	ON HAND MAY 1, 1891.	AUDITED PRICE PER CUBIC FOOT.	AMOUNT.	REMARKS.
Headers and stretchers cut.....	Treas. Order No. 7944.....	Oct. 18, 1884	Cubic feet. 12.09	Cubic feet. ....	Cubic feet. ....	Cubic feet. ....	Cubic feet. 12.09	\$0 50	\$6 04	
" ".....	" 8391.....	Nov. 7, 1879	45.3	.....	.....	18.0	27.3	59 <sup>9</sup> / <sub>10</sub>	16 35	
" ".....	" 8391.....	" 7, "	34.6	.....	.....	34.6	.....	54 <sup>1</sup> / <sub>10</sub>	.....	
" ".....	" 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	.....	60	.....	
" ".....	" 14267.....	Oct. 24, "	3,342.5	.....	.....	3,271.3	71.2	99	70 49	
" ".....	Contract No. 25.....	June 30, 1881	149.95	.....	.....	.....	149.95	1 1 <sup>1</sup> / <sub>4</sub>	166 61	
" rough.....	" 25.....	" 30, "	116.00	.....	.....	.....	116.0	1 1 <sup>1</sup> / <sub>4</sub>	128 89	
" ".....	" 55.....	Sept. 30, 1874	142.48	.....	.....	.....	142.48	39	55 57	Cutting after receipt, 91 cents per cubic foot additional.
" ".....	" 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	80 <sup>1</sup> / <sub>2</sub>	12 15	
" ".....	" 230.....	Nov. 23, 1886	566.26	.....	.....	535.93	30.33	69	20 92	
" ".....	Agreement No. 230.....	Apr. 21, 1888	131.5	3,681.2	.....	3,628.9	183.8	69	126 82	
" ".....	Contract 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 cut.....	Treas. Order No. 14267.....	Oct. 24, 1889	1,225.8	.....	.....	1,225.8	.....	1 24	.....	
" ".....	Contract No. 125.....	Feb. 2, 1881	79.9	.....	.....	79.9	.....	89 <sup>3</sup> / <sub>4</sub>	.....	
" ".....	" 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	
Voussairs 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 80	823 95	
Corner and 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 October 23, 1890.

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 Railroad Company, under permit of the Board. Begun November 5 and finished November 11, 1890.

Pier, old 1, 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 13, 1890.

Secretary's Order No. 10761.—Necessary repairs to cluster piles, string pieces, etc., on north-west 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.

CRIB WORK.

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.

Work Supervised.

Pier 4, N. R.

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, 1891.

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.

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, 1890.

*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 9, 1890.

*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. 10578.—5 spring-piles were driven and fastened at outer westerly end, and 3 fender-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.

*Cortlandt 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.

## Work Supervised.

*Pier, old 29, N. R.*

Secretary's Order No. 10064.—New sheathing 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.

## FERRY-HOUSE.

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 Erie 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.

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 Sanford 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. 10082 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 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 gas-pipe 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 2, 1891.

*Between Desbrosses and West Tenth Streets.*

## PAVEMENT.

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 15, 1890.

Work Supervised.

*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 July 11, 1891.

*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 new-made 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 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 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.*

## 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.

## SHED ON PIER.

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.

## ROUND CORNERS.

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, 1891.

## 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; in progress.

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 12, 1890.

*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, 1890.

*Bulkhead 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 bulkhead 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 1 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 & Sanford, 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.—10 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 Twentieth-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.

## Work Supervised.

*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 progress.

*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.

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 progress.

*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.

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

## 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; in 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 June 21, 1890.

## 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-ninth 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, 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. 10309.—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. 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; also a second-story floor was 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. Dinniny, 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. Dinniny, Jr., under permit of the Board. Begun December 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. 10646.—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 progress.

*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 29, 1890.

*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 occupied 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.

*Battery.*

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.

## Work Supervised.

*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.

*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. 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, 1891.

*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 11 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.

*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 progress.

*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 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, 1890.

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.

## Work Supervised.

*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, 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, 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, 1891.

*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. 10206.—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. Begun September 9, 1889, and finished August 2, 1890.

*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, 1891.

*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, 1890.

*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.*

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 1, 1890.

*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 51½ 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, 1890.

*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 1 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 10 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 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. Begun 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.*

Secretary'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.

*Pier at Nineteenth Street, E. R.*

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 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.

*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. 10076.—Sunken canal boat "W. H. Potter" was raised by the Baxter 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.

## Work Supervised.

*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 4, 1890.

*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 11 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.

*Foot of One Hundredth Street, E. R.*

Secretary's Order No. 10759.—Float runway, etc., were removed from foot 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 21, 1890.

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 Fifteenth 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, 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 progress.

*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.

Work Supervised.

*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 17, 1890.

*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 May 21, 1890.

*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 progress.

*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.

*M. Comb'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, 1890.

*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 "H. 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.*

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
Pier, new 45 (extension), sides.....	.....	197.00	.....
New bulkhead-wall between West Thirty-seventh and West Thirty-eighth } streets.....	197.50	.....	.....
Pier at West Sixty-third street (extension), sides.....	.....	147.00	.....
Total on the North river.....	.....	.....	541.50
<i>Harlem River.</i>			
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.....	.....	.....	3,639.50

*New Wharfage Room, in linear feet, to be made by Work carried on during the year by Private Owners, under Permit of the Board of Docks, but not yet finished.*

LOCATION.	LINEAR FEET.		
	Bulkhead Line.	Pier Line.	Total.
<i>North River.</i>			
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
<i>Harlem River.</i>			
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. On file.
- 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 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. On file.
- 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.
- " 9. Patrick McGrath, Attendant, N. Y. City Asylum for 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.
- " 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 annum.
- " 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. Y. 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, Bellevue Hospital.
- " 9. Michael D. Haugh, Attendant, N. Y. City Asylum for Insane, Hart's Island.
- " 9. Ann Quigley, Domestic, N. Y. City Asylum for Insane, Ward's Island.
- " 10. Richard O'Connor, Fireman, N. Y. City Asylum for Insane, Ward's Island.
- " 11. Ann Lynch, Hallkeeper, Workhouse.
- " 11. Elizabeth Byrnes, Matron, District Prisons.
- " 11. Mary E. Flaherty, Assistant Nurse, Randall's Island Hospital.
- " 11. Marion Doener, Attendant, N. Y. City Asylum for Insane, Blackwell's Island.
- " 11. Daniel Culhane, Attendant, N. Y. City Asylum for Insane, Ward's Island.
- " 12. Adele Lamarty, Domestic, N. Y. City Asylum for Insane, Ward's Island.
- " 12. John Tobin, Attendant, N. Y. City Asylum for Insane, Ward's Island.
- " 13. Charles W. Gregg, Fireman, N. Y. City Asylum for Insane, Ward's Island.
- " 13. W. J. Wallace, Attendant, N. Y. City Asylum for Insane, Ward's Island.
- " 14. Joseph Lumley, Nurse, Bellevue Hospital.
- " 14. Richard Wallace, Nurse, Bellevue Hospital.
- " 15. James Keegan, Assistant Cook, N. Y. City Asylum for Insane, Blackwell's Island.
- " 16. Ellen Jones, Attendant, N. Y. City Asylum for Insane, Blackwell's Island.
- " 16. Henry G. Firneisen, Gatekeeper, District Prisons.

*Dismissed.*

- Apr. 7. J. W. Hutchinson, Attendant, N. Y. City Asylum for Insane, Ward's Island.
- " 11. William Caulfield, Laborer, Randall's Island Hospital.
- " 11. Elizabeth Doonan, Attendant, N. Y. City Asylum for Insane, Blackwell's Island.
- " 12. Patrick O'Mealia, Attendant, N. Y. City Asylum for Insane, Hart's Island.
- " 13. Mary A. Smith, Attendant, N. Y. City Asylum for Insane, Blackwell's Island.

*Transferred.*

- Apr. 12. Matthew Courtney, Attendant to Fireman, N. Y. City Asylum for Insane, Ward's Island. Salary increased from \$300 to \$360 per annum.
- " 15. George W. Southwell, Attendant to Assistant Cook, N. Y. City Asylum for Insane, Blackwell's Island. Salary increased from \$300 to \$500 per annum.

*Promoted.*

- Apr. 1. Peter Penfield, Orderly to Captain of Night Watch, Bellevue Hospital. Salary increased from \$240 to \$480 per annum.

G. F. BRITTON, Secretary.

**FINANCE DEPARTMENT.**

Abstract of transactions of the Finance Department for the week ending April 23, 1892:

<i>Deposited in the Treasury.</i>	
To the Credit of the Sinking Fund.....	\$41,174 28
" " City Treasury.....	962,873 10
Total.....	<u>\$1,004,047 38</u>

<i>Bonds and Stock Issued.</i>	
Three per cent. Bonds.....	\$820,000 00
Three per cent. Stock.....	250 00
Total.....	<u>\$820,250 00</u>

<i>Warrants Registered for Payment.</i>	
The Mayoralty—	
Salaries and Contingencies—Mayor's Office.....	\$25 15

The Finance Department—	
Cleaning Markets.....	\$898 35
Contingencies—Comptroller's Office.....	199 95
Salaries—Finance Department.....	51 00
	<u>1,149 30</u>

Interest on the City Debt.....	17 50
For the State—	
State Taxes and Common Schools for the State.....	250,000 00

Aqueduct Commissioners—	
Additional Water Fund.....	22,475 65

The Law Department—	
Contingencies—Law Department.....	349 18

The Department of Public Works—	
Aqueduct—Repairs, Maintenance and Strengthening.....	\$6,444 15
Boring Examinations for Grading and Sewer Contracts.....	69 00
Boulevards, Roads and Avenues, Maintenance of.....	1,470 28
Bronx River Works—Maintenance and Repairs.....	392 00
Criminal Court-house Fund.....	222 00
Croton Water Fund.....	1,877 43
Flagging Sidewalks and Fencing Vacant Lots in front of City Property.....	14 00
Free Floating Baths.....	1,078 62
Fund for Viaduct from St. Nicholas Place to McComb's Dam Bridge.....	108 75
Lamps and Gas and Electric Lighting.....	1,361 65
Laying Croton Pipes.....	310 12
Public Buildings—Construction and Repairs.....	801 94
Removing Obstructions in Streets and Avenues.....	1,081 00
Repairing and Renewal of Pipes, Stop-cocks, etc.....	3,488 94
Repairs and Renewal of Pavements and Regrading.....	1,813 80
Repaving—Chapter 346, Laws of 1889.....	1,340 00
Repaving Streets and Avenues.....	60 00
Restoring and Repaving—Special Fund—Department of Public Works.....	498 00
Roads, Streets and Avenues Unpaved, Maintenance of and Sprinkling.....	219 00
Salaries—Department of Public Works.....	1,540 00
Salaries of Engineers, Inspectors, etc., on Repaving under Chapter 346, Laws of 1889.....	345 50
Sewers—Repairing and Cleaning.....	2,366 51
Street Improvement Fund, June 15, 1886.....	11,742 96
Street Improvements—For Surveying, Monumenting and Numbering Streets.....	45 00
Supplies for and Cleaning Public Offices.....	1,925 02
	<u>40,621 67</u>

The Department of Public Parks—	
Cleaning Lakes in Central Park.....	\$12 26
Entrance to Central Park at West One Hundred and Sixth Street	43 60
Harlem River Bridges—Repairs, Improvements and Maintenance.	1,008 97
Maintenance and Construction of New Parks north of Harlem River.....	1,104 22
Maintenance and Government of Parks and Places.....	10,878 04
Morningside Park, Construction of.....	198 77
Morningside Park, Improvement and Maintenance of.....	123 07
Mount Morris Park, Construction of.....	2,261 00
Riverside Park and Avenue, Improvement and Maintenance of..	611 11
Surveys, Maps and Plans.....	62 70
	<u>16,303 74</u>

The Department of Street Improvements—Twenty-third and Twenty-fourth Wards—	
Cromwell's Creek Bridges.....	\$200 81
Final Maps and Profiles—Twenty-third and Twenty-fourth Wards.....	110 00
Maintenance—Twenty-third and Twenty-fourth Wards.....	3,745 35
Restoring and Repaving—Special Fund—Twenty-third and Twenty-fourth Wards.....	75 69
Sewers and Drains—Twenty-third and Twenty-fourth Wards.....	279 69
Street Improvement Fund, June 15, 1886.....	8,122 31

Surveying, Laying-out, etc., Maps, Plans, etc.—Twenty-third and Twenty-fourth Wards.....	\$337 19	
Telephonic Service, Rents and Contingencies.....	27 50	\$12,899 54
The Department of Public Charities and Correction—		
Public Charities and Correction.....		44,312 64
The Health Department—		
For Burial of Honorably Discharged Soldiers, Sailors or Marines	\$35 00	
Health Fund—For Contingent Expenses.....	290 06	
Health Fund—For Disinfection.....	690 59	
Hospital Fund—Hospital Supplies, Improvements, Care and Maintenance of Buildings and Hospitals on North Brother Island.....	405 45	1,421 10
The Department of Street Cleaning—		
Cleaning Streets—Department of Street Cleaning.....		36,634 03
The Fire Department—		
Fire Department Fund.....		12,507 94
The Department of Taxes and Assessments—		
Contingencies—Department of Taxes and Assessments.....		25 00
The Department of Docks—		
Dock Fund.....		19,527 79
The Board of Education—		
College of the City of New York.....	\$125 92	
Public Instruction.....	3,085 70	
School-house Fund.....	17,219 00	
The Normal College.....	11 65	20,442 27
The Board of Excise—		
Commissioners of Excise Fund.....		44 43
Printing, Stationery and Blank Books—		
Printing, Stationery and Blank Books.....		757 25
Municipal Service Examining Boards—		
Civil Service of the City of New York, Expenses of.....		25 48
The Commissioners of Accounts—		
Salaries—Commissioners of Accounts.....		25 00
The Sheriff—		
Furniture, Keep of Horses, Repairs to Vans, etc.....	\$54 00	
Incidental Expenses of the Sheriff's Office and the County Jail...	62 60	
Support of Indigent Prisoners in County Jail.....	107 84	224 44
The Judiciary—		
Salaries—City Courts.....	\$150 00	
Salaries—Judiciary.....	201 83	351 83
Charitable Institutions—		
Association for Befriending Children and Young Girls.....	\$547 29	
Five Points House of Industry.....	752 15	
New York Catholic Protectory.....	21,055 01	
New York Infant Asylum.....	7,884 08	
New York Institution for the Blind.....	1,212 50	
New York Institution for Instruction of the Deaf and Dumb....	3,915 86	
New York Society for the Relief of the Ruptured and Crippled..	6,420 08	
Nursery and Child's Hospital.....	7,764 13	
Roman Catholic House of the Good Shepherd.....	5,312 46	
State Asylum for Insane Criminals at Auburn.....	782 17	
The Babies' Hospital.....	745 18	56,390 91
Miscellaneous Purposes—		
Armory Fund.....	\$4,749 45	
Bureau of Licenses.....	39 90	
Contingencies—District Attorney's Office.....	59 60	
Croton Water Rent—Refunding Account.....	1,324 00	
Dog License Fund.....	356 00	
For Construction of Bridge over Harlem River.....	2,018 06	
Fund for Street and Park Openings.....	34,736 52	
Interest on Assessments.....	19 25	
Judgments.....	450 50	
Jurors' Fees, including Expenses of Jurors in Civil and Criminal Trials.....	4,467 00	
New York and Brooklyn Bridge Fund.....	70,000 00	
Public Building, Twelfth Ward, Construction of.....	54 00	
Rapid Transit Fund.....	536 58	
Refunding Assessments Paid in Error.....	5 15	
Refunding Taxes Paid in Error.....	128 46	
Street Improvement Fund, June 15, 1886.....	72 31	
Unclaimed Salaries and Wages.....	24 50	119,041 28
Total.....		<u>\$655,573 12</u>

SUITS, ORDERS OF COURT, JUDGMENTS, ETC.

COURT.	NAME OF PLAINTIFF.	AMOUNT.	NATURE OF ACTION.	ATTORNEY.
Supreme..	Hamilton J. Cross....	\$10,000 00	Summons and complaint. For damages for personal injuries.....	Jos. C. Rosenbaum.
Superior..	Josiah Lockwood vs. Collector of Assessments, etc.....		Writ of mandamus for payment of taxes of 1852, 1853 and 1854, on Lot No. 2, Block 417, Twelfth Ward.....	Jno. Townshend.
"	Josiah Lockwood vs. Collector of Assessments, etc.....		Writ of mandamus for payment of taxes of 1856, 1857 and 1858, on Lot No. 2, Block 417, Twelfth Ward.....	"
"	James C. Ryan.....	3,900 00	Summons and complaint. For salary as an Inspector of Masonry on the New Aqueduct, from April 1, 1887, to December 18, 1889.....	E. Browne.
"	Ellen Malone, adm'x.	288 00	Summons and complaint. For salary of Christopher B. Malone, as an Inspector of Masonry on the New Aqueduct, from December 31, 1887, to December 24, 1888.	Browne & S.
"	John W. Berrian....	3,260 00	Summons and complaint. For salary as an Inspector of Masonry on the New Aqueduct, between September 13, 1887, and December 18, 1889.....	E. Browne.
Supreme..	Maria D. Behrman and another.....	400 00	Certified copy order directing payment into Court of award to unknown owners for Parcels 112 and 113 in report of Commissioners of Van Courtlandt Park.....	E. M. Wight. A. B. Johnson.
Superior..	Joanna Lalor, adm'x.	131 82	Transcript of judgment.....	

CLAIMS FILED.

DATE.	NAME OF CLAIMANT.	AMOUNT.	NATURE OF CLAIM.	ATTORNEY.
Apr. 18	Curtis P. Turner.....	\$1,250 00	Notice of withdrawal of claim filed March 26, 1891, for the return of a security deposit..	N. J. & N. J. Waterbury, Jr. Charles Steckler.
" 20	Patrick Leavy.....	50,000 00	For damages for personal injuries.....	
" 21	Andrew J. Smith.....	8,909 77	For return of amounts paid for assessments for Boulevard sewers.....	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.
11917	April 8, 1892	Public Works (Bond)	John Slattery	Matthew Baird	\$100 00	Constructing a receiving-basin on the southeast corner of One Hundred and Fifty-third street and Eighth avenue.	
11918	" 12, "	Fire	Rumsey & Co., of Seneca Falls, N. Y.	John W. Buckley John F. Rogers	1,700 00	Furnishing and delivering two (2) rolled channel steel frame hook and ladder trucks.	\$3,200 00
11919	" 14, "	Public Charities and Correction	George Coors	Christian Vorndran Jacob Peifer	1,000 00	Removal of the Morgue at Bellevue Hospital.	2,064 00
11920	" 19, "	Board of Education	James Curran	Thomas Watson Henry Gledhill	3,000 00	Heat'ng apparatus for New Grammar School Building No. 94, on the north-west corner of Sixty-eighth street and Amsterdam avenue.	9,100 00
11921	" 8, "	Public Works (Bond)	John Slattery	Matthew Baird	100 00	Constructing a receiving-basin on the northwest corner of One Hundred and Forty-first street and Edgecombe avenue.	
11922	" 8, "	"	"	"	100 00	Constructing a receiving-basin on the west side of Edgecombe avenue, opposite One Hundred and Forty-second street.	
11923	" 11, "	Public Works	William P. Baird	Matthew Baird James Baird	1,500 00	Regulating and paving with granite-block pavement One Hundred and Eighteenth street, from Madison to Park avenue. Estimate	3,409 00
11924	" 14, "	"	Thomas Murray	John Ryan John Murray	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 50

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 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 asphalt 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 street front of the Tombs.

R. Gill & Sons, No. 217 Keap street, Brooklyn, Principal.  
William J. Light, No. 218 East One Hundred and Fourth street,  
John Sutherland, No. 124 East Eighty-third street, } Sureties.

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, North river.

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 street, } 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,  
Patrick Curley, No. 340 East Eighty-fourth street, } Sureties.

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 street,  
Homer R. Gillies, Tenth avenue and One Hundred and Sixtieth street, } Sureties.

April 21. For regulating and paving with granite-block pavement Ninety-first street, from First to Second avenue; One Hundred and Thirty-third 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 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, } Sureties.

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.

April 18. Proposal 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. 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). Reprimanded.

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' pay.

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 deferred and restoration to duty ordered.

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	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 00
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.

Deputy City Chamberlain—Receipt for security deposits accompanying proposals opened on the 2d instant.

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. \$85 50

Schedule No. 19 of 1892, on this date.

American Fire Engine Company, apparatus, supplies, etc.	\$17 00
Barron, James S. & Co., "	49 25
Bassett, John W., repairs and alterations to buildings	88 00
Baxton, John F., apparatus, supplies, etc.	31 21
Bennett, Warren C., "	5 60
Boston Woven Hose and Rubber Company, apparatus, supplies, etc.	48 00
Central Gas-light Company, "	60 48
Cole, W. L., & Co., "	16 00
Collins & Nuttall, "	4 50
Conover, W. A., "	40 00
Consolidated Gas Company, "	1,188 00
Dahlman, I. H., "	600 00
Dietz, R. E., Company, "	48 00
Dobbs, Edwin, "	40 00
Dobbs, William H., repairs and alterations to buildings	43 00
Donohue, M., apparatus, supplies, etc.	105 36
Duryee, Joseph W., repairs and alterations to buildings	532 53
Equitable Gas-light Company, apparatus, supplies, etc.	43 75
Fryer, William J., "	40 00
Gilroy, T. J., & Co., "	5 30
Grand Central Palace Stables, "	30 00

Table listing various companies and their expenses, including Gutta Percha and Rubber Manufacturing Company, Hawkins, H. J., Hayman, George, etc.

\$7,556 26

Schedule No. 20 of 1892, on this date.

Table listing expenses for Extra Telegraph Force Pay-roll, Headquarters Pay-roll, Engine Company 43 Pay-roll, Repair Shops, Hospital Stables, etc.

\$2,225 22

Communications, etc., Referred.

Inspector of Combustibles—Recommending discontinuance of legal proceedings. Approved. To Attorney to Department for proper action. Attorney to Department—Recommending that the complaints in the following cases be dismissed:

Two fire-escape cases of 1890. Four fire-escape cases of 1891. One violation case of 1891. One violation case of 1892. Recommendation approved. To Superintendent of Buildings.

Filed.

Fireman 1st grade Fred. Damm, Hook and Ladder 9, tender of resignation. Action of the President accepting same approved.

Foreman of Engine 27—Reporting the death of Engineer of Steamer Patrick H. Delaney, relieved from active service, on the 5th instant.

Superintendent of Telegraph—Reporting the temporary disuse of a number of alarm stations caused by the cutting of one of the wires of the fire-alarm system, with recommendation. Recommendation approved. To communicate to the Board of Electrical Control.

Chief of Department—Calling attention to the unofficerlike and demoralizing conduct of Foreman Hugh D. McCabe of Engine 16, and recommending that he be reduced from the grade of Foreman to Fireman 1st grade.

On motion, the following preamble and resolution was adopted:

Whereas, Foreman Hugh D. McCabe, now of Engine Co. 16, has on frequent occasions been shown to be unfitted for the position of Foreman, in that he has failed to maintain proper discipline among the men under his command, and in that the Chief of the Department has also reported his unfitness to have command, guide, or keep his company under proper discipline, the Board of Fire Commissioners deeming that the best interests of the service require that the said Foreman Hugh D. McCabe be reduced in grade; therefore,

Resolved, That Foreman Hugh D. McCabe be reduced from the grade of Foreman to the grade of Fireman of the 1st grade, to take effect on this the ninth day of March, at 4 o'clock P. M., and that he be directed to report to the Chief of the Department at that time for assignment to duty.

Advancement in Grade, to take effect from the 1st instant.

Table listing advancement in grade for John J. Hannan, John F. McAree, James E. Davis, John F. Link, Frank E. Corson, George M. Rivers, Joseph L. Newroth, Charles Sheridan, John J. Dougherty, George H. Grabe.

From 2d to 1st Grade: Peter J. Starrs, Engine 32. Adjourned.

CARL JUSSEN, Secretary.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 11, 1892.

Present—President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff.

The President submitted the following resolutions, which, on motion, were adopted.

Resolved, That, for the purpose of investigating the cause and origin of fires by the Bureau of Fire Marshal, the city be divided into two districts, as follows:

District A to comprise all that part of the city lying south of the centre of Fifty-ninth street.

District B to comprise all that part of the city lying north of the centre of Fifty-ninth street.

District A to be subdivided into two sections by a line starting at the Battery, in the centre of Whitehall street, and running thence northerly through the centre of Whitehall street to its intersection with Broadway; thence through the centre of Broadway to its intersection with Fifth avenue, and thence through the centre of Fifth avenue to Fifty-ninth street. The section lying west of said line to be designated Section 1, and the section lying east of said line to be designated Section 2.

Resolved, That the following changes in the personnel of the Bureau of Fire Marshal be made to take effect on the 15th instant:

Appointments.

Augustine J. Wilson, as Assistant Fire Marshal, at \$1,500 per annum, to take effect from the 15th instant.

Details.

Assistant-Foreman Thomas F. Freel, to the Bureau of Fire Marshal. Fireman 1st grade Charles C. Dietsch (now detailed to Bureau of Fire Marshal), to the Bureau Inspection of Buildings, to serve as messenger.

Transfer.

Clerk Henry W. Seabold, from the Bureau of Fire Marshal to the Bureau Inspection of Buildings.

Resolved, That the Fire Marshal be and is hereby instructed to apportion and assign the force under his direction, so as to best subserve the public interest and to promote the proper conduct of the business of his bureau, and that he report the assignments made hereunder, as well as the rules established for the government of the employees of his bureau, at the meeting of the Board on Wednesday next.

The President reported the receipt of a letter from the Mayor, requesting reports on theatres, and his action therein, directing the Chief of Department and the Superintendent of Buildings, jointly, to make an inspection without delay and report. Action approved and communication laid over.

Requisitions Filed.

Finance Department—Returning proposal of Samuel G. French for furnishing cannel coal, with approval of the sureties. Action of President awarding contract thereon, approved. Same—Returning proposal of Samuel G. French, for furnishing anthracite coal. Contract awarded thereon. Acting Supply Clerk—Reporting necessity of advertising for forage. Action of the President directing that proposals be advertised for, approved.

Bills Audited.

Schedule No. 21 of 1892, on this date.

Table listing audited bills for various individuals and companies, including Boylen, Dennis, Carlin, William, Casey, Patrick, etc.

\$1,187 62

Adjourned.

CARL JUSSEN, Secretary.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 16, 1892.

Present—President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff.

Trials.

Groundman John Murphy, Fire-alarm Telegraph, "intoxicated during working hours." Dismissed the service.

Engineer of Steamer Dennis M. Maguire, Engine 10, "absent without leave" (two specifications). Adjourned.

Fireman 1st grade Thomas F. Cavanagh, Engine 18, "neglect of duty" (two specifications). Fined five days' pay.

Fireman 1st grade John A. Marx, Engine 26, "disrespect to superior officer." Fined three days' pay and reprimanded.

Fireman 1st grade Charles J. McGrath, Engine 26, "disobedience of orders." Fined two days' pay.

Engineer of Steamer Daniel J. Fagan, Engine 40, "absence without leave." Fined two days' pay and warned.

Requisitions, etc.—Expenditures Authorized.

Table listing authorized expenditures for Calking, Carpentry, Plumbing, etc.

Filed.

Chief of Department—Recommending the purchase of 10,000 feet fire hose. Approved. To prepare contracts and advertise for proposals.

Finance Department—Weekly statement of condition of the appropriation.

Bills and Pay rolls Audited.

Schedule No. 122 of 1890, on this date.

Le Brun, N. & Sons, new houses for Engine and Hook and Ladder Companies. \$283 38

Schedule No. 22 of 1892, on this date.

Table listing audited bills for various companies and individuals, including Ash & Buckbee, Barron, James S. & Co., etc.

\$4,617 02

Schedule No. 23 of 1892, on this date.

Table with 2 columns: Item description and Amount. Includes Extra Telegraph Force Pay-roll, Headquarters Pay-roll, Engine Co. No. 43 Pay-roll, Repair Shops, Hospital Stables.

Communications, etc.—Referred.

Inspector of Combustibles—Reporting violations of law. Back, with direction to enforce collection of the penalties. Same—Recommending prosecutions for violations of law. Recommendation approved. To Attorney to Department, with instructions to carry out.

Filed.

Fire Marshal—Submitting copy of rules, etc., for the guidance of the employees in the Bureau of Fire Marshal. Approved, with directions to promulgate.

Meritorious Services.

Chief of Department—Recommending that the following named be entered on the Roll of Merit for meritorious conduct at the fire at No. 42 East Twenty-third street on the 5th instant: Fireman 1st grade Patrick J. Dunn, Hook and Ladder 7.

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. Adjoined.

CARL JUSSEN, Secretary.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 17, 1892.

Present—President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff.

Requisitions, etc.—Expenditures Authorized.

Table with 2 columns: Item description and Amount. Includes Repairs to clocks, flags, etc. Wood.

Communications Filed.

Clerk Jacob Cole, Bureau of Combustibles—Asking that sentence in his case be suspended. Ordered that sentence be suspended until his next offense. The salary of Inspector of Buildings, Cornelius J. Horgan, was fixed at \$1,800 per annum, to take effect from the 18th instant. Adjoined.

CARL JUSSEN, Secretary.

HEADQUARTERS FIRE DEPARTMENT, NEW YORK, March 23, 1892.

Present—President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff.

Proposals Opened.

Affidavit of publication of advertisements in the CITY RECORD read and filed. Approved forms of contract submitted.

Table with 2 columns: Proposal description and Amount. Includes No. 1. Horace Ingersoll. No. 2. John Moonan.

No. 2 filed and No. 1 referred to Comptroller for his action on the sureties and the security deposits directed to be forwarded to him. Recess taken to 11 o'clock A. M.

The Board reconvened at 11 o'clock A. M.

Present—President Henry D. Purroy, in the chair, and Commissioner Anthony Eickhoff. The President submitted the written request made on behalf of Mr. Richard Lathers for a hearing in the matter of the application of the Standard Gas-light Company for a permit to store naphtha at One Hundred and Fifteenth street and Pleasant avenue, and stated that the hearing had been set down for to-day.

The following gentlemen appeared and were heard: Hon. Richard O'Gorman and Mr. J. Walmsley for Mr. Richard Lathers, and President Dana and Secretary McKeige for the Standard Gas-light Company. On motion, the matter was referred to the Inspector of Combustibles for further investigation, and with instructions to report in full at the meeting of the Board to be held on Wednesday, April 6th next.

Trials.

Stoker John Kennedy, Engine 57, "absence without leave." Laid over. Engineer of Steamer Dennis M. Maguire, Engine 10, "absence without leave." Adjoined pending report from Medical Officer. Fireman 2d grade George Gausmann, Hook and Ladder 3, "absence without leave." Fined two days' pay. Fireman 1st grade Luke McSherry, Hook and Ladder 14. Charge 1, "Conduct prejudicial to good order." Charge 2, "Disrespect to superior officer." Fined ten days' pay and warned. Fireman 1st grade James S. Roan, Hook and Ladder 14, "conduct prejudicial to good order." Fined two days' pay.

Requisitions, etc.—Expenditures Authorized.

Table with 2 columns: Item description and Amount. Includes Repairs to fire-boat "Zophar Mills", Carpentry at quarters of Engine 33, Glazing at various quarters, Iron work at quarters of Engine 54, Iron stall fixtures, Plumbing at quarters of Hook and Ladder 9, Lift for new quarters Engine 18, Sliding poles, 500 feet cotton test hose.

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 No. 137 of 1891, on this date.

Table with 2 columns: Item description and Amount. Includes Cheever, John H., apparatus, supplies, etc. Duffy, P. H. & Sons. Metropolitan Telegraph and Telephone Company, apparatus, supplies, etc.

Schedule No. 24 of 1892, on this date.

Table with 2 columns: Item description and Amount. Includes American Fire Engine Company, apparatus, supplies, etc. Arctander, Arthur, repairs and alterations to buildings. Ash & Buckbee, Barrett, Thomas, Barron, James S. & Co., Breen, M., Brown, C. E. & J. W., apparatus, supplies, etc. French, Samuel G., Garton, Weston & Ladd, Gilroy, T. J. & Co., Gleason & Bailey Manufacturing Company, apparatus, supplies, etc. Gutta Percha and Rubber Manufacturing Company, Herold's H. Sons, Ingersoll, Horace, Lithofuge Manufacturing Company, Metropolitan Telegraph and Telephone Company, Morgan's Sons Co., Enoch, Office Specialty Manufacturing Company, Patterson Brothers, Patterson, Gottfried & Hunter, Limited, Pearce, Frederick, placing fire-alarm conductors underground. Peysner, John & Sons, apparatus, supplies, etc. Publer, George, repairs and alterations to buildings. Pheasants, Charles H., apparatus, supplies, etc. Ryan & Seabold, repairs and alterations to buildings. Schuabeland, John, apparatus, supplies, etc. Smith, Worthington & Co., Melton, B., repairs and alterations to buildings.

Schedule No. 25 of 1892, on this date.

Table with 2 columns: Item description and Amount. Includes Extra Telegraph Force Pay-roll, apparatus, supplies, etc. Headquarters Pay-roll, salaries. Engine Company No. 43 Pay-roll, salaries. Repair Shops, Hospital Stables.

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 fires.

Advancement in Grade—To Take Effect from the 1st proximo.

From 3d to 2d grade: Daniel L. Simmonson, Engine 3.

Appointment.

Christopher Schmidt, as Wheelwright in the Repair Shops, at \$3 per day, to take effect from this date. Adjoined.

CARL JUSSEN, Secretary.

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.

Table with 9 columns: DATE, 7 A.M., 2 P.M., 9 P.M., MEAN FOR THE DAY, MAXIMUM, MINIMUM. Rows for each day from Sunday to Saturday.

Mean for the week 29.988 inches. Maximum at 8 A. M., April 20th. Minimum at 2 A. M., April 23d. Range .746



Thermometers.

Table with columns: DATE (APRIL), 7 A.M., 2 P.M., 9 P.M., MEAN, MAXIMUM, MINIMUM, MAXIMUM. Rows for Sunday through Saturday.

Dry Bulb. Wet Bulb. Mean for the week. Maximum for the week. Minimum. Range.

Wind.

Table with columns: DATE (APRIL), DIRECTION, VELOCITY IN MILES, FORCE IN POUNDS PER SQUARE FOOT. Rows for Sunday through Saturday.

Distance traveled during the week. Maximum force.

Hygrometer.

Table with columns: DATE (APRIL), FORCE OF VAPOR, RELATIVE HUMIDITY, CLOUDS, RAIN AND SNOW, OZONE. Rows for Sunday through Saturday.

Total amount of water for the week. Duration for the week.

Table with columns: DATE, 7 A.M., 2 P.M. Rows for Sunday through Saturday with weather descriptions.

DANIEL DRAPER, PH. D., Director.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business...

EXECUTIVE DEPARTMENT.

Mayor's Office. No. 6 City Hall, 9 A.M. to 4 P.M.; Saturdays, to A.M. to 12 M. HUGH J. GRANT, Mayor. WILLIS HOLLY, Secretary and Chief Clerk.

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 A.M. to 4 P.M. JAMES C. DUANE, President; J. C. LULLRY, Secretary; A. FTRELEY, Chief Engineer; E. A. WOLFF, Auditor.

BOARD OF ARMY COMMISSIONERS.

THE MAYOR, Chairman; PRESIDENT OF DEPARTMENT OF TAXES AND ASSESSMENTS, Secretary. Address EDWARD P. BARKER, Staats Zeitung Building, Tryon Row. Office hours, 9 A.M. to 4 P.M.; Saturdays, 9 A.M. to 12 M.

COMMON COUNCIL.

Office of Clerk of Common Council. No. 8 City Hall, 9 A.M. to 4 P.M. JOHN H. V. ARNOLD, President Board of Aldermen. 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.

Bureau 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.

Bureau of Water Purveyor. No. 31 Chambers street, 9 A.M. to 4 P.M. WM. H. BURKE, Water Purveyor.

Bureau of Lamps and Gas. No. 31 Chambers street, 9 A.M. to 4 P.M. STEPHEN MCCORMICK, Superintendent.

Bureau of Streets and Roads. No. 31 Chambers street, 9 A.M. to 4 P.M. JOHN J. RYAN, Superintendent.

Bureau of Incumbrances. No. 31 Chambers street, 9 A.M. to 4 P.M. MICHAEL T. CUMMINGS, Superintendent. 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. HEINTZ, 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. LYON, First Auditor. DAVID E. AUSTEN, Second Auditor.

Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Nos. 31, 33, 35, 37, 39 Stewart Building, Chambers street and Broadway, 9 A.M. to 4 P.M.

Bureau for the Collection of City Revenue and of Markets. Nos. 1 and 3 Stewart Building, Chambers street and Broadway, 9 A.M. to 4 P.M.

Collector of the City Revenue and Superintendent of Markets. No money received after 2 P.M.

Bureau for the Collection of Taxes. No. 57 Chambers street and No. 35 Reade street, Stewart Building, 9 A.M. to 4 P.M.

GEORGE W. McLEAN, Receiver of Taxes; ALFRED VREDENBURGH, Deputy Receiver of Taxes. No money received after 2 P.M.

Bureau of the City Chamberlain. Nos. 25, 27 Stewart Building, Chambers street and Broadway, 9 A.M. to 4 P.M.

THOMAS C. T. CRAIN, City Chamberlain.

Office of the City Paymaster. No. 33 Reade street, Stewart Building, 9 A.M. to 4 P.M.

JOHN H. TIMBERMAN, City Paymaster

LAW DEPARTMENT. Office of the Counsel to the Corporation. Staats Zeitung Building, third and fourth floors, 9 A.M. to 5 P.M.

Office of the Public Administrator. No. 49 Beekman street, 9 A.M. to 4 P.M.

CHARLES E. LYDECKER, Public Administrator.

Office of Attorney for Collection of Arrears of Personal Taxes. Stewart Building, Broadway and Chambers street, 9 A.M. to 4 P.M.

JOHN G. H. MEYERS, Attorney. MICHAEL J. DOUGHERTY, Clerk.

Office of the Corporation Attorney. No. 49 Beekman street, 9 A.M. to 4 P.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 CORRECTION. Central Office. No. 66 Third avenue, corner Eleventh street, 9 A.M. to 4 P.M.

HENRY H. PORTER, President; GEORGE F. BRITTON, Secretary.

Purchasing Agent, FREDERICK A. CUSHMAN. Office hours, 9 A.M. to 4 P.M. Saturdays, 12 M.

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 Eleventh street.

FIRE DEPARTMENT. Nos. 157 and 159 East Sixty-seventh street.

HENRY D. PURROY, President; CARL JUSSKN, Secretary.

Bureau of Chief of Department. HUGH BONNER, Chief of Department.

Bureau of Inspector of Combustibles. PETER SEERY, Inspector of Combustibles.

Bureau of Fire Marshal. JAMES MITCHELL, Fire Marshal.

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.

DEPARTMENT OF STREET CLEANING.

Stewart Building. Office hours, 9 A.M. to 4 P.M. THOMAS S. BRENNAN, Commissioner; WILLIAM DALTON, Deputy Commissioner; J. Joseph Scully, Chief 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 and 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 I. 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 Hall Park 9 A.M. to 4 P.M.

DE LANCEY NICOLL, District Attorney; EDWARD T. FLYNN, Chief Clerk.

BOARD OF STREET OPENING AND IMPROVEMENT. 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. SEALED PROPOSALS WILL BE RECEIVED at the office of the Board of Education, corner of Grand and Elm streets, until Monday, May 9, 1892, 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, 12-inch lengths, split to stove size. Oak wood, 12-inch lengths, split to stove size. Pine wood, 17-inch lengths, split for kindling. Pine wood, 13-inch lengths, split for kindling. Pine wood, 13-inch lengths, split for kindling. Pine wood, 9-inch lengths, split for kindling. Pine wood, 6-inch lengths, split for kindling. Said wood will be inspected under the supervision of the Inspector of Fuel of the Board of Education.

The wood must be delivered at the schools as follows: Two-thirds of the quantity on or before the fifteenth of October, and the remainder as required by the Committee on Supplies; the contracts for supplying said wood to be binding until the first day of May, eighteen hundred and ninety-three.

Two stipulated sureties, or bond by one of the Guarantee Companies, for the faithful performance of the contract, will be required, and each proposal must be accompanied by the signatures and residences of the proposer's sureties. No compensation above the contract price will be allowed for delivering said wood at any of the schools, nor for putting or piling the same in the yards, cellars, vaults, or bins of said school buildings.

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 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 28, 1892.

FINANCE DEPARTMENT.

SALE OF FERRY LEASE. THE LEASE OF THE FRANCHISE OF THE Ferry on the East river, from the foot of Ninety-ninth 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 29th 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:





